



CITY OF CAPE TOWN
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Case ID 1500160027

**Remainder Erf 62472,
23 Queen Bess Road, Lansdowne**

Development Management

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REMAINDER ERF 62472, CAPE TOWN

APPLICATION FOR REZONING FOR ROAD
UPGRADING PURPOSES

February 2026



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DATE: FEBRUARY 2026



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ABBREVIATIONS

MPBL	City of Cape Town Municipal Planning By-Law, 2015 (as amended)
the City:	City of Cape Town
Subject property	Remainder Erf 62472, Cape Town
IRT	Integrated Rapid Transport
CITP	City of Cape Town Comprehensive Integrated Transport Plan, 2023-2028
DSDF	City of Cape Town Cape Flats District Integrated Spatial Development Framework
PTI	Public Transport Interchange
NMT	Non-motorised Transport
R1	Single Residential 1 zoning
TR2	Transport 2 zoning

SECTION 1 INTRODUCTION

1.1. BACKGROUND INFORMATION

Remainder Erf 62472 Cape Town (hereafter referred to as *the subject property*) is situated within the *Cape Flats District* of the *City of Cape Town* and abuts the *Race Course Road-Turfhall Road (M24)* corridor as depicted in **Figure 1** below. The *subject property* is currently vacant and measures approximately 431m² in extent.



Figure 1: Local Context

The City's Urban Mobility Department has initiated the planning and detailed design process for the upgrading of the **Race Course Road-Turfhall Road (M24) corridor** in the **Lansdowne** area, forming part of Phase 2A of the Metro South East Corridor programme. The corridor is located directly south of the subject property, as illustrated in **Figure 1** above. Phase 2A of the programme includes trunk route construction, station and depot permitting and construction, public transport interchange (PTI) upgrades, pedestrian bridge infrastructure, and non-motorised transport (NMT) linkages.

To secure a continuous and sufficient road reserve for the upgrading of the Race Course Road-Turfhall Road **(M24)** corridor and the implementation of Integrated Public Transport



Network (IPTN) infrastructure, the City has acquired several properties along the corridor (including the subject property), which are to be rezoned to Transport Zone 2 (TR2) to facilitate the proposed transport improvements.

1.2. PROPERTY INFORMATION

Information pertaining to the *subject property* is summarised in **Table 1** below and the current zonings of the *subject property* and its surrounds are illustrated in **Figure 2** below.

Table 1

PROPERTY DETAILS	
Property description	Remainder Erf 62472, Cape Town
Registered owner	City of Cape Town
Property extent	± 430m ² (as per Title Deed registration), No restrictive title deed conditions are contained in the Title Deed, refer to Annexure F
Property address	23 Queen Bess Road, Lansdowne
Zoning	Single Residential 1: Conventional Housing
Title deed	



Figure 2: Status Quo Zoning Context



SECTION 2 APPLICATION

2.1. APPLICATION DETAIL

The purpose of this application is to rezone **Remainder Erf 62472, Cape Town** to enable its formal incorporation into the planned upgrading of the *Race Course Road-Turfhall Road (M24) corridor* as part of the City's strategic **Integrated Rapid Transport (IRT)** implementation for the **Metro South East Corridor (Phase 2A)**.

The *subject property* is currently zoned **Single Residential 1 (R1)**. The intention is to utilise the full balance of the property for road purposes. The existing Single Residential 1 zoning does not permit the proposed road use. Accordingly, to obtain the 'as-of-right' land use rights required for the intended transport function, a rezoning to **Transport Zone 2 (TR2)** is required.

The *subject property* is one of a series of properties identified by the City for **transport-related purposes** (as illustrated in **Figure 3** below; also refer to **Annexure G**) to support the implementation and alignment of the Metro South East Corridor under the City's Integrated Public Transport Network (IPTN) programme.

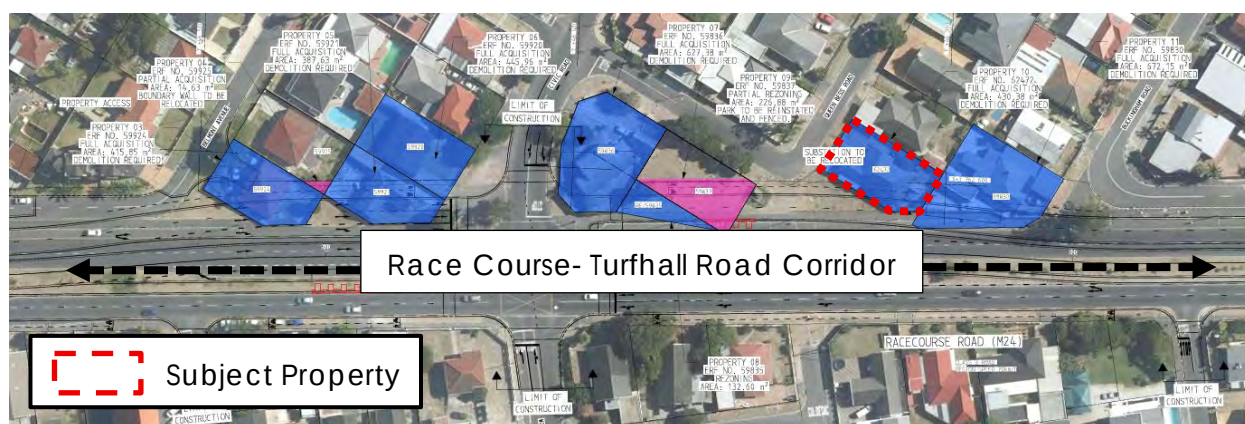


Figure 3: Properties along the Race Course Road-Turfhall Road (M24) corridor proposed for IRT Upgrading

This application for rezoning therefore aligns the statutory zoning of the *subject property* with the adopted transport programme and implementation framework.

Accordingly, application is hereby made as follows:

- (a) **Application for the rezoning of Remainder Erf 62472, Cape Town from Single Residential 1 (R1) to Transport 2 (TR2)**, in terms of Section 42(a) of the *City of Cape Town Municipal Planning By-Law, 2015 (as amended)*, to accommodate the upgrading of the M24 corridor.



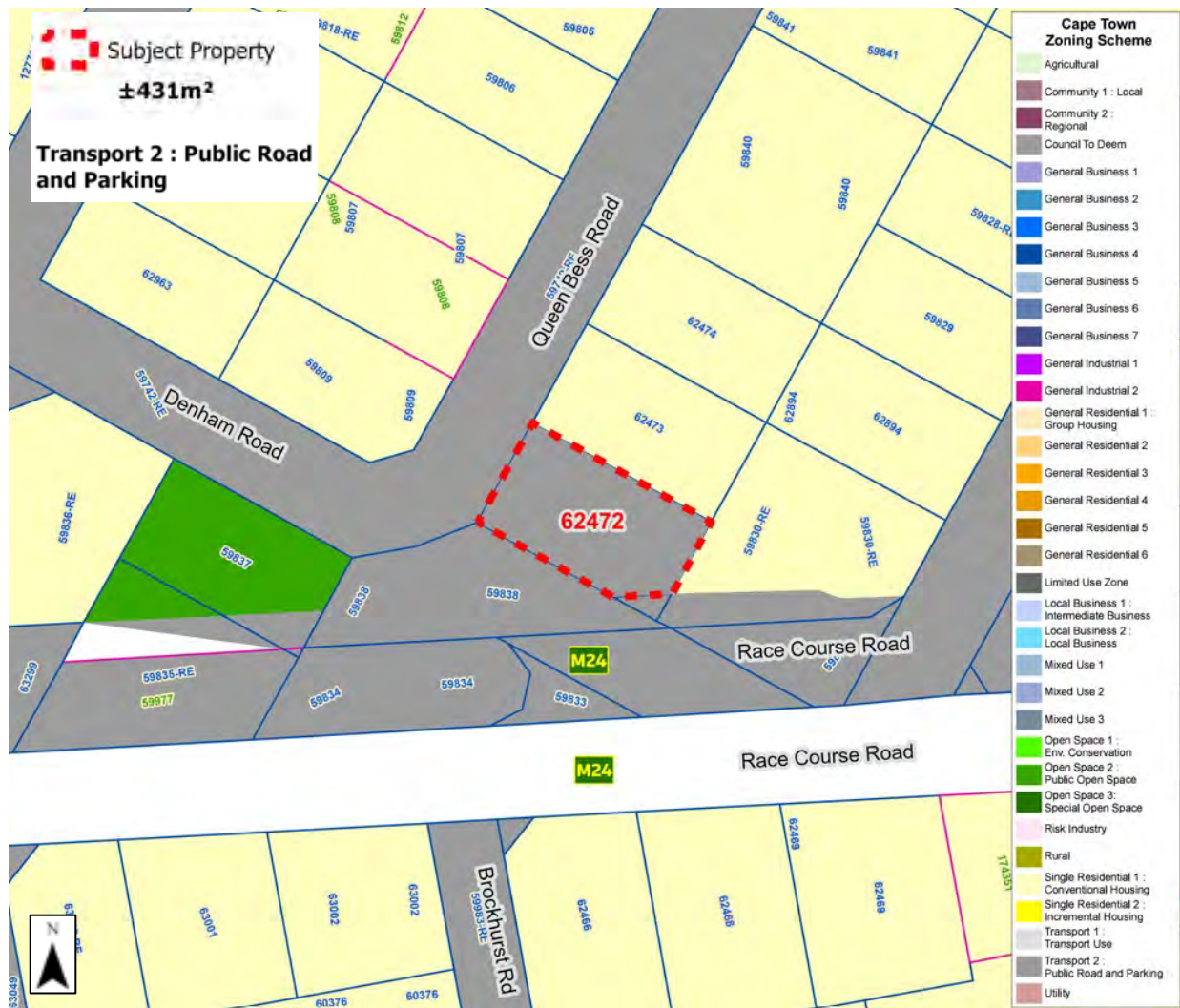


Figure 4: Proposed Rezoning



SECTION 3 MOTIVATION & DESIRABILITY

3.1. MOTIVATION

The rezoning as outlined in **Section 2** of this report, is motivated as follows:

• Key Justification

- The proposed rezoning to **Transport 2 (TR2)** is required to regularise the land use rights of the subject property for the purpose of enabling the upgrading of the **Race Course Road-Turfhall Road (M24) corridor** to accommodate IRT infrastructure and operations. The rezoning therefore serves to align the zoning of the subject property with its intended transport function and does not create private development rights.
- The *upgrading of the Race Course Road-Turfhall Road (M24) corridor* forms part of the City's **Metro South East IRT programme**, a high-priority IPTN corridor identified and prioritised in the CITP. The CITP further identifies **W2 (M24 Corridor)** as a key metropolitan route within the **Metro South East** trunk network, as illustrated by the blue line in **Figure 3** below.

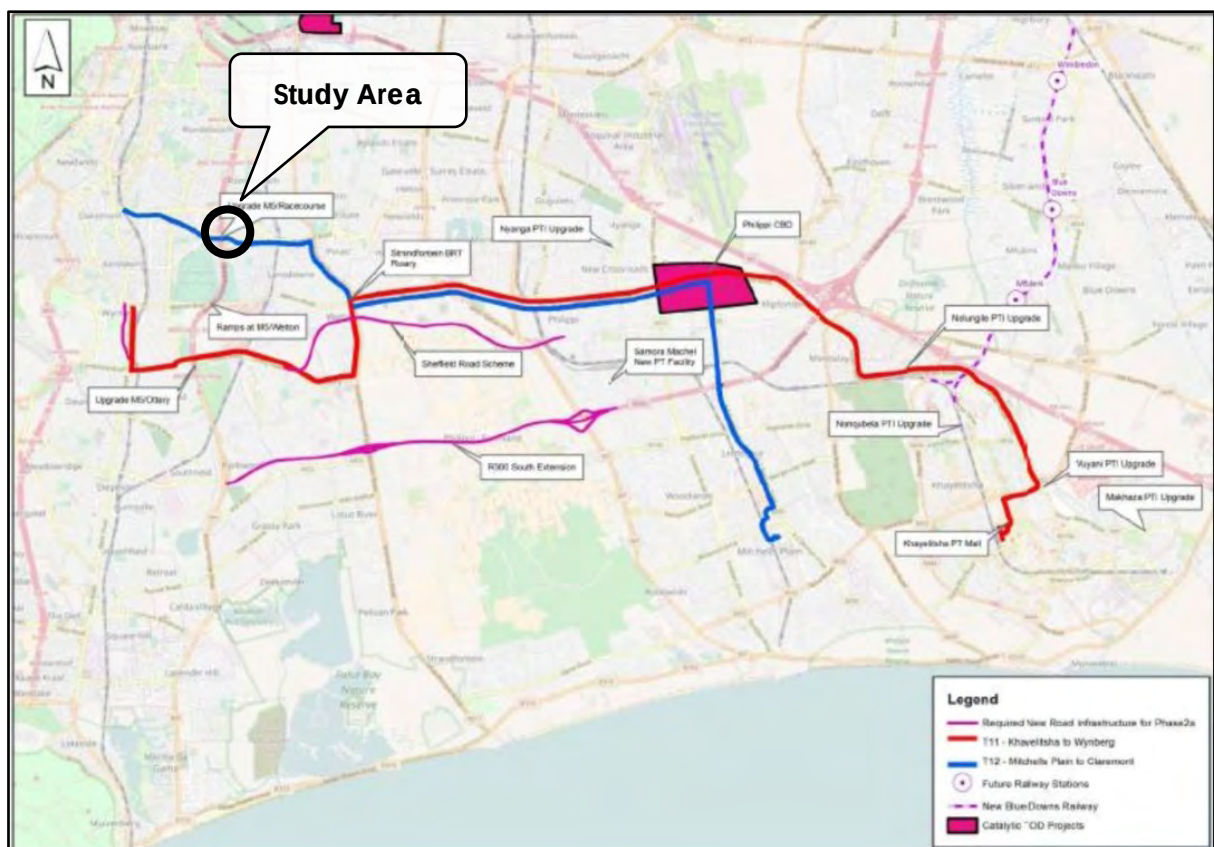


Figure 5: CITP Metro South East Corridor Concept Plan (extract from CITP, pg. 238)

- Phase 2A aims to deliver a high-quality, safe and reliable public transport service to more than 30 communities by creating direct connections between Khayelitsha, Mitchells Plain, Wynberg and Claremont. In addition to improved public transport, the corridor will introduce a range of upgrades, including improved intersections, safer pedestrian and cycling facilities, improved street lighting and general streetscape improvements. **The subject property's rezoning is therefore consistent with adopted municipal transport strategies.**

• Policy Alignment

- The proposed rezoning is consistent with the objectives of the City's Comprehensive Integrated Transport Plan (**CITP**) **2023–2028**, which prioritises investment in public transport infrastructure and the implementation of the IRT/BRT programme within the Metro South East Corridor (Phase 2A). The CITP confirms the **Race Course Road-Turfhall Road (M24) corridor** as a strategic public transport priority and identifies the **Race Course Road-Turfhall Road (M24) corridor** as a short-term trunk route project. This project-level alignment demonstrates clear policy support for the proposed rezoning.
- The **Transport 2 (TR2)** zoning is the most suitable zoning mechanism to accommodate the proposed development and facilitate the integration of the subject property into the broader IRT infrastructure network. Rezoning to TR2 will remove existing land-use constraints and provide the necessary statutory framework for the lawful construction, operation and ongoing maintenance of transport-related infrastructure.
- The proposed rezoning is consistent with the policy and development incentives of the *Cape Flats District Spatial Development Framework (DSDF)*. The *DSDF* identifies the **Race Course Road-Turfhall Road (M24) corridor** as a district-scale development route and supports ongoing investment in public transport infrastructure and improved mobility along these strategic routes, refer to **Figure 4** below. It further encourages alignment of land use changes with planned IRT and public transport improvement strategies, noting that any redevelopment of properties fronting these roads should take place with future IRT and NMT upgrades in mind (*Cape Flats DSDF*, pp. 71–74).

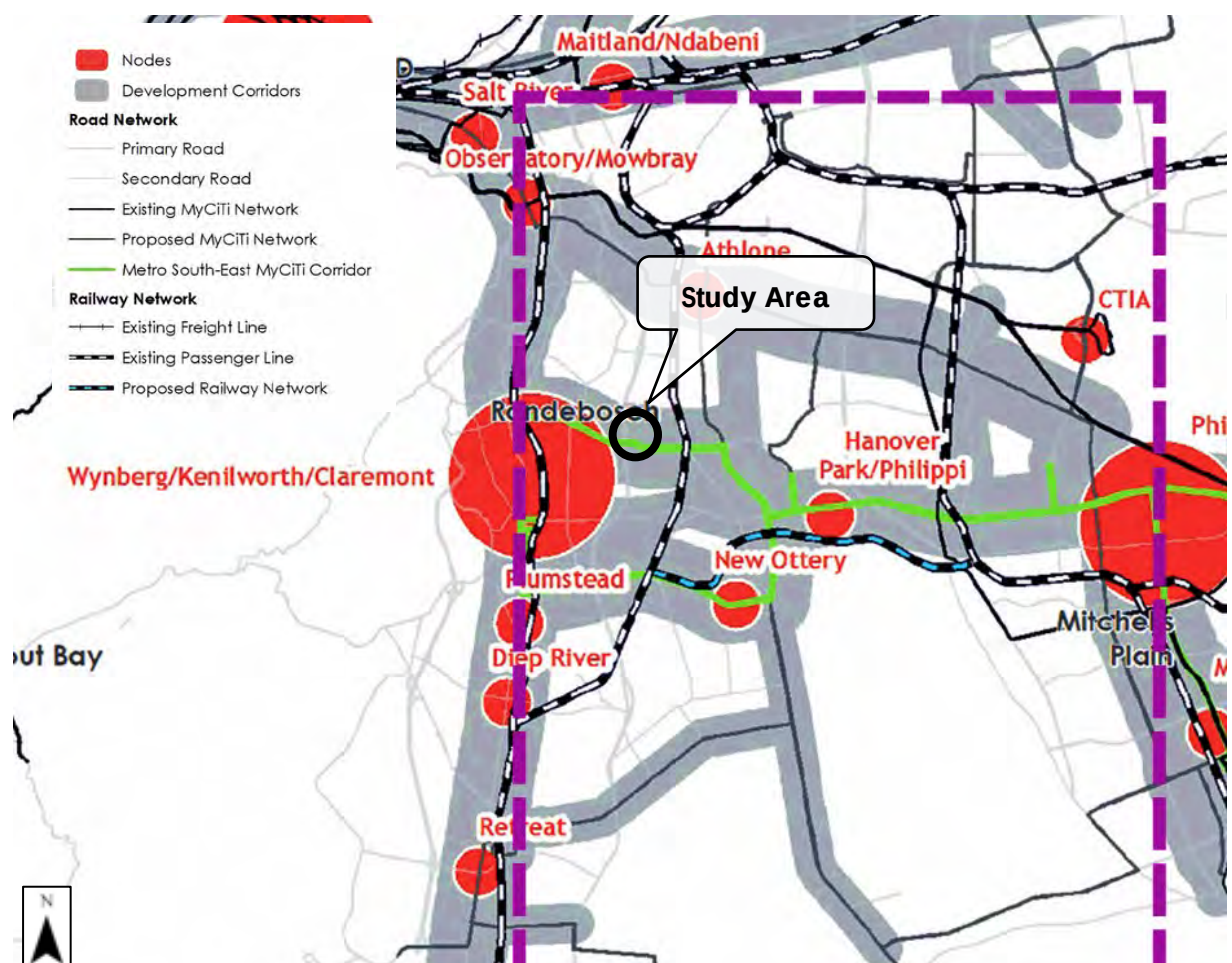


Figure 6: Road Network (extract from DSDF, Fig 13, pp. 71)



The rezoning of the *subject property* to **TR2** zoning for **transport use** therefore aligns with the DSD's objectives of reinforcing key mobility corridors, improving public transport efficiency, and supporting coordinated, transit-oriented infrastructure investment.

3.2. DESIRABILITY CRITERIA

The proposed rezoning application was evaluated in terms of the provisions of *Section 99 of the City's MPBL, 2015 (as amended)*. Based on the criteria below, the proposal is considered compliant with the overall objectives and intent of *Section 99*, as follows:

a) Socio-economic impact

The rezoning will enable the upgrading of the **Race Course Road-Turfhall Road (M24) corridor** as part of the Metro South East corridor upgrading initiative. The implementation of IRT infrastructure along this corridor is intended to improve public transport reliability, efficiency, safety, and affordability for over 30 communities. **The proposal will therefore generate significant positive socio-economic benefits, including reduced travel times, improved access to economic opportunities, improved mobility (introduction of improved transport opportunities) for residents, and the creation of a more equitable transport system.**

b) Compatibility with surrounding uses

The *subject property* forms part of an established urban corridor where road, transport, and mixed-land-use activities co-exist. Rezoning the subject property to *Transport Zone 2 (TR2)* is inherently compatible with its immediate context and the planned future road reserve. **The proposed rezoning will not introduce land uses that conflict with adjacent properties or uses; instead, it formalises a transport function that is already supported by surrounding infrastructure and is necessary for the IRT trunk route.**

c) Impact on external engineering services

The rezoning facilitates the implementation of a municipal engineering project. All required engineering services adjustments (such as stormwater realignment, utilities relocation, and pedestrian infrastructure upgrades) will be undertaken by the City's technical departments as part of the IRT construction programme. **No increases in development intensity or demand on municipal services are expected from the proposed rezoning. Therefore, no adverse impacts on engineering services are anticipated.**

d) Impact on the safety, health, and wellbeing of the surrounding community

The proposed rezoning will not negatively impact the safety, health, or wellbeing of neighbouring residents or businesses. On the contrary, **the IRT programme is expected to improve public safety by providing upgraded intersections, improved NMT (non-motorised transport) facilities, improved lighting, and safer pedestrian crossing environments (outcomes specifically supported in the City's IRT programme and the Cape Flats DSD transport route guidelines).**



e) Impact on heritage resources

The subject property is situated within a developed and disturbed area. No heritage resources would be affected by the proposed rezoning. The area is urbanised, and the upgrading of the **Race Course Road-Turfhall Road (M24) corridor** does not trigger any known heritage sensitivities. **Accordingly, no adverse heritage impacts are anticipated.**

f) Impact on the biophysical environment

The *subject property* is fully urbanised, previously disturbed, situated within an existing road corridor and not located within any designated natural or heritage overlay zones. **Therefore, the rezoning to TR2 will have no adverse impact on the biophysical environment.**

g) Traffic Impact, Parking, Access, and other Transport Related Considerations

The subject property will be integrated with existing road infrastructure, and subsequently improve the transport network along the M24.

3.3. PLANNING PRINCIPLES – LAND USE PLANNING ACT (LUPA):

The LUPA (2014) includes land use principles that guide development in the province. The planning principles were reviewed, and the application was accordingly assessed. It is concluded that the proposed development is fully compliant with the planning principles prescribed in the LUPA (2014), as follows:

Table 2

Land Use Planning Principles (LUPA, 2014)	Compliance/ Response
Spatial Justice	Fully Compliant The proposed development is within an existing built-up urban environment and does not lead to exclusion, segregation, or discrimination.
Spatial Sustainability	Fully Compliant. No negative impact on natural or agricultural resources is foreseen, and urban sprawl is not promoted, as the development is within the urban edge and built-up environment.
Efficiency	Fully Compliant. Utilising existing resources and linking to existing services in a well-located area.



Land Use Planning Principles (LUPA, 2014)	Compliance/ Response
Good Administration	Fully Compliant. The application is submitted in terms of the relevant legislation and will be processed accordingly.
Spatial Resilience	Fully Compliant. This subdivision will improve the existing road infrastructure.

Considering the above, the proposed rezoning is not expected to have any adverse material impacts on surrounding properties, community wellbeing, engineering services, heritage assets, or the environment. Instead, the proposal directly supports the implementation of a strategic municipal transport project forming part of the **Phase 2A IRT Corridor** (*Race Course Road-Turfhall Road (M24) corridor*), which will improve connectivity, mobility, safety, and the overall functioning of the public transport system.

The proposal represents a logical, policy-aligned refinement of the urban structure by reserving land required for the upgrading of the **Race Course Road-Turfhall Road (M24) corridor** and the construction of IRT infrastructure. The rezoning reinforces the intent of both the **CITP 2023–2028** and the **Cape Flats DSDF**, which identify the M24 as a development route where transport investment, mobility improvements, and public transport priority should be supported. **Accordingly, the rezoning is considered desirable, appropriate, and in the public interest.**



SECTION 4**CONCLUSION AND RECOMMENDATION****4.1. CONCLUSION**

In conclusion, the proposed rezoning of Remainder Erf 62472, Cape Town is a critical administrative planning intervention to enable the upgrading of the **Race Course Road-Turfhall Road (M24) corridor** as part of the City's **Phase 2A Integrated Rapid Transport (IRT) Programme**. The proposal aligns with applicable municipal planning policies, including the City's *Comprehensive Integrated Transport Plan (CITP 2023–2028)*, the *IPTN 2015–2032*, and the *Cape Flats District Spatial Development Framework (DSDF)*, all of which identify the M24 as a strategic transport route requiring coordinated transport infrastructure upgrades.

The rezoning supports the delivery of a high-quality public transport corridor, improves long-term mobility, and carries clear public interest and socio-economic benefits, without compromising surrounding land uses or existing development rights. The proposal is consistent with the intent and principles of the City's *MPBL, 2015 (as amended)* and facilitates the lawful incorporation of the property into the required road reserve for the IRT trunk route.

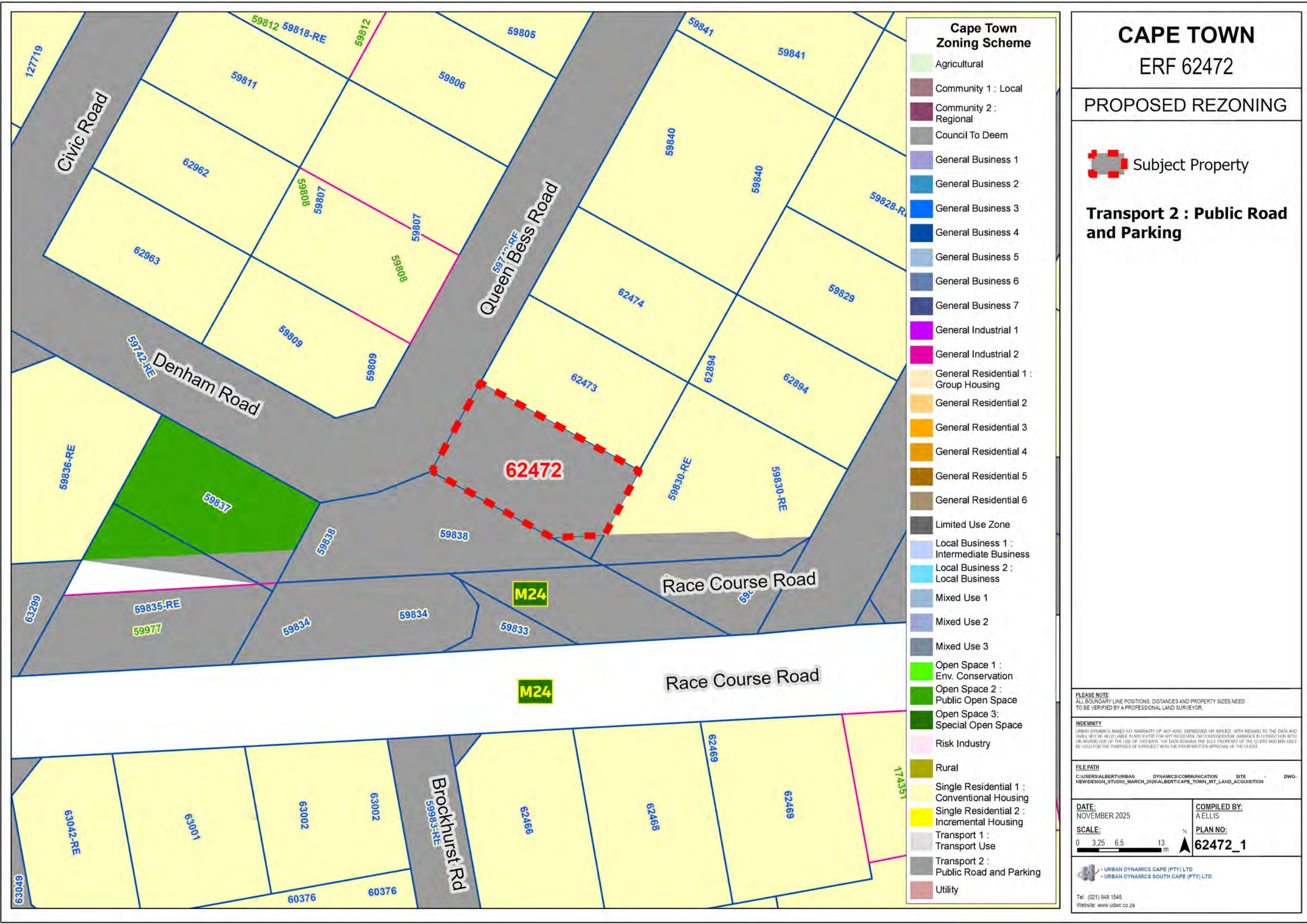
4.2. RECOMMENDATION

Based on the contents of this report, it is therefore respectfully recommended that the application for:

- **The rezoning of Remainder Erf 62472, Cape Town from Single Residential 1 to Transport 2, in terms of Section 42(a) of the City's MPBL, 2015 (as amended), be approved.**

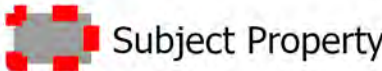
Approval of this application will unlock public benefit, enhance transport connectivity, and support the efficient use of urban land in a manner fully aligned with the City's spatial, transport, and infrastructure planning objectives.





CAPE TOWN
ERF 62472

PROPOSED REZONING



Transport 2 : Public Road
and Parking

PLEASE NOTE
ALL BOUNDARY LINE POSITIONS, DISTANCES AND PROPERTY SIZES NEED
TO BE VERIFIED BY A PROFESSIONAL LAND SURVEYOR.

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