



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500158696

**Erf 6829, 18 Langeberg Road,
Durbanville**

Development Management

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25 June 2026

District Manager

Department of Planning and Building Development Management

Northern District: District C

P.O. Box 25

Kraaifontein

7569

Dear Sir/Madam,

**APPLICATION FOR REZONING, SUBDIVISION, DEPARTURES, SDP & AMENDMENT OF GP:
REMAINDER ERF 6829, DURBANVILLE (1500158696)**

We hereby apply for the rezoning, subdivision, departures, SDP approval and amendment of general plan on the above mentioned erf to permit a group housing development with twenty-one (21) dwelling units.

Please find herewith attached the following documentation for your perusal and circulation:

1. Completed & signed application form;
2. Power of Attorney;
3. Resolution;
4. Copy of the Title Deed;
5. Conveyance Certificate;
6. S. G. Diagram;
7. Locality - and Zoning plans;
8. Subdivision Plan (Amended);
9. Site Development Plan (Amended);
10. Landscaping Plan (Amended);
11. Services Report;
12. Traffic Impact Statement;
13. Previous Approval;
14. Stormwater Management Plan (New);
15. Council Correspondence (New);
16. Services Agreement (Ashford / Ruslamere)
17. NID Proof of Submission (New)

Trust the abovementioned suffices.

Kind Regards,

A handwritten signature in black ink, appearing to read "Kara Burge". The signature is stylized with a large, looped "B" and a cursive "urges".

Kara Burge

***For and on behalf of* ELCO PROPERTY DEVELOPMENT**

SECTION A: HISTORY AND BACKGROUND INFORMATION

A) 1. INTRODUCTION

Elco Property Developments was mandated by the owners of Erf 6829, Durbanville, to apply on their behalf for the rezoning, subdivision, departures, SDP approval and amendment of general plan to permit a group housing development with twenty-one (21) dwelling units. The **Power of Attorney** and **Resolution** authorizing this firm is herewith attached.

This memorandum serves to outline the proposal and to prove the necessity and desirability of the abovementioned application in order to obtain the approval from the relevant authorities. In addition its purpose is also to elaborate on information required by Council, which will enable Interested and Affected Parties and Council to make informed comments and/or decisions on the proposed development.

A) 2. HISTORY AND BACKGROUND

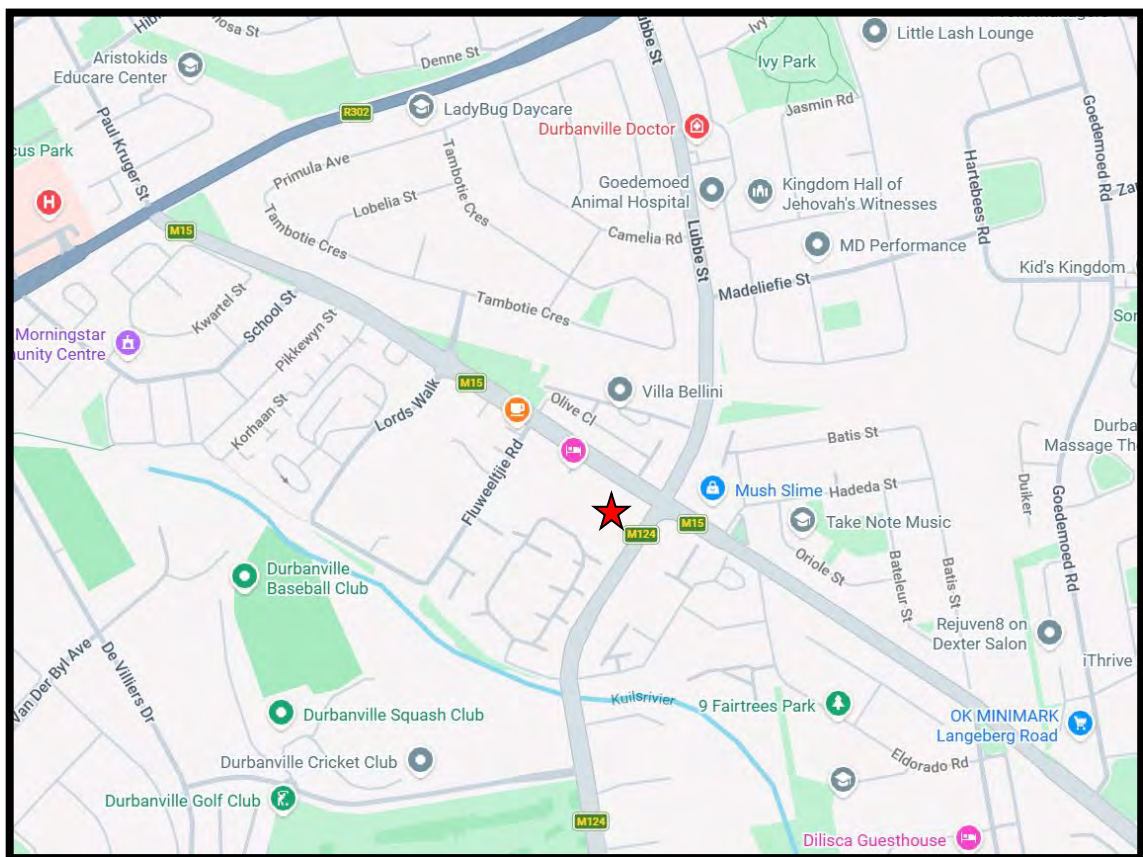


Fig. 1: Locality

The property is located in the Durbanville suburb (18 Langeberg Road) and is currently zoned as Residential 1 (R1). The site is currently vacant, a previous approval for a retirement home has lapsed.

A pre-application meeting was held with Council on 25 March 2026. All subject changes have been included in this report. Please see the **Previous Approval** attached.

SECTION B: APPLICATION

B) 1. THE APPLICATION

Application is hereby made on behalf of the client for:

- a) **Rezoning** of Remainder Erf 6829, Durbanville in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2025 from Residential 1 (R1) to Subdivision Area to allow a group housing development with twenty-one (21) dwelling units.
- b) **Subdivision** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law (2025) to allow the following portions:
 - Portions 1 – 21: Group Housing 1 (GR1)
 - Remainder: Open Space 3 (OS3) (Private Road)
- c) **Subdivision** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law (2025) to allow the registration of a new services servitude.
- d) **Permanent Departure** in terms of Section 42(b) of the City of Cape Town Municipal Planning By-Law (2025) to allow a density of 36u/ha in lieu of 35u/ha.
- e) **Permanent Departure** in terms of Section 42(b) of the City of Cape Town Municipal Planning By-Law (2025) to allow an external street building line of 3.48m in lieu of 5m along Langeberg Road
- f) **Approval of the Site Development Plan** in terms of Section 42(i) of the City of Cape Town Municipal Planning By-Law, 2025 to allow a group housing development with twenty-one (21) dwelling units.
- g) **Amendment of GP** in terms of Section 42(l) of the City of Cape Town Municipal Planning By-Law, 2025 to cancel the right of way servitude which was a condition of a previous approval.
- h) **Approval of Street Name** of Ashford Road.

Please see the completed **Application Form** attached.

SECTION C: LEGAL AND GENERAL INFORMATION

C) 1. TITLE ASPECTS

Erf 6829 is held by virtue of Title Deed . Please see a copy of the **Title Deed** attached.

a) PROPERTY DESCRIPTION

By virtue of the Title Deed the property is described as "Remainder Erf 6829 Durbanville in the City of Cape Town, Division Cape, Western Cape Province".

b) PROPERTY SIZE

The extent of the property is 5887m². Please see the **S. G. Diagram** attached.

c) REGISTERED OWNER

The property is registered in the name

d) MORTGAGE BONDS

There are no bonds registered against the title of the property.

e) TITLE DEED CONDITIONS

The following clause within the title deed contains restrictive conditions under clause B.1. which prohibits building closer than 2.52m from the street. The proposal does not exceed this restriction. Please see the **Conveyance Certificate** attached.

f) SERVITUDES

There is a right of way servitude registered over the property. Please refer to the **S. G. Diagram** attached. This servitude will be cancelled as part of the current application as it was a condition of approval from a **Previous Approval** that has lapsed and is no longer applicable.

C) 2. GENERAL INFORMATION**a) LOCATION & ACCESSIBILITY**

The physical address is 18 Langeberg Road, Durbanville.

Access to the new proposed development will be off Langeberg Street. The site is easily accessible to the surrounding area as it is in close proximity to the R302, M15 as well as the M124. These roads provide access to the rest of the northern suburbs as well as the N1.

The **Locality Plan** and **Aerial Photo** are herewith attached as Figures 1 & 3.

b) SITE CHARACTERISTICS

The subject property is flat with no significant geographical features. No trees are located on the premises.

c) EXISTING ZONING

In terms of the City of Cape Development Management Scheme, the property is zoned Residential 1 (R1).

d) EXISTING LAND USE

The site is currently vacant.



Fig. 2: View from Fairtrees Road



Fig. 3: View from Langeberg Road

e) SURROUNDING LAND USES & ZONING

The site is surrounded by the following zonings in the immediate and near area, namely:

- North – General Residential 1 (GR1), General Residential 2 (GR2);
- East – Residential 1 (SR1), General Residential 1 (GR1), General Residential 2 (GR2), General Business 2 (GB2), Open Space 2 (OS2), Open Space 3 (OS3);
- South – General Residential 1 (GR1), Residential 1 (R1), Open Space 3 (OS3);
- West – General Residential 1 (GR1), Open Space 3 (OS3), General Business 2 (GB2).

The land uses in the immediate surrounding area are predominantly medium density Residential even with higher order land uses along Langeberg Road. For further detailed information about the surrounding zonings, see the **Zoning Plan** listed as **Figures 2** attached.

SECTION D: DEVELOPMENT PROPOSAL

D) 1. PROPOSED LAND USE

The intention is to develop a group housing development with twenty-one (21) dwelling units and a private road. The proposed development features two types of units (A and B). Unit Type A is a three bedroom unit with a double garage and braai area, while Unit Type B is a three bedroom unit with a single garage. Unit type A has two variations for corner units. All the units are two storeys in height. The site is located on the corner of Langeberg Road and Fairtrees Road. Access to the development is proposed off Langeberg Road. The public-private interface is enhanced through ensuring active interfaces are created along both roads with visually stimulating architecture, over looking features and private gardens.



Fig. 4: Proposed Development

Please see attached the **Site Development Plan** and **Landscaping Plan**.

D) 2. PROPOSED ZONING & REGULATIONS

The property will be rezoned from Residential 1 (R1) to Subdivision Area and then subdivided to allow twenty-one (21) Group Housing (GR1) zonings and one (1) Open Space 3 (OS3) for zoning for a private road. According to the Development Management Scheme, group housing is defined as “group of separate and/or linked dwelling units which may be subdivided but are planned, designed and built as a harmonious architectural entity and integrated with open space in an ordered way”.

The table below explains the regulations to permit the proposed development. As can be ascertained, the only departures that will be required is for the density and street building lines. Application is also made for the approval of the proposed Site Development Plan and Street Name (Ashford).

ASPECT	TITLE DEED	ZONING SCHEME	PROPOSED
Density	-	35u/ha	36u/ha
Height	-	9m	7.7m
Street BL	2.52m	5m	3m (Langeberg Road) 5m (Fairtrees Road)
Common BL	-	3m	3m
Garage Setback	-	5m from Kerb	5m from Kerb
Parking	-	1.75 per dwelling (37), 0.25 per dwelling for visitors (5) Total Required: 78	38 in Garages, 42 on Kerb, and 8 Visitors Total Provided: 88

The amendment of the general plan is required in order to cancel a registered right-of-way servitude. This was a condition of the **Previous Approval** which has lapsed and is therefore no longer relevant.

Title Deed Conditions B.1. prohibits building closer than 2.52m from the street. The proposal does not exceed this restriction. Please see the **Conveyance Certificate** attached.

Please see attached the **Site Development Plan**.

SECTION E: POLICIES & FRAMEWORKS

E) 1. NATIONAL HERITAGE RESOURCES ACT NO. 25 OF 1999

There are no buildings located on the property and the site is not identified as a heritage resource. A previous HWC Record of Decision was obtained and indicated support. It was clarified from both the Heritage Department and HWC that a new NID would be required. The necessary application has been submitted and is awaiting an outcome as per the **NID Proof of Submission** attached.

E) 2. NATIONAL ENVIRONMENTAL MANAGEMENT ACT NO. 107 OF 1998

An Environmental Authorisation will not be required as none of the listed activities are triggered.

E) 3. WESTERN CAPE SPATIAL DEVELOPMENT FRAMEWORK: STATUTORY REPORT (2014)

The PSDF opposes urban sprawl and development outside the urban edge, whilst promoting densification of underutilized land within the urban edges. The following principles are listed with which the proposed development complies.

PRINCIPLE	DISCUSSION
Sustainability and Resilience	The proposed development protects natural resources through an increase in densification on land that is not identified as high potential agricultural land. The proposed development is compatible with the height, densities and mix of uses prescribed for the area.
Spatial Efficiency	The increase in density will ensure that more families will be closer to the opportunities provided in the area and surroundings.
Access	Developing the property ensures that more people are closer to the opportunities provided in the area and surroundings. It will also create additional job opportunities during construction as well as in relation to domestic jobs.
Quality and Liveability	The increase in density ensures that there will be an increase in surveillance which will increase security within the area. This will ensure a greater quality living environment in general. The proposed development has been designed in such a way to fit into the foreseen character of the area and articulate the Laneberg/Fairtrees intersection.

E) 4. CITY OF CAPE TOWN MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK: 2023

According to the MSDF, the subject property lies within an Incremental Growth and Consolidation area. Section 4.3 addresses the key principles of the Incremental Growth and Consolidation area, which is to ensure that the City remains committed to conserving existing and new communities and that new developments would be subject to capacity of bulk engineering infrastructure.

The desired outcome include:

- Diverse and dense land uses, where bulk engineering infrastructure allows;
- Diversification of mono-use residential patterns; &
- Consolidation and diversification of land uses in support of city growth.

The MSDF also prescribes spatial strategies that include protecting natural resources as well as encouraging integrated settlement patterns and a more compact form of development. The proposed development supports these strategies as the identified land is not located within a valuable agricultural area; the proposed development will ensure a more compact urban form which will increase greater access to opportunities within the area. The proposal therefore complies with the broader goals of the MSDF as the proposed rezoning is in line with densification prescribed within the area. The proposed density of 47u/ha and 2 storey height is in line the character of the area.

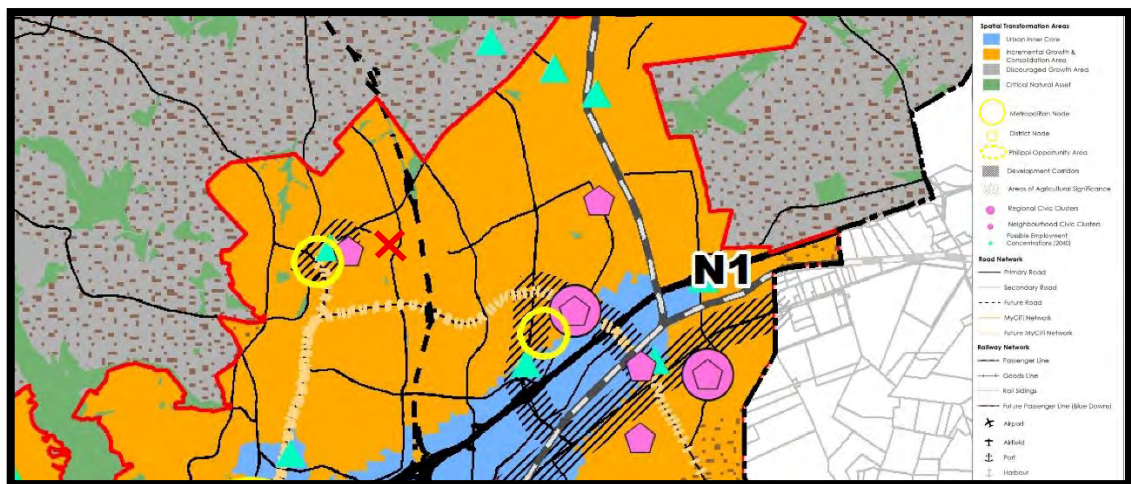


Fig. 5: MSDF

F) 5. NORTHERN DISTRICT PLAN (2023)

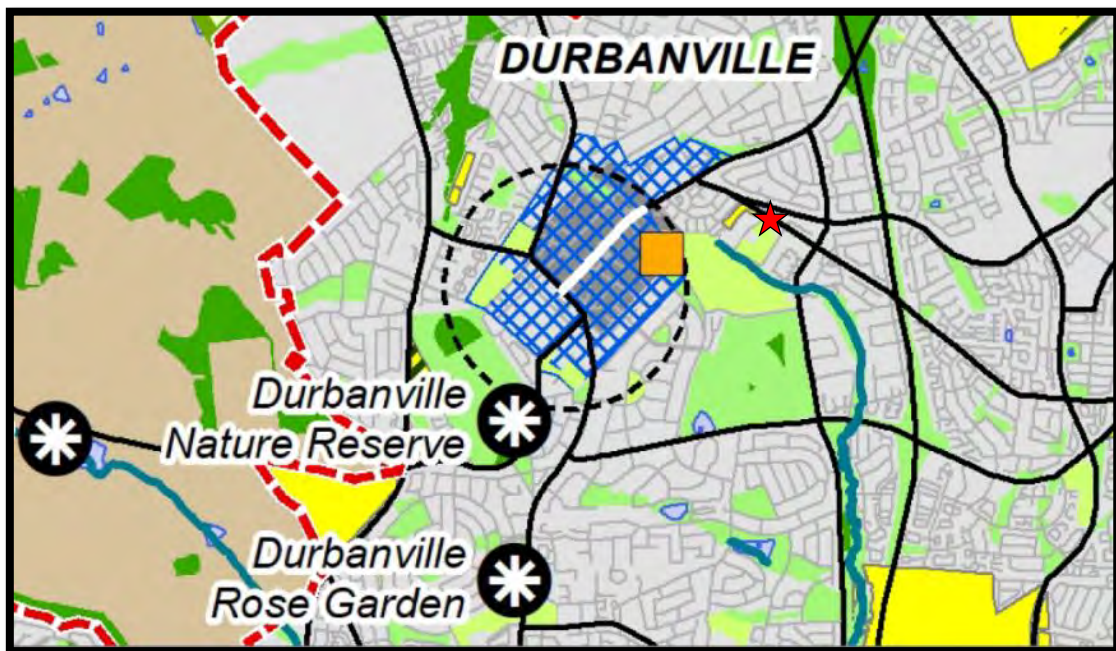


Fig. 6: Location in Northern District Plan

The property is located within the Durbanville suburb of Cape Town. It is located on the corner of two Connector Routes (Fairtees Road and Langeberg Road). No specific indication is given to the exact heights for the area, although the existing developments (Erven 10813 and 13799) on the intersection are 2 storeys high. The proposed development therefore fits into the character of the area.

E) 6. CITY OF CAPE TOWN DENSIFICATION POLICY (2012)

The policy advocates more efficient utilisation of land that will ultimately contribute to more compact urban environments. Densification is defined as “increased use of space, both horizontally and vertically, within existing areas/properties and new developments, accompanied by an increased number of units and/or population threshold”. As per Section 2.4 redevelopment at higher densities is seen as a mechanism to achieve the goal of densification.

Among its key principles to achieve its goals of densification area:

- To reduce the consumption of valuable resources such as agricultural land, areas of mineral potential etc.
- Provide a mix of residential densities to ensure diversification and choice of housing type and tenure options.

The proposed development is in line with these principles. The subject property is not identified as valuable agricultural land. The proposed development therefore protects natural assets through densification of land not identified as valuable agricultural land. It also provides more living and job opportunities within this area located just outside the Durbanville CBD. The proposed development seeks to allow appropriate densification which serves to provide more housing opportunities in close proximity to the Durbanville CBD. This speaks to the Transit Orientated Development Strategy as it will provide more households an opportunity to live in close proximity to these agglomerations that would otherwise not be easily accessible in terms of public transport. As per the Northern District Plan, specific attention has been given to ensure that the development fits into the foreseen character of the immediate area.

E) 9. TRANSIT ORIENTATED DEVELOPMENT STRATEGIC FRAMEWORK (2016)

The above documents states that the vision of Transit Oriented Development in Cape Town is “to progressively move towards a compact, well connected, efficient, resilient urban form and movement system that is conducive to economic and social efficiency and equality whilst providing cost effective access and mobility, with the least possible negative impact on the environment”.

The following objectives are highlighted for TOD in Cape Town:

1. Maximise “local efficiency” so that people can walk, cycle and use public transport. This can be achieved through a comprehensive approach to land use density, mix and intensity, as well as a focus on prioritised public transport at a metro, corridor, nodal and precinct scale.

2. Boost ridership and minimize congestion thereby ensuring that the public transport system becomes more viable.
3. Provide a rich mix of housing, shopping, recreational and transportation choices.
4. Enable cost and operational efficiencies in the provision and design of urban infrastructure.
5. Drive down the cost of the User Access Priority for both new and existing residents.

The proposed development lies on the intersection of two Connector Routes (Fairtrees Road and Langeberg Road). Although the area is earmarked for urban development it is located on the periphery of the built-up area known as the City of Cape Town. As such, public transport opportunities are not as accessible as towards the Cape Town CBD. The surrounding area is mainly utilised as a residential suburb with agglomeration of economic activity in Durbanville CBD to the west. Therefore the proposed development seeks to provide more housing opportunities to ensure an increase in access and proximity to these agglomerations. According to the Integrated Public Transport Network 2023 Durban Road is identified as a future MyCiti Route. The proposal speaks to the Densification Policy through appropriate densification as well as to the Northern District Plan through allowing for development that fits into the foreseen character immediate area.

E) 7. SOCIAL DEVELOPMENT STRATEGY

The Social Development strategy focuses on addressing poverty, inequality and social ills while providing for the participation of people in their own development. The strategy lists the following objectives:

- Maximise income generating opportunities for people who are excluded or at risk of exclusion.
- Build and promote safe households and communities.
- Support the most vulnerable through enhancing access to infrastructure and services
- Promote and foster social integration
- Mobilise resources for social development

The proposed development is in line with the following levers to help achieve the objectives

1.2 – Develop the skills of people excluded or at risk of exclusion; 3.3 – Facilitate access to housing opportunities; 4.3 – Foster diversity and inclusivity in the City's corporate structure.

In terms of affordability the proposed development seeks to supply the market with more single title housing opportunities. Although the area is earmarked for urban development it is located on the periphery of the built-up area known as the City of Cape Town. As such, public transport opportunities are not as accessible as towards the Cape Town CBD. The surrounding area is mainly utilised as a residential suburb with agglomeration of economic activity in Durbanville CBD to the west. Therefore the proposed development seeks to provide more housing opportunities to ensure an increase in access and proximity to these agglomerations.

E) 8. INCLUSIVE ECONOMIC GROWTH STRATEGY (2021)

The primary intention of this strategy is to provide aid in the recovery of the economy after the Covid-19 pandemic. Specific areas focused on are service provision, business support, labour market support and investment stimulation. A three-phase recovery approach is proposed by the strategy: stabilisation, adaption and rebuilding/recovery.

The proposed development will make additional funds available to the City by means of Development Contributions at an estimated total of R620 000. These funds will be invested into additional infrastructure for the area and better service delivery. In addition, the development will create much needed job opportunities for skilled and semi-skilled labourers. This includes jobs during construction as well as for in relation to domestic jobs. These fall under the strategy's identified stabilisation initiatives which is a primary directive after the pandemic.

E) 9. DESIGN QUALITY PLACES: URBAN DESIGN POLICY FOR CITY OF CAPE TOWN (2024)

The policy is "guided by overarching design principles, aligned with the City's strategic objectives and with an emphasis on achieving a resilient and more spatially integrated city, supporting a capable and collaborative city government". The following are the identified policy objectives with which the proposed development is in line with:

o Objective 1: Ensure legible spatial structure

The proposed development has taken into account the local urban structure of the existing context. The site is located on the intersection of two Connector Routes (Fairtrees Road and Langeberg Road) which supports the increase in density and scale to enhance the sense of place.

o Objective 2: Create good quality open space through placemaking & Objective 4: Design streets as positive public spaces

As shown on the site development plan specific attention has been given to ensure that the development does not create a blank frontage along the public streets. The positive impact of the development on the public street is enhanced through the placement of stimulating architecture, over looking features and private gardens.

o Objective 3: Contribute to the creation of healthy and safe communities

The proposed development will enhance the "eyes-on-the-street" effect as the windows and balconies will have a clear view of the adjacent public streets. The development of the property to its full potential will assist in creating a more secure environment.

o Objective 5: Promote intensity, diversity and adaptability of uses

The proposed development seeks to ensure that the property is developed to its full potential given the local context. The property is located on the corner of two Connector Routes (Fairtrees Road and Langeberg Road). No specific indication is given to the exact heights for the area, although the existing developments (Erven 10813 and 13799) on the intersection are 2 storeys high. The proposed development therefore fits into the character of the area.

o Objective 6: Ensure positive interfaces onto the public realm

The proposed development is located in such a way as to provide a sense of scale as well to enhance the streetscape. The elegant overlooking features and proposed landscaping will enhance the streetscape through positive surveillance and aesthetics.

o Objective 9: Respond to the character and identity of an area

The site is located on the intersection of two Connector Routes (Fairtrees Road and Langeberg Road) which supports the increase in density and scale to enhance the sense of place. The proposed design with 3m street building lines, private gardens, permeable boundary treatment, engaging roof line and overlooking features responds well to the character and identity of the area.

SECTION F: MOTIVATION

Section 99 of the City of Cape Town Municipal Planning By-Law states that there are certain criteria that need to be assessed before a decision on an application is made. These include the socio-economic impact, compatibility with surrounding land uses, impact on the external engineering services, impact on safety, health and wellbeing of the community, impact on heritage, impact on the biophysical environment, traffic impacts, parking, access and other transport related considerations. The following section will explore these aspects in relation to the proposed developments desirability.

F) 1. SOCIO-ECONOMIC IMPACT

The proposed development will have a positive socio-economic return by ensuring an input towards job creation, an increase in housing opportunities as well as development contributions (estimated at R620 000). The creation of proposed development will ensure job opportunities during construction as well as after (domestic jobs). It will also provide an increase in housing options for the area. In addition, the development contributions will ensure investment towards Council provided services such as roads, transport, stormwater, sewerage, water and solid waste. It is also important to note that the proposed development will generate an increase in funds available to Council through the generation of additional tax income.

F) 2. COMPATIBILITY WITH SURROUNDING LAND USES

The land uses in the immediate surrounding area are predominantly medium density Residential erven with higher order land uses along Langeberg Road. According to the Northern District Plan the property is located on the corner of two Connector Routes (Fairtrees Road and Langeberg Road). No specific indication is given to the exact heights for the area, although the existing developments (Erven 10813 and 13799) on the intersection are 2 storeys high. Other approved densities in the area range from 28u/ha to 78u/ha. The proposed development with a height of 2 storeys and a density of 47u/ha is therefore in line with the envisioned character of the area.



Fig. 7: Zoning Map

F) 3. IMPACT ON EXTERNAL ENGINEERING SERVICES

The developer will be liable to pay development contributions (estimated total of R620 000). The contributions are allocated towards the provision of roads, stormwater, sewerage and water by the City. This will ensure that any additional demand on the existing engineering services is mitigated. The **Services Report** confirms that the proposed 21-unit residential development can be fully serviced, detailing that minor earthworks, access and intersection upgrades and internal roads are required, along with upgrades to the municipal stormwater and sewer networks, while existing bulk water and medium-voltage electrical capacity are sufficient except for a needed minisubstation upgrade. Overall, all civil engineering bulk services are available or can be made available to support the development.

The **Stormwater Management Plan** outlines a sustainable urban drainage strategy to manage increased runoff from a 21-unit, 5 897 m² brownfield development, ensuring compliance with City of Cape Town policies and protecting downstream infrastructure and ecosystems. The design

incorporates an internal stormwater system divided into three sub-catchments, each draining to attenuation facilities such as bioswales and permeable paving trenches, supported by a 4 m-wide servitude that also functions as an overland emergency flow route capable of handling up to a 1:100-year storm event. Runoff is controlled to pre-development levels through attenuation and infiltration, with a required extended detention volume of approximately 185 m³ and sufficient capacity to manage up to a 1:50-year storm, while water quality measures target reductions in suspended solids and nutrients. The system integrates best management practices, including infiltration layers, landscaped flow paths, and erosion control, alongside upgrades to the external municipal network for adequate discharge. Boundary measures and flow management prevent impacts on adjacent properties, and a maintenance regime with regular inspections ensures long-term functionality. Overall, the plan adopts a conservative, compliant engineering approach that improves both the quantity and quality of stormwater runoff while supporting sustainable development objectives.

The necessary inputs have been obtained from the Fire Department to ensure that the provided access and internal road can accommodate a fire truck in case of emergencies. Please see the **Council Correspondence** attached for more information.

The attached **Services Agreement** records an in-principle understanding between the Ashford and Rustamere Homeowners Associations regarding the sharing of costs for external infrastructure works and related servitudes. The works are divided into four sections, with costs allocated either fully to Rustamere, shared equally (50/50), or recoverable through development contributions, depending on the infrastructure type and benefit. Russelmere will make an interim contribution of R70,000 while final designs and costs are still being refined. The parties agree that all cost estimates are preliminary and may be revisited and adjusted once final figures are confirmed. They also agree on certain servitude and refuse embayment arrangements and commit to ongoing cooperation in good faith to finalise outstanding matters.

F) 4. IMPACT ON SAFETY, HEALTH AND WELLBEING OF SURROUNDING COMMUNITY

The City of Cape Town Densification Policy defines densification as “*achieving a greater spectrum of mixed use (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high-opportunity areas*”. The above concepts entail various benefits for any given community or area. These include the reduction of the consumption on valuable/non-renewable resources, the development of viable public transport systems, equitable access to opportunities, facilitation of economic opportunities, support of service provision, increase in housing opportunities as well as the enhancement of urban place-making and safety. The proposed development is therefore in the interest of the general public.



Fig. 8: Mitigations

Specific measures have been incorporated to the design of the development in order to sufficiently mitigate its impacts. These includes 1) Access to the development placed sufficiently away from the intersection to allow safe entrance and exit. The gate is also step back 14m away from the street to ensure sufficient stacking distance; 2) Private gardens are facing the public street to ensure it's activations. A wrap around 3m to 5m building line has been maintained around the entire development; 3) The boundary wall will be 30% permeable towards the street to encourage a positive public-private interface; 4) Overlooking features such as balconies and windows located on the second floor will encourage "eyes-on-the-street" to create a safer pedestrian environment; 5) The proposed height of 2 storeys will match those on Erven RE461, 10813 and 13799. The 3m common boundary is maintained with the Fairtrees Retirement Village which will, together with their own 5m building line, allow for a sufficient buffer between these two developments; 6) Sufficient parking for visitors have been provided with a lining of trees to break up the parking area.

The building line departures are only for a street building line of 3m instead of 5m along Langeberg Road. This ensures that the units are stepped towards to street to encourage activation of the public realm, to add scale and ensure that the overlooking features have a clear site to the pedestrian space below. Additionally, it allows for sufficient space to the middle of the development to create visitor parking and the integration of trees. The design of the roof lines along the public realm will assist in mitigating the scale of the development by varying the roof pitches. Permeable boundary

treatment is also integrated to encourage a positive public-private interface. The proposed departure is therefore sufficiently mitigated.



Fig 9: Langeberg Street Elevation

Please see the **Site Development Plan** attached.

F) 5. IMPACT ON HERITAGE

There are no buildings located on the property and the site is not identified as a heritage resource. A previous HWC Record of Decision was obtained and indicated support. It was clarified from both the Heritage Department and HWC that a new NID would be required. The necessary application has been submitted and is awaiting an outcome as per the **NID Proof of Submission** attached.

F) 6. IMPACT ON THE BIO-PHYSICAL ENVIRONMENT

The subject property is flat with no significant geographical features. No trees are located on the premises. The proposed development has included landscaping and trees along the road verge to soften the public-private interface on the ground level. Sufficient space for walkways and direct pedestrian access has been provided. The proposed development allows for a total of 1227m² of open space. This meets the requirements as per Section 35(d) of 50m² of open space per dwelling. The property is also in close proximity to the Durbanville sports grounds, golf course and various neighbourhood parks for use by the residents. Sufficient recreational open space is therefore available in the immediate area.



Fig 10: Landscaping Plan

Please see the **Landscaping Plan** attached.

F) 7. TRAFFIC IMPACT, PARKING ACCESS, OTHER TRANSPORT RELATED CONSIDERATIONS

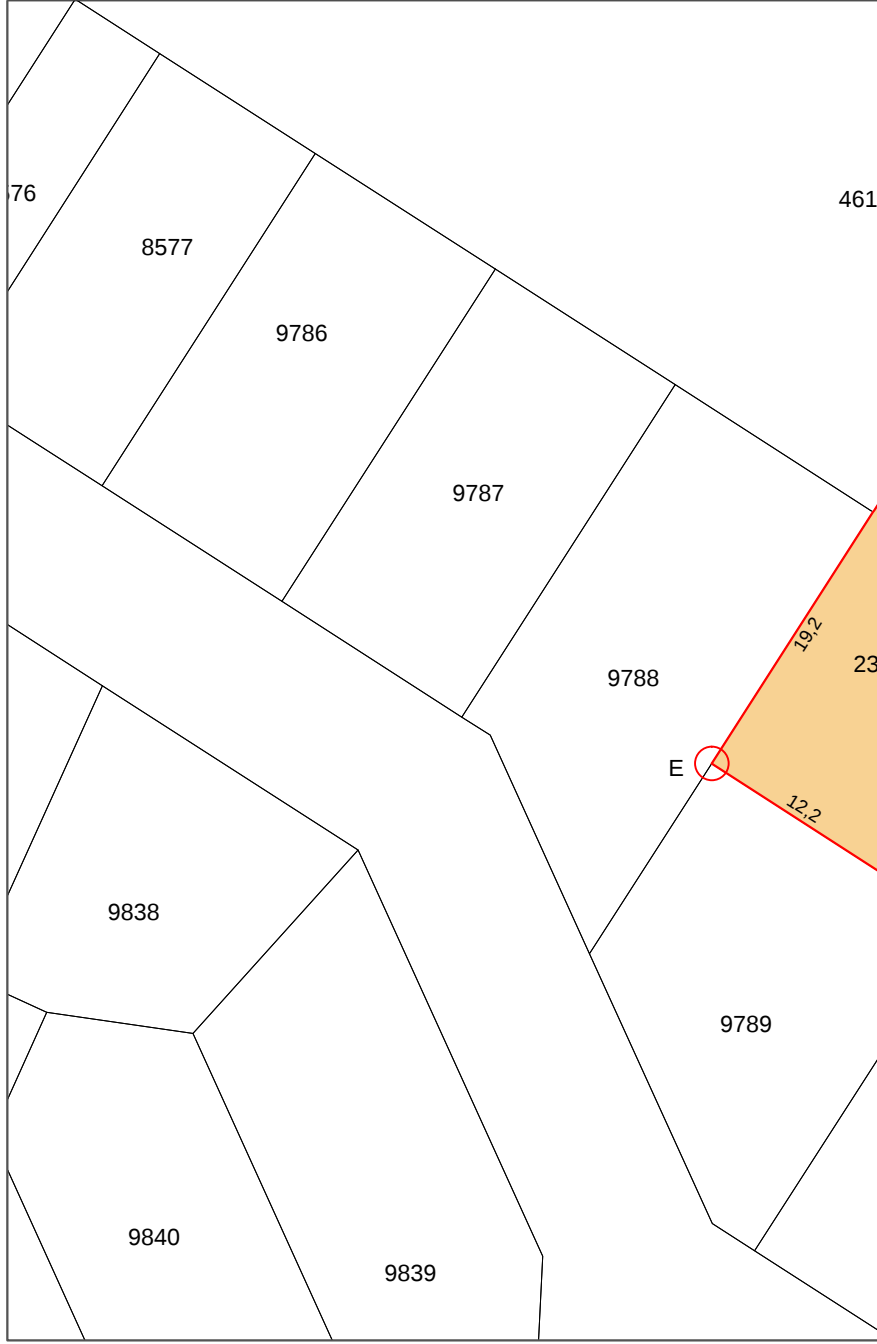
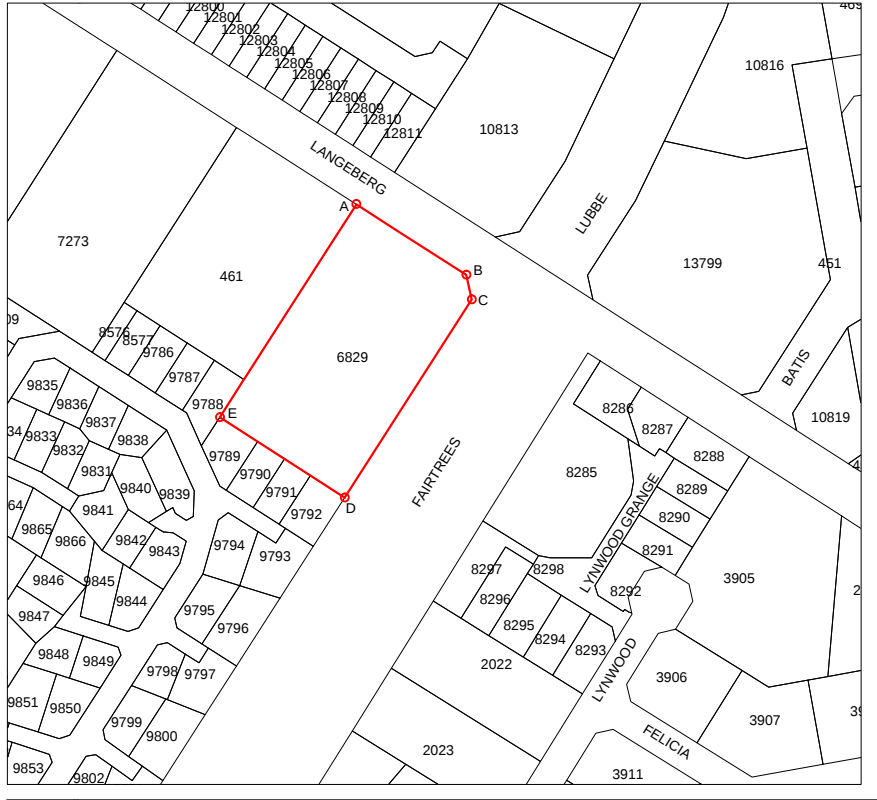
Access will be taken from Langeberg Road, where the 18.25 m gate setback, a 23.5 m deceleration lane, compliant carriageway crossing width, and sufficient sight distances ensure safe operations. Minor improvements are recommended, including extending an RM10 road marking by 4 m to prevent right-turn obstruction. Internal sight distances are adequate, refuse removal is accommodated via a downstream embayment, and although no formal public transport facilities exist, the refuse embayment can accommodate occasional drop-offs. Parking provision exceeds municipal requirements through a combination of garages, driveway space, and visitor bays. Overall, the **Traffic Impact Statement** supports approval of the Site Development Plan. Please see the **Council Correspondence** attached for additional communications with the relevant branches.

SECTION H: SUMMARY AND CONCLUSION

As fully detailed in this report, the proposed development will be desirable in the area and will not adversely affect the rights of any other properties in the area. The development is also compatible with the policies discussed in Section E and is therefore considered desirable. In relation to the above Elco Property Developments recommends the approval of the proposed development.

In summary:

- The proposed 21-unit group housing development aligns with municipal and regional spatial policies promoting compact growth and efficient land use.
- The site's position on two connector routes ensures good accessibility and integration with surrounding residential areas.
- The proposed height and density are compatible with nearby developments and approved densities in the area.
- Engineering services can support the development, with development contributions mitigating infrastructure demand.
- Traffic assessments confirm safe access, adequate sight distances, sufficient queueing space, and compliant parking.
- Design measures enhance safety and street activation through permeable boundaries, overlooking features and active interfaces.
- No heritage or environmental concerns are triggered, and adequate open space and landscaping are provided.
- The project contributes positively to socio-economic conditions through housing provision, job creation and municipal revenue.
- Overall, the proposal is desirable, policy-compliant, technically supported and compatible with its surroundings.



Project management - Town Planning - Development

ERF 6829, DURBANVILLE

PROPOSED SUBDIVISION PLAN

SUBDIVISION TABLE			
Portions	Number of Erven	%	AREA (m ²)
Portion 1 - 21 (GR1)	21	66	3903
Remainder (OS3) (Private Road)	1	34	1984
TOTAL	22	100	5887

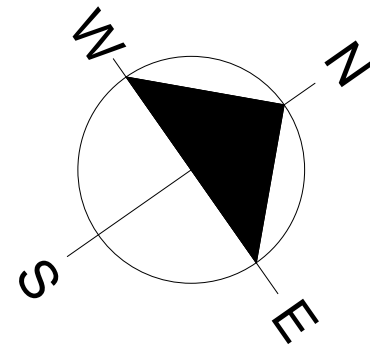
DESIGNED	K BURGER	COPYRIGHT	
DRAWN	K BURGER	RESERVED	
APPROVED	E SMITH		
DATE	25 JUNE 2026		
SCALE	1:3000 & 1:450 @ A3		
PLAN NO	ERF6829_Sub2		
REVISIONS			

	ERF Boundary
	Proposed Subdivision
	Existing Road Alignments & Carriage Way Crossing
	Proposed Stormwater Servitude
	ROW Cancelled
	Street Number

SPECIFICATION & NOTES:
1. ALL DIMENSIONS AND AREAS ARE APPROXIMATE AND SUBJECT TO FINAL SURVEY.

INDEMNITY

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GROUND STOREY PLAN

Scale: 1 : 200

FAIRTREES ROAD

LANEGBERG ROAD

REFUSE EMBAYMENT AREA

Scale: 1 : 280

NOTES

ALL WORK TO BE CARRIED OUT STRICTLY IN ACCORDANCE WITH MUNICIPAL REGULATIONS.
FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALING DRAWINGS.
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REVISIONS

Revision	Date	Description

ARCHITECT



PROJECT

ASHFORD DEVELOPMENT

DESCRIPTION

SITE & GROUND STOREY PLAN

DATE 2026/08/24 09:28:29 SCALE AS SHOWN

ARCHITECT SIGNATURE

OWNER SIGNATURE

Hennie de Villiers

SKETCH SDP COUNCIL "A1" INFORMATION CONSTRUCTION

H DE SWART

CHECKED H DE VILLIERS

PROJECT 1910 ERF 6829 DRAWING 101



GROUND STOREY - DEPARTURE PLAN

Scale: 1 : 200

NOTES

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REVISIONS

Revision	Date	Description

FAIRTREES ROAD

LANGENBERG ROAD

ARCHITECT



PROJECT

ASHFORD DEVELOPMENT

DESCRIPTION

GROUND STOREY - DEPARTURE PLAN

DATE 2026/08/24 09:28:43 SCALE AS SHOWN

SKETCH SDP COUNCIL "A1" INFORMATION CONSTRUCTION

H DE SWAROT PROJECT 1910 ERF 6829 DRAWING 103

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SUBDIVISION PLAN

Scale: 1 : 200

NOTES

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REVISIONS

Revision	Date	Description

ARCHITECT



PROJECT

ASHFORD DEVELOPMENT

DESCRIPTION

SUBDIVISION PLAN

DATE 2026/08/24 09:28:52 SCALE AS SHOWN

ARCHITECT SIGNATURE

OWNER SIGNATURE

Hennie de Villiers

SKETCH SDP COUNCIL "A1" INFORMATION CONSTRUCTION

H DE SWAROT PROJECT 1910 ERF 6829 DRAWING 105

CHECKED H DE VILLIERS



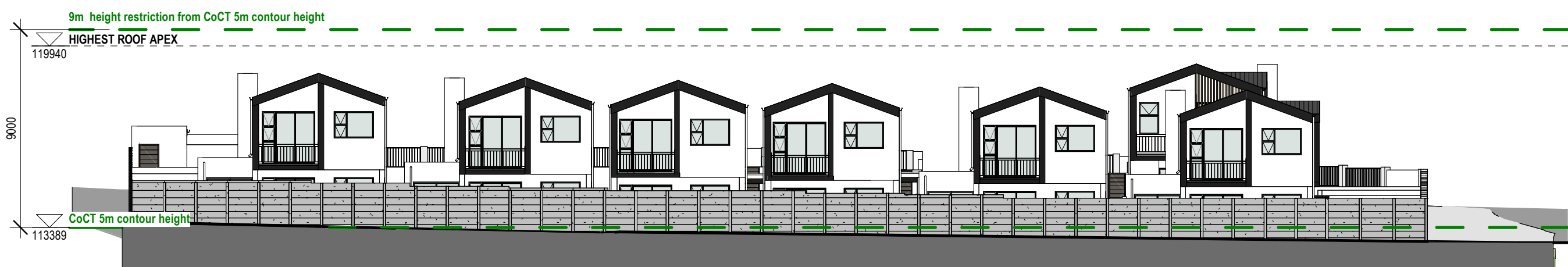
NORTHWESTERN ELEVATION

Scale: 1 : 200



SOUTHEASTERN ELEVATION

Scale: 1 : 200



SOUTHWESTERN ELEVATION

Scale: 1 : 200



NORTHWESTERN INTERNAL STREET ELEVATION

Scale: 1 : 200



SOUTHWESTERN INTERNAL STREET ELEVATION

Scale: 1 : 200



NORTHEASTERN ELEVATION

Scale: 1 : 200



SOUTHEASTERN INTERNAL STREET ELEVATION

Scale: 1 : 200



NORTHEASTERN INTERNAL STREET ELEVATION

Scale: 1 : 200

NOTES

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REVISIONS

Revision	Date	Description

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PROJECT

ASHFORD DEVELOPMENT

DESCRIPTION

ELEVATION

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