CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500165554

Erf 39167, 51A Deerhurst Drive, Cape Farms, Milnerton

Development Management

ERF 39167 MILNERTON

SUNNINGDALE GARDEN CITY

Situated in the City of Cape Town:

Blaauwberg District

Application for:

Subdivision

In terms of Section 42(d) of the Municipal Planning By-Law, 2015;

Permanent Departure

In terms of Section 42(b) of the Municipal Planning By-Law, 2015;

Amendment of a Condition of Approval

In terms of Section 42(j) of the Municipal Planning By-Law, 2015;

Approval of a Site Development Plan

In terms of Section 42(i) of the Municipal Planning By-Law, 2015;

Approval of a Landscape Plan

In terms of Section 42(m) of the Municipal Planning By-Law, 2015; and

Consent for Utility Service

In terms of Section 42(i) of the Municipal Planning By-Law, 2015.

mlh architects & planners

June 2026

Our Ref: 2025 614

GARDEN CITIES
BEYOND 100 YEARS

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1. INTRODUCTION	
1.1 PURPOSE OF APPLICATION	MLH Architects and Planners (Cape) Pty Ltd have been appointed by the registered property owner of Erf 39167 Milnerton, to prepare and submit this land use management application to the City of Cape Town. The purpose of this application is to secure the necessary development rights to enable the establishment of a private group housing scheme. In order for the proposed development to be realised, the following land use applications are required: • **Subdivision** of Erf 39167 Milnerton in terms of S42(d); • **Permanent Departure** in terms of S42(b); • **Amendment of a Condition of Approval** in terms of S42(j); • **Approval of an SDP Set** in terms of S42(i); • **Approval of a Landscape Plan** in terms of S42(m); and • **Consent** for *'Utility Service'* in terms of S42(i).
1.2 CLIENT DETAILS COMPANY: BUSINESS PARTNER NO: BUSINESS ADDRESS: EMAIL ADDRESS: POWER OF ATTORNEY & RESOLUTION	 50 Louis Thibault Avenue, Edgemead, 7441 **Annexure 1**
1.3 APPLICANT DETAILS COMPANY: BUSINESS ADDRESS: EMAIL ADDRESS: CONTACT NAME: LUM APPLICATION FORM	 MLH Architects and Planners (Cape) Pty Ltd PO Box 15002, Vlaeberg, 8001 Andrew Luger (A1115/1999) **Annexure 2**

1.4 CONSULTANT TEAM	
TOWN PLANNER:	MLH Architects and Planners
ARCHITECT:	Victor Johnstone
CIVIL ENGINEERS:	BVi Consulting Engineers
TRANSPORT ENGINEERS:	BVi Consulting Engineers
ELECTRICAL ENGINEERS:	Raubicon Electrical Engineers
LANDSCAPE ARCHITECT:	CNdV Landscape Architects
LAND SURVEYOR:	Riaan van Brakel
1.5 PRE-APPLICATION CONSULTATION	A pre-application consultation in fulfilment of section 70 of the MPBL was submitted to the City on 15 April 2026 under Case ID: 1500162402. The development proposal was circulated to various departments who provided comment on the proposal. The comments received were duly addressed and, where feasible, incorporated into the development proposal.
2. SUBJECT PROPERTY DETAILS	
ERF NUMBER:	Erf 39167 Milnerton
PHYSICAL ADDRESS:	51A Deerhurst Drive
OWNERSHIP:	Garden Cities NPC (RF)
EXTENT:	5.3418ha
CURRENT ZONING:	General Residential 2 (GR2)
CURRENT LAND USE:	Vacant
TITLE DEED:	
SG DIAGRAM:	S.G. No. 398/2021. **Annexure 4**.
SERVITUDES:	None
RESTRICTIVE TITLE CONDITIONS:	None

3. APPLICATION CONTEXT

3.1 LOCAL PLANNING CONTEXT

The subject site is located within the City of Cape Town: Blaauwberg District.

Garden Cities has been responsible for the development of the mixed-use suburb of Sunningdale Garden City since the 1990s. Sunningdale has been developed in a phased manner, with the subject site located within the approved Sunningdale Phase 13 area. The approval of Phase 13 included a phased subdivision, which resulted in the establishment of sub-phases 13A, 13B, and 13C. The subject site is sub-phase 13B.

Phase 13, located along Berkshire Boulevard is bound by the Blaauwberg Nature Reserve to the north, Sunningdale Phase 14 to the east, Sunningdale 12 to the south and the West Coast Road (R27) in the west.

Refer to **Figure 1:** Local Context.

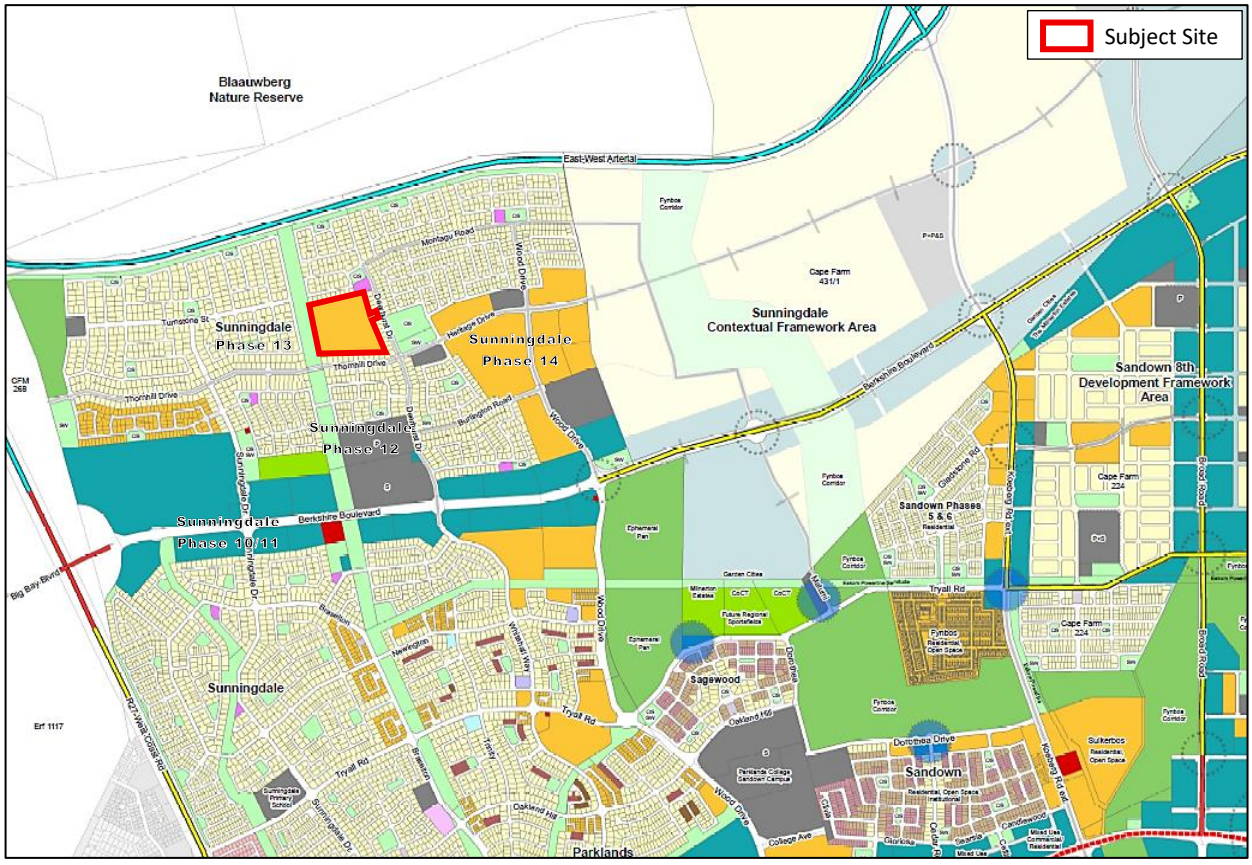

Figure 1. Local Context. (Source: MLH Architects and Planners)

3.2 SITE CONTEXT	The subject site is located within an area characterised predominantly by residential land uses, including the established Northridge Coastal Estate, the Oasis Retirement Village (currently under construction), and the approved future residential precincts of Sunningdale Phases 12 and 14. The subject site is encompassed by Deerhurst Drive (20m) to the east, Thornhill Drive (20m) to the south, Erf 39267 (Open Space Corridor/Electrical Servitude Area) to the west and residential properties to the north. Refer to **Figure 2:** Site Context.

Figure 2. Site Context. (Source: Google Earth)

3.3 PREVIOUS LUM APPROVALS	Refer to **Annexure 5** for copies of previous land use management approvals as listed below: • **Case ID: 70335040**, decision letter dated 03 July 2018. • **Case ID: 70443356**, decision letter dated 28 February 2019, and final notification letter dated 04 March 2019. • **Case ID: 70500986**, decision letter dated 02 April 2020, and final notification letter dated 07 April 2020.

4. DISCUSSION & MOTIVATION	
4.1 DEVELOPMENT PROPOSAL	The proposed secure group housing scheme, to be known as Galway Village, entails the subdivision of the subject property into a 173 individual residential erven for freehold ownership (refer to **Annexure 6:** Plan of Subdivision). The development will function as a unified, access-controlled estate, with internal roads, services, and shared amenities managed by a homeowners' association. The development proposal has been informed by several considerations, including: • Prevailing market demand for smaller dwellings on smaller erven; • The opportunity to introduce greater variation in residential typologies within Sunningdale; • Alignment with applicable municipal planning policies and density objectives; and • The existing and emerging land use character of Sunningdale and surrounding areas. With reference to the Site Development Plan Set attached as **Annexure 7**, the proposed development comprises the following elements and components: **<u>Residential Opportunities:</u>** A total of 162 single-storey units and 11 duplex units are proposed within the development, yielding 173 residential units in total. This equates to a residential density of approximately 32.4 dwelling units per hectare. The proposed residential typologies comprise row housing, semi-detached units, and freestanding units, offering a mix of 2- and 3-bedroom configurations. **<u>Architectural Design:</u>** The architectural design intent is contemporary in character and has been carefully considered to respond to and complement the established suburban context of Sunningdale. All residential dwellings within the proposed development will follow a cohesive architectural language, ensuring visual continuity across the development.

Subtle variations in form, articulation, and finishing will be introduced to create visual interest while maintaining a unified and harmonious aesthetic.

Entrance Gatehouse:

The primary access to the secure residential scheme is provided off Deerhurst Drive via a 24-hour controlled security gatehouse, located 25m from the external street boundary. The gatehouse comprises two dedicated entry lanes, one for residents and one for visitors, respectively.

A secondary (emergency) access/egress point is provided off Thornhill Drive via Summit Road. This access will remain closed under normal operating conditions and will only be utilised in the event of an emergency.

Internal Streets:

The internal street network utilises a simple grid layout, promoting efficient circulation and clear movement patterns throughout the development, as well as efficient servicing of the dwelling units.

All internal road reserves are 12m wide and will be privately owned and managed by the Homeowners' Association (HOA). A servitude will be registered over the internal road reserve (Portions 180 & 181) in favour of the City of Cape Town to ensure access for municipal service and refuse collection vehicles.

Open Space:

The proposed development provides functional private communal open spaces within the development for use by residents, facilitating social interaction and passive recreation. In addition, each residential unit is provided with a private garden area of at least 50m², in accordance with the open space provisions of the MPBL DMS.

The development is also located adjacent to the greenbelt network extending from the Blaauwberg Nature Reserve through Sunningdale/Parklands in a north–south direction. This provides residents with convenient access to a broader open space system and associated recreational opportunities.

Parking:

Each residential unit within the proposed development is provided with two off-street parking bays, comprising one garage and one open parking bay, resulting in a total of 346 residential parking bays.

In addition, 14 visitor parking bays are provided in embayment's along the western edge of the development within the road reserve, in proximity to the main open space (Portion 177).

The required parking for the development is 1.75 bays/unit and 0.25 bays/unit for visitor, which equates to a total of 346 bays. The proposed development provides a grand total of 360 bays which exceeds the minimum parking required ito the MPBL DMS.

Landscaping Design Intent:

Landscaping is to be carried out to the usual high standard established by Garden Cities as evidenced throughout the entire suburb of Sunningdale. Refer to **Annexure 10** for Landscaping Plan.

The landscape design for Galway Village incorporates tree planting along internal road verges, and private communal parks. The communal parks will include seating areas, play structures, and pergolas to provide functional amenity spaces for residents.

Irrigation water for the parks will be supplied from a treated effluent source.

The HOA to be responsible for the maintenance of the landscaping within the proposed development.

Street Names and Numbering:

It is noted that, although the roads within Galway Village are private, engagement has been undertaken with the City of Cape Town's GIS Department, who have confirmed that the proposed street naming and numbering reflected on the Plan of Subdivision is policy compliant. (Refer to **Annexure 11:** GIS correspondence.)

4.2 SPECIALIST REPORTS, DRAWINGS & SUMMARY	
ARCHITECT: Victor Johnstone	Refer to the Site Development Plan Set for the proposed development "Galway Village" attached as **Annexure 7**, consisting of the following drawings: • SDP: Site Plan: Dwg. No. SD-2500-01, Rev.0 • SDP: Duplex Proposal: Dwg. No. SD-2500-04, Rev.0 • SDP: Streetscape Proposal : Dwg. No. SD-2500-07, Rev.0
CIVIL ENGINEERS: BVi Consulting Engineers	BVi Consulting Engineers have prepared serviceability report and confirmed that the existing municipal infrastructure network has sufficient capacity to accommodate the proposed group housing development. Refer to **Annexure 8**. A brief summary is provided below: **Water Reticulation:** An existing 160mm diameter water connection is located at the entrance to the development on Deerhurst Drive. This connection is supplied from the existing 200mm diameter water main situated within the eastern verge of Deerhurst Drive. The connection at the main entrance is recommended for ease of access to the bulk water meter chamber, which will be provided in line with the CoCT specifications. A booster connection with non-return valve will also be provided and connected after the bulk water meter at the main entrance. The internal water reticulation network for the development will comprise a 110mm diameter uPVC Class 12 ring main and associated link connections, providing adequate fire hydrant coverage throughout the development as well as individual water connections to each residential property. **Sewer Reticulation:** The proposed development will connect to the existing 160mm diameter Class 34 uPVC sewer connection located along the southern boundary of the site, which links to the municipal sewer network in Thornhill Drive. The site slopes naturally from north to south, allowing for gravity sewer flow. The internal reticulation will consist of 160mm diameter uPVC Class 34 for the main lines within the road reserve and 110mm uPVC for all house connections.

	The development rights for the property were historically obtained which ensured that capacity in the Wood Drive Sewer Pump Station and Postdam WWTW is available for this development. **<u>Stormwater Management:</u>** Sufficient capacity was provided in the design of the existing stormwater infrastructure within Sunningdale Phases 12A, 12B and 13 to accommodate runoff generated by the proposed development, in accordance with the approved Stormwater Management Plan for the greater Sunningdale area. Internal stormwater from paved roadways will be collected via catchpits into underground stormwater pipes adequately sized to accommodate up to the 1:2-year Return Interval storm event. Run-off from roof tops will be discharged into the underground network. A stormwater connection exists in Summit Street along the southern boundary of the site with adequate depth and capacity to accommodate the run-off from the development. This stormwater connection will be extended from Thornhill Drive and into Summit Street. **<u>Refuse Removal:</u>** Internal refuse removal will be carried out by the City of Cape Town with access arrangements and road configuration planned to accommodate the refuse removal vehicle movements. Confirmation has been received from City of Cape Town's Solid Waste Department that sufficient capacity is available at the municipal solid waste management site to accommodate the waste from the proposed development. **<u>Impact on Approved Traffic Impact Assessment:</u>** A traffic impact assessment for Sunningdale Phase 14, which included Phase 13B was prepared by BVi Consulting Engineers back in May 2019. In that report the number of dwelling units used for Phase 13B was 185. The actual number of proposed units have since reduced from 185 units to 173 units and thus no significant impact on the findings in terms of the initial traffic impact calculations and associated infrastructure requirements.

	Access and Gate Queue Length: Access will be provided from Deerhurst Drive along the eastern side of the site, with the existing barrier kerbs at the proposed entrance being converted to "dropped" kerbs. The gate house to the development will consist of two dedicated entrance lanes, one for residents and one for visitors respectively. The resident's lane will have a width of 4.0m to allow access for emergency vehicles and refuse trucks when required. The stacking distance between Deerhurst Drive and the entrance boom gate at the gate house is 25m, which is adequate to ensure no spillover onto Deerhurst Drive. **Parking:** A total of 346 off-street parking bays are provided on site at a ratio of two bays per residential unit, comprising a garage and open parking bay. In addition, 14 visitor parking bays are provided on site, located along the western edge of the development. In total, the proposed development provides 360 parking bays.
ELECTRICAL ENGINEERS: Raubicon	Raubicon Electrical Engineers have prepared an electrical services report and confirmed that sufficient capacity exists to accommodate the proposed group housing development. Refer to **Annexure 9**. A brief summary of their findings is provided below: **Electrical Supply Authority & Source of Supply:** Eskom is the supply authority and service provider in the area, and the development will be supplied from the Redtail switching station. **Required Capacity:** The required capacity for the proposed development is estimated at 700 kVA, and sufficient capacity is available within the existing network. **Supply Philosophy:** Eskom's supply philosophy is to take over all electrical networks and supply every erf with a prepayment meter if the development consists of separate title erven. The electrical hardware may be installed inside the development, but Eskom would require access to the equipment.

Electrical Networks:

The development will be supplied via underground cable networks. The developer will be responsible to install all the networks in the development. Two new mini-substations will be installed within the development. All completed networks will be handed over to Eskom who will be responsible for the operation and maintenance thereof.

Street Lighting:

Street lighting will be installed along all internal roads and will be private and maintained by the HOA.

LANDSCAPE ARCHITECT: CNdV

CNdV Landscape Architects have prepared a detailed landscaping plan for the proposed Galway Village development, attached as **Annexure 10.**

The implementation of the landscaping is to be the responsibility of Garden Cities; and the maintenance of the landscaping is to be the responsibility of the Homeowners Association.

5. LAND USE MANAGEMENT APPLICATIONS

5.1 APPLICATIONS MADE IN TERMS OF THE MUNICIPAL PLANNING BY-LAW (2015)

- **Subdivision** in terms of Section 42(d) of the MPBL (2015) for the subdivision of Erf 39167 Milnerton into 181 portions, as depicted on the Plan of Subdivision: Dwg. No. SD-56-14, Rev.00 dated May 2026, attached as **Annexure 7** and land use table below:

PTN NO.	LAND USE	ZONING	UNITS	AREA (m²)	%
1-173	Group House	General Res 2	173	34 419	64.43
174-177	Private Open Space	General Res 2	4	1671	3.13
178-179	Electric Kiosk	General Res 2, with consent for utility service	2	48	0.09
180-181	Private Road	General Res 2	2	17 280	32.35
TOTAL			181	53 418m²	100%

- **Permanent Departure** in terms of Section 42(b) of the MPBL (2015) to depart from item 35 (f)(i) of the DMS to allow a garages facing internal streets to be setback *0m in lieu of 5m* for GR2 portions 1 - 173, as depicted on the Site Development Plan Dwg. No. SD-2500-01, Rev.0 dated June 2026.

	• **Amendment of a Condition of Approval** in terms of Section 42(j) of the MPBL (2015), to amend condition 2.8 imposed on LUM Approval Case Id: 70335040. – Condition 2.8 be amended as follows: *"That portion 443, to be zoned General Residential Subzone 2, shall be developed at a minimum density of ~~35~~ **32.4** dwelling units per hectare".* • **Approval of a Site Development Plan Set** in terms of Section 42(i) of the MPBL (2015). The SDP set attached as **Annexure 8** consists of the following drawings all dated June 2026: – SDP: Site Plan: Dwg. No. SD-2500-01, Rev.0 – SDP: Duplex Proposal: Dwg. No. SD-2500-04, Rev.0 – SDP: Streetscape Proposal : Dwg. No. SD-2500-07, Rev.0 • **Approval of a Landscape Plan i**n terms of Section 42(m) of the MPBL (2015), bearing Dwg. No. 3079-LP-03-Rev 00 dated June 2026, attached as **Annexure 10**. • **Consent Use** in terms of Section 42(i) of the MPBL (2015), to permit *'Utility Service'* on Portions 178 and 179 zoned General Residential 2 (GR2) to provide electrical substations for the proposed development.
6. MOTIVATION	
6.1 CoCT MUNICIPAL PLANNING BY-LAW 2015, S99(1-3), "*CRITERIA FOR DECIDING APPLICATIONS*"	The land use management applications as listed above, are motivated with specific reference to the City of Cape Town's MPBL (2015) below: **MPBL s99(1)(a)** *Paragraph deleted from the MPBL.* **MPBL s99(1)(b)** The proposal is consistent with the approved City of Cape Town MSDF (2023) and no deviations are required. **MPBL s99(1)(c)** *Paragraph deleted from the MPBL.*

MPBL s99(1)(d)

The departure requested with this application does not relate to the alteration of permitted floor space or height.

Based on s99(1)(a)-(d) it is concluded that the application complies with the minimum threshold requirements and should not be refused.

MPBL s99(2)(a)

The proposed development is assessed in terms of the City of Cape Town MSDF and Blaauwberg District Plan below:

City of Cape Town MSDF (2023)

According to the MSDF (2023), the subject property, is located within the "**Incremental Growth and Consolidation Area**" (IGCA). In the IGCA, the City and public sector are committed to conserving existing and new communities. New developments are subject to capacity of bulk engineering infrastructure. The appointed engineers have further confirmed that the proposed development can be adequately accommodated within the municipal infrastructure network.

The proposal is further supported by the MSDF Spatial Strategy 3: building an inclusive, integrated, vibrant and healthy City. Here the MSDF encourages integrated settlement that includes intensification and diversification of land uses in identified areas, supporting inward spatial growth.

Blaauwberg District Plan (2023)

In terms of the Blaauwberg District Plan (2023), specifically the consolidated spatial concept plan, the site lies within the "**Incremental Growth and Consolidation Area**", along Berkshire Boulevard an identified "**Development Corridor**".

In terms of the District Plan, the site lies within Sub-District 3: Greater Table View. The site is located close to a **Lower-Order Development Route** (Berkshire Boulevard) which supports land use intensification and densification. The site further lies within a **New Development Area**, which is earmarked for potential lower density residential development.

The proposed development is therefore consistent with both the MSDF (2023) and the Blaauwberg District Plan (2023).

MPBL s99(2)(b)

We are not aware of any criteria contemplated in the DMS that does not support the proposed development.

MPBL s99(2)(c)

The proposed development has been assessed in terms of the relevant City policy frameworks that guide decision-making, including the following policy documents:

- Transit Orientated Development Framework (2016)
- Cape Town Densification Policy (2012)
- Urban Design Policy (Design Quality Places) (2024)
- Gated Residential Developments Design Guidelines (2026)

Cape Town Densification Policy (2012)

The Cape Town Densification Policy aims to achieve a minimum average gross base density of 25 dwelling units/ha across Cape Town in the next 20-30 years and will aim for a higher gross base density thereafter.

The policy identifies the following areas as density priority zones: "*Areas adjacent to development routes, activity routes and activity streets, especially close to employment and mixed-use areas, and around social facilities/institutions, public open spaces (especially parks) and amenity areas."*

The policy further includes a strategic framework which guides densification decision making. The proposed development aligns with the "*generic considerations for densification*" as follows:

Access to Public Transport: The subject site is located within walking distance (approximately 700m) of Berkshire Boulevard, a major public transport route, accommodating MyCiTi routes including stops situated adjacent to Table Bay Mall, at the intersection of Deerhurst Drive and Whitehall Way, and along Wood Drive.

Proximity to Places of Employment, Services and Facilities: The subject site is well located in relation to employment opportunities, services, and community facilities. Sunningdale is a well-established suburb that provides a high level of urban services and social amenities. Furthermore, the MyCiTi public transport network provides convenient access to broader metropolitan destinations, including the Cape Town CBD.

	Proximity to Open Space: The subject site is located adjacent to the Newington/Whitehall greenbelt network, which extends from the Blaauwberg Nature Reserve to Parklands. In addition, the proposed private residential development will provide dedicated private communal parks for the benefit of residents. **Infrastructure Capacity (existing and planned):** The appointed civil engineer has confirmed that sufficient capacity exists within the municipal infrastructure network to accommodate the proposed residential development. The proposed development is therefore consistent with the Cape Town Densification Policy. **Urban Design Policy, 2024 (Design Quality Places)** The objective of this policy is to guide the assessment of desirability by providing a transparent framework of urban design principles and objectives against which development applications are evaluated. The policy is informed by overarching design principles aimed at creating a more resilient and spatially integrated City. The following policy objectives are applicable to the proposed development: **PS 2.5:** "*Arrange buildings or erven so that the rear or back of a development does not face onto the public realm (streets or open spaces), unless there is certainty that the buildings will be designed to provide a positive interface onto the space."* The SDP Set confirms that this has been successfully achieved. **PS 3.1:** "*Increase passive surveillance and safety in the public realm by optimising visual connections and ensuring adequate lighting. This will contribute to the reduction of vandalism, and anti-social and violent activities."* Houses have been oriented so as to provide passive surveillance onto the private open spaces within the development, as well as over the adjacent green belt. **PS 3.6**: "*Provide quality green, functional open spaces (such as squares, playgrounds, parks, active recreation facilities and spaces for urban agriculture) in order to create and support healthier communities."*

	The proposed landscaping plan confirms that this is to be achieved. **PS 3.7:** "*Developments should ensure the health and well-being of individuals by creating liveable environments, inclusive of a quality public realm and open spaces, that meet their needs."* The SDP and Landscape Plan illustrate that this objective will be achieved. **PS 4.3:** "*Design streets to ensure human comfort and to contribute to the City's broader goals for a resilient city that can adapt to climate change. This may include tree planting, landscaping and SUDS (Sustainable Urban Drainage Systems) where space permits."* The SDP and Landscape Plan illustrate that this objective will be achieved. **PS 6.7:** "*Boundary treatment facing onto the public realm (walls, fences and vegetation)are an interface. As a result, they should be visually permeable and have a positive relationship with the public realm."* The boundary fencing proposed along the greenbelt will be visually permeable – providing a positive interface. **PS 6.8**: "*Interfaces of buildings should be designed to maximise the comfort of pedestrians. Design informants that should be considered include passive surveillance, activation, pedestrian scale of the built form and weather protection."* The SDP and Landscape Plan illustrate that this objective will be achieved. **PS 8.1:** "*Development should have an appropriate relationship to adjacent green open spaces and environmentally sensitive areas. Ensure positive interfaces and connections to these areas to increase usage, visual surveillance and reduce antisocial behaviour."* The SDP and Landscape Plan illustrate that this objective will be achieved.

	PS 9.5: "*In existing fine-grained urban, residential and mixed-use environments, avoid inappropriate subdivisions or consolidations, which will result in a built form that is out of keeping with the existing pattern and receiving context."* The proposed development is fully compatible and complementary to the surrounding context. The Urban Design Policy is supported by a suite of Guidelines prepared for different development scenarios. These Guidelines provide the practical "how", complementing the Policy's focus on the "what" and the "why". For the purposes of this application, the proposed development is assessed against the Urban Designs: Gated Residential Development Design Guidelines, with specific reference to the five key structuring themes outlined therein. **<u>Gated Residential Developments Design Guidelines (2026)</u>** ***A. Spatial Structure:*** *"Where a residential development is located within the broader context of a neighbourhood and city, structure is important when gauging its size, scale and response to its surroundings."* **Location And Scale**: The proposed group housing development is located within Sunningdale Phase 13 and formed part of the original planning framework for the area, which envisaged higher-density residential development on the site. This confirms that the proposal is contextually appropriate and well integrated with the receiving environment. **Connectivity to surrounding urban fabric and GIN:** The development proposal acknowledges the established green belt on the western edge of the site and has been designed in with the intention of creating a positive interface with this public open space. **Layout:** The layout of the proposed development has been designed to ensure that no erven back onto public open spaces / private open spaces which will ensure overlooking and passive surveillance. All erven are oriented to positively towards the internal street network, supporting active frontages, surveillance, and a coherent streetscape.

	B. Accessibility: *"Mobility routes and the way users of a gated residential development access their homes play an important role in shaping and using the development."* **Legible movement networks:** The layout has been designed to avoid the creation of cul-de-sacs and dead ends, promoting a simple and legible internal movement network. As a private development, access is controlled through managed security measures at the primary access point. Pedestrian linkages are provided from the development to the adjacent greenbelt along the western edge, ensuring permeability and facilitating direct access to the broader open space network. **Active mobility:** The proposed development is private in nature, with access controlled for security purposes. However, residents will have pedestrian access to the adjacent suburbs including the greenbelt thus promoting walkability. **Access:** The proposed development is surrounded by residential dwelling plots to the north, east and south which assists in mitigating potential canyon effects and supports a gradual transition in built form intensity. This context enables the development to integrate seamlessly with its surroundings without adversely impacting the existing streetscape character. ***C. Site Design:*** *"The design of a residential gated development needs to consider its existing site and surrounding context and take into account what is best for its current and future residents, based on what the identified site has to offer."* **Response to context:** As the proposed development comprises a higher-density group housing typology, the erven are smaller than the surrounding residential erven in Sunningdale. Notwithstanding this, the proposal is considered contextually appropriate and is not anticipated to detract from the existing residential character. Furthermore, the development introduces a diversified housing typology, thereby broadening residential choice within Sunningdale. **Placement and orientation of buildings:** The north facing buildings has been considered, and where appropriate been positioned closer to the street edge as to provide for a positive streetscape and private garden opportunity on each property.

	Service areas: The proposed development does not provide a dedicated refuse yard. The CoCT refuse services will be provided access to the development in order to collect refuse. Two electrical mini-subs are provided within the development on the private open spaces, however, will not compromise the functionality of these spaces. ***D. Open Space:*** *"Internal and external open spaces are a vital component to create a liveable environment for a gated residential development and the city as a whole."* **Active open space:** The proposed development makes use of both internal and external open spaces which are conveniently accessible to residents. The internal open spaces are adequately landscaped and incorporate, kick about areas, eating walls, pergolas and play equipment. **Green open space:** The existing open space network on the western edge of the site is fully accessible from the development. Double storey units have been proposed along this edge to enable overlooking onto the public place. Visually permeable fencing is also proposed in order to create visual connection and continuity. **Designing for the natural elements:** Sufficient tree planting and soft landscaping have been incorporated into the proposed development. **Stormwater run-off:** The development incorporates the principles of sustainable urban drainage (SUDs). ***E. Interface:*** *"The relationships between residential homes, internal and external public realm, and the surrounding context must be carefully designed in accordance with good urban design interface principles."* **Boundary wall treatments:** Visually permeable fencing will be installed where the proposed development abuts public open spaces. **Location of entrances:** Safe and clearly defined pedestrian access is provided into the development from the external public realm. The entrance incorporates a pedestrian island, which facilitates safe crossing and allows pedestrians to negotiate the carriageway entry point in a safe manner

	Internal interfaces: The interface between residential erven within the development will be carefully considered and where possible designed to ensure a positive relationship with the internal streetscape. The proposal is consistent with both the Urban Design Policy and Gated Residential Development Design Guidelines. **MPBL s99(2)(d)** *The desirability of the proposed development is motivated as per s99(3), below.* **MPBL s99(2)(e)** The application gives effect to existing approved land use rights applicable to the property. The proposed private residential development is compatible with the surrounding context. **MPBL s99(2)(f)(i), (ii)&(iii)** No consolidations are contemplated. **MPBL s99(2)(g)** We are not aware of any other considerations prescribed in relevant national or provincial legislation which precludes the proposed development of the site for residential purposes. **MPBL s99(2)(h)** We are of the opinion that the application complies with the requirements of the Municipal Planning By-law. **MPBL s99(3)(a)** The proposed development of 173 residential units is expected to generate socio-economic benefits at both local and municipal levels. Construction will create short-term employment opportunities, while the operational phase will support ongoing jobs in security and maintenance. **MPBL s99(3)(b) &(c)** *Omitted from the MPBL.*

	MPBL s99(3)(d) The group housing development is considered to be entirely compatible with the surrounding residential land use found within Sunningdale. **MPBL s99(3)(e)** The appointed engineers have assessed the engineering requirements of the proposed development in conjunction to the existing municipal service network and have confirmed that there is capacity in the municipal infrastructure to accommodate the proposed residential development. **MPBL s99(3)(f)** The proposed development will have no negative impact on safety, health, and wellbeing of the surrounding community. **MPBL s99(3)(g)** We are not aware of any heritage resources on the site. **MPBL s99(3)(h)** We are not aware of any biophysical resources on the site. **MPBL s99(3)(i)** The traffic impact of the proposed development was assessed as part of the engineering report, and after discussion with the transport officials at the City of Cape Town, was deemed to be acceptable. Refer to **Annexure 8:** Serviceability Report **MPBL s99(3)(j)** As motivated above, the proposed development is considered policy compliant, to have no adverse impacts on the surrounding area, and is regarded as desirable. Accordingly, no mitigatory conditions are deemed necessary.

7. SUMMARY & RECOMMENDATION

MLH Architects and Planners (Cape) Pty Ltd have been appointed by Garden Cities NPC (RF), the owners of Erf 39167 Milnerton, to prepare and submit this land use management application.

In order to facilitate the development of Galway Village, a private group housing scheme comprising 173 residential units, the following land use management applications are submitted in terms of the City of Cape Town Municipal Planning By-law (2015):

- Section **42(d)** for the subdivision of Erf 39167 Milnerton into 181 portions.
- Section **42(b)** for the departure from item 35(f)(i) of the DMS.
- Section **42(j)** to amend condition 2.8 imposed on LUM Approval Case Id: 70335040.
- Section **42(i)** for the approval of a Site Development Plan Set.
- Section **42(m)** for the approval of a Landscape Plan.
- Section **42(i)** to permit '*utility service'* on Portions 178 and 179.

The development proposal was assessed in Section 6 of this report with specific reference to the Section 99 of MPBL (2015). Based on this assessment, it is concluded that the proposed development:

- is consistent with the applicable City policies and spatial development frameworks;
- is compatible with the surrounding land uses;
- can be accommodated within the available municipal engineering services capacity;
- can be accommodated within the existing transport network;
- is not anticipated to have adverse impacts on the surrounding area; and
- is considered desirable.

MLH Architects and Planners have no hesitation in recommending to the City of Cape Town that this application be **approved**.

Should any additional information and/or clarification be required, please do not hesitate to contact the undersigned.

Andrew Luger | Logan Fortuin
MLH Architects and Planners (Cape) Pty Ltd