



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500166540

**Erf 26364 and 11141,
10 and 12 Robert Sobukwe Road,
Bellville CBD**

Development Management

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BELLVILLE GOVERNMENT PRECINCT

ERVEN 11141 & 26364 BELLVILLE

MOTIVATION REPORT

for consolidation, rezoning to subdivisional area and departures

July 2026 (rev 1)

(Works Project No. 375C and 198C)



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2. Consolidation Plan by @Planning (June 2026)
3. Subdivision & Zoning Plan by @Planning (June 2026)
4. Phasing Plan by @Planning (June 2026)

Annexure B : Supporting Documents

1. Application Form (rev1)
2. Power of Attorney and Resolution
3. Title Deeds and Conveyancer Certificates
4. SG Diagrams and Noting Sheets
5. Pre-application minutes (dated 10 June 2026)
6. HWC decision on NID
7. Street numbers from GIS

Annexure C : Specialist Studies

1. Urban Design and Development Requirements by Zutari & @P (July 2026, rev1)
2. Urban Design Concept by Zutari (June 2026)
3. Transport Impact Assessment by Zutari (June 2026)
4. Bulk Services Report by Zutari (June 2026)
5. Electrical Report by Zutari (June 2026)
6. Heritage report
7. DC calculation

Abbreviations

CBD:	Central Business District
CLDP:	Catalytic Land Development Programme
DMS:	Cape Town Development Managements Scheme (2015)(as amended)
DPWI:	National Department of Public Works and Infrastructure
GABS:	Golden Arrow Busses
MBT:	Minibus Taxis
MPBL:	Cape Town Municipal Planning By-law (2015)(as amended)
PTI:	Public Transport Interchange

CHAPTER 1. INTRODUCTION

1.1 Introduction

The City of Cape Town Urban Regeneration (UR) Department appointed a professional team to advance the Bellville Government Precinct initiative through the preparation of land development applications and related statutory processes. The term “Government Precinct” is used here as a provisional name for the site, pending finalisation of its formal designation.

Developer/Client	City of Cape Town	
Applicant	@Planning Town Planning (Anine Trümpelmann)	
Registered property owners	Name	City of Cape Town
	Appointing Department (client)	Urban Regeneration Department (Gideon Brand)
	Authorised Signatory	Property Transaction Department

Table 1.1: Applicant details

This appointment builds on earlier strategic planning milestones, including the approval of the Bellville Local Spatial Development Framework (LSDF) in 2023. The LSDF is informed by technical studies, feasibility assessments and the Bellville Future City Masterplan, which articulates a long-term vision for the Bellville Metropolitan Node as a vibrant, connected and sustainable urban centre.

UR identified the Government Precinct as a catalytic project within the broader node. Located in District East, a newly designated Government Quarter adjacent to the Bellville Public Transport Interchange (PTI), the site is strategically positioned to reinforce transit-oriented development (TOD) principles.

The objectives of this initiative include:

- Consolidating the government operations and services of various government department/spheres into a precinct that is accessible, well designed and managed, and provides residents, consumers and visitors with an integrated hub.
- Create a government precinct to stimulate development of the overall node.
- Respond to demand from national and municipal government for better office accommodation.
- Inclusion of affordable housing as a supporting element in this mixed-use sub-precinct.
- Advancing the transit-oriented development (TOD) principles promoted by the Bellville Future City Masterplan, given the site's strategic proximity to the PTI.

The primary objective of this land development application is therefore to make the necessary applications required in terms of the City’s Municipal Planning By-law (2015) (MPBL), including the consolidation, subdivision and rezoning of the site, to fast-track and facilitate the future implementation.

1.2 Summary of development proposal

The Bellville Government Precinct is located in the Bellville CBD on City-owned land, bounded by Charl Malan Street to the west, Robert Sobukwe Road to the east, and the proposed Church Street extension to the south.

The proposed development comprises two office buildings for the National Department of Public Works and Infrastructure (Portion 1, rezoning to GB7) and three affordable residential buildings with supporting community facilities (Portion 2, rezoning to GB6), delivering ±1 137 residential units. Both portions include ground floor retail to activate surrounding streets and public open spaces. Basement parking for both portions is accessed off a single access point from the new Church Street extension.

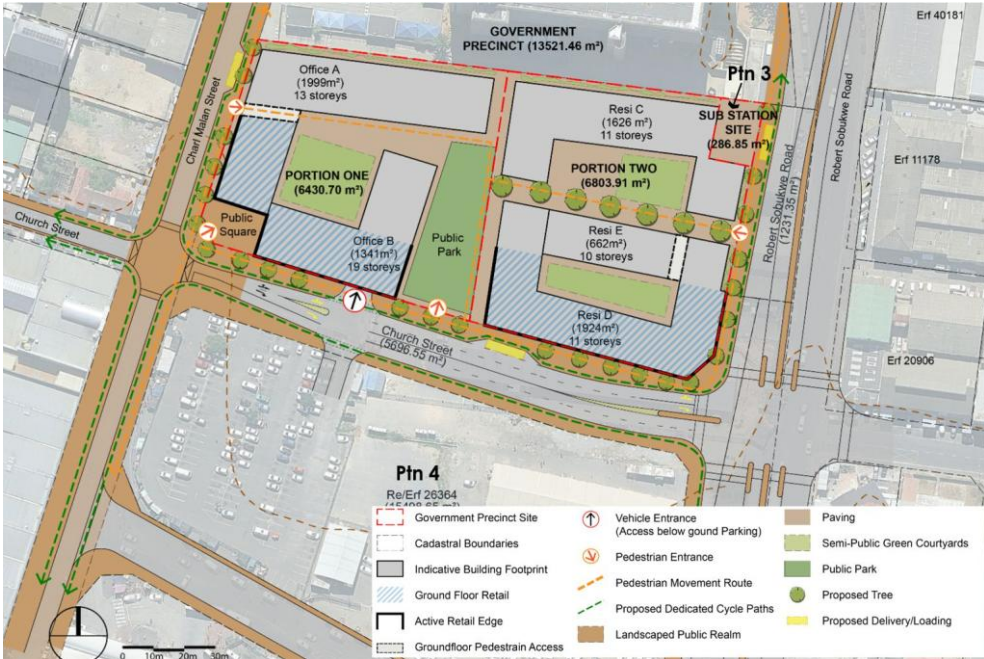


Figure 1.1: Excerpt from concept plan (Zutari 2026)

1.3 Professional team

The professional team comprise the following specialists:

- **Town Planner:** @Planning (Anine Trümpelmann, Elizna Louw & Garth Glaum)
- **Urban Designer:** Zutari (Sarchen Hough)
- **Environmental Consultant:** Infinity Environmental (Jeremy Rose)
- **Heritage Consultant:** Infinity Environmental (Claire Abrahamse)
- **Transport Engineer:** Zutari (Yolandi Venter & Mischa Pick)
- **Civil Engineer:** Zutari (Nigel le Grange & Carshif Talip)
- **Electrical Engineer:** Zutari (Bryan Devenish)
- **Property Market:** Profica (Alan Dinnie)
- **Land Surveyor:** Joubert & Brink Survey (Jimmy Brink)

1.4 Summary of Applications

- 1) **Section 42(f) of the MPBL: Consolidation** of Erven 11141 and 26364 Bellville, into one cadastral land unit (Portion X) measuring $\pm 35\,946\text{m}^2$ in extent.
- 2) **Section 42(a) of the MPBL: Rezoning to Subdivisional Area** of the newly consolidated Portion X.
- 3) **Section 42(d) of the MPBL: Subdivision** of Portion X into four cadastral entities. The zoning of the subdivided portions is indicated below, as well as on the subdivision plan:

Portion 1:	Government office	$\pm 6\,430\text{m}^2$	GB7
Portion 2:	Mixed-use affordable housing	$\pm 6\,804\text{m}^2$	GB6
Portion 3:	Substation site	$\pm 285\text{m}^2$	UT
Portion 4:	Remaining parking area	$\pm 15\,503\text{m}^2$	TR1
Re/X:	New public road (Church St extension)	$\pm 6\,924\text{m}^2$	TR2

- 4) **Section 42(e) of the MPBL:** Implementation of the subdivision in four **phases**.
- 5) **Section 42(b) of the MPBL: Departures** from:
 - a) **Item 60(e) of the DMS:** Street building line: 0m in lieu of 11m above 38mH on Portion 1.
 - b) **Item 60(e) of the DMS:** Street building line: 2m in lieu of 10m above 30mH on Portion 2.
 - c) **Item 140(2) of the DMS:** Carriageway crossing of 14,5m in lieu of 8m.

1.5 Pre-application meeting

A pre-application meeting was held on 10 June 2026 with representatives from the City's Development Management Branch, including other branches as listed in the minutes. The purpose of this meeting was to introduce the application and to determine the requirements for the proposed application. Minutes are included in Annexure B5.

1.6 Purpose of this report

This motivation report has been prepared by @Planning to accompany the land development application submitted to the City in terms of the MPBL. It incorporates findings of the following specialist reports which are attached as Annexures:

- Urban Design and Development Requirements Prepared by Zutari & @Planning
- Urban Design Concept report: Prepared by Zutari
- Transport Impact Assessment: Prepared by Zutari
- Engineering Services Report: Prepared by Zutari
- Stormwater Report: Prepared by Zutari
- Heritage NID submission: Prepared by Claire Abrahamse

1.7 Summary of information attached in Annexures

The following information is attached to this application and forms part of the motivation report:

- Locality Plan Annexure A1
- Consolidation Plan Annexure A2
- Subdivision & Zoning Plan Annexure A3
- Application supporting documents, Annexure B1-4
- Pre-application meeting minutes (10 June 2026) Annexure B5
- Decision on NID from HWC Annexure B6
- Street numbers from Business Services Annexure B7
- Urban Design & Development Requirements (UD&DR) Annexure C1
- Urban Design Concept Report Annexure C2
- Transport Impact Assessment Annexure C3
- Bulk Services Report Annexure C4
- Stormwater Report Annexure C5
- Heritage NID & ROD Annexure C6
- DC Calculations Annexure C7

CHAPTER 2. BACKGROUND TO THIS PROJECT

The application area, Erven 26364 and 11141, forms part of the Bellville CBD, one of three priority areas (with Philippi and Foreshore Precinct) identified in the City's Catalytic Land Development Programme (CLDP) (Figure 2.1). The CLDP guides infrastructure investment and spatial transformation in designated Priority Precincts, with Bellville earmarked for regeneration through targeted public-sector intervention.¹

A number of strategic and technical studies have informed the planning rationale for this application. These studies do not carry statutory status but serve as important informants to the Bellville CBD Local Area Spatial Development Framework (LSDF), approved in 2023, and continue to inform the development proposal. The LSDF is the formal policy instrument against which this application is assessed.

2.1 Strategic and Technical Informants (non-statutory)

2.1.1 Bellville Future City Masterplan: Beyond 2022 (2021)

The strategic vision explored the regeneration potential of the Bellville CBD and PTI as a metropolitan node. It identified the application site within the "District East: Mixed-use Urban Quarter" sub-precinct (Figure 2.2), highlighting its potential for eastward CBD expansion. The area is dominated by publicly owned land and transport infrastructure, presenting an opportunity to introduce a dense, mixed-use urban quarter anchored by innovation, healthcare, education and government services. The plan also proposes converting Charl Malan Street into a high street and relocating transport functions to a new vertically integrated multi-modal mobility hub at Bellville Station, to unlock development potential.

2.1.2 Bellville Governmental Precinct Study (2022)

This study outlines a phased development strategy for the site, dividing it into two functional portions (see inset in Figure 2.2):

- Western portion (Block A & B): Government Offices
- Eastern portion (Block C – F): Mixed-use housing with ground floor public uses

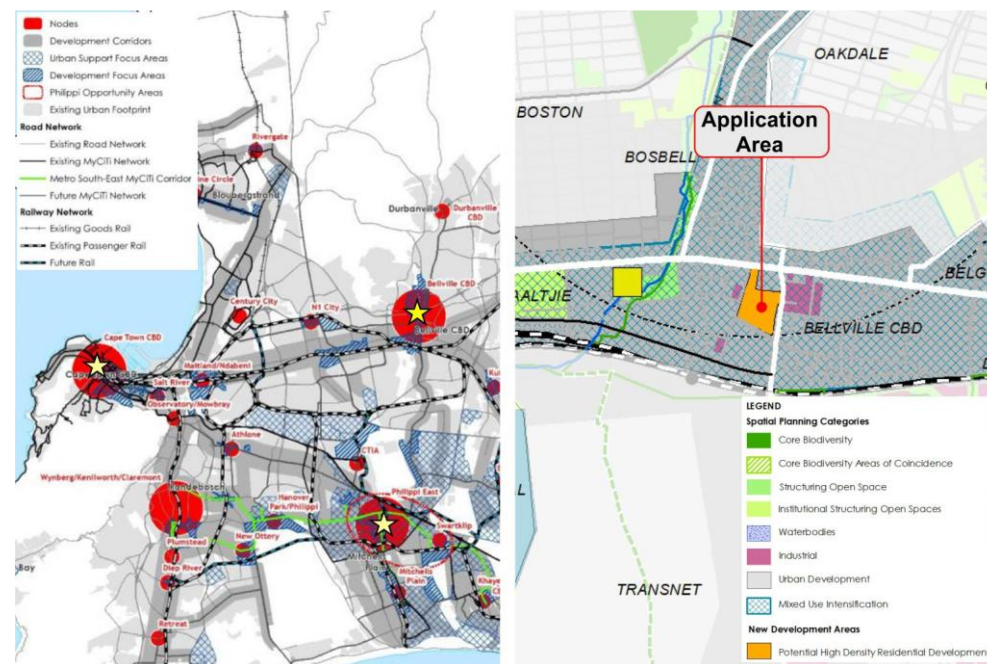


Figure 2.1: Priority Precincts (MSDF, 2023)(L) and new development areas (DSDF, 2023)(R)

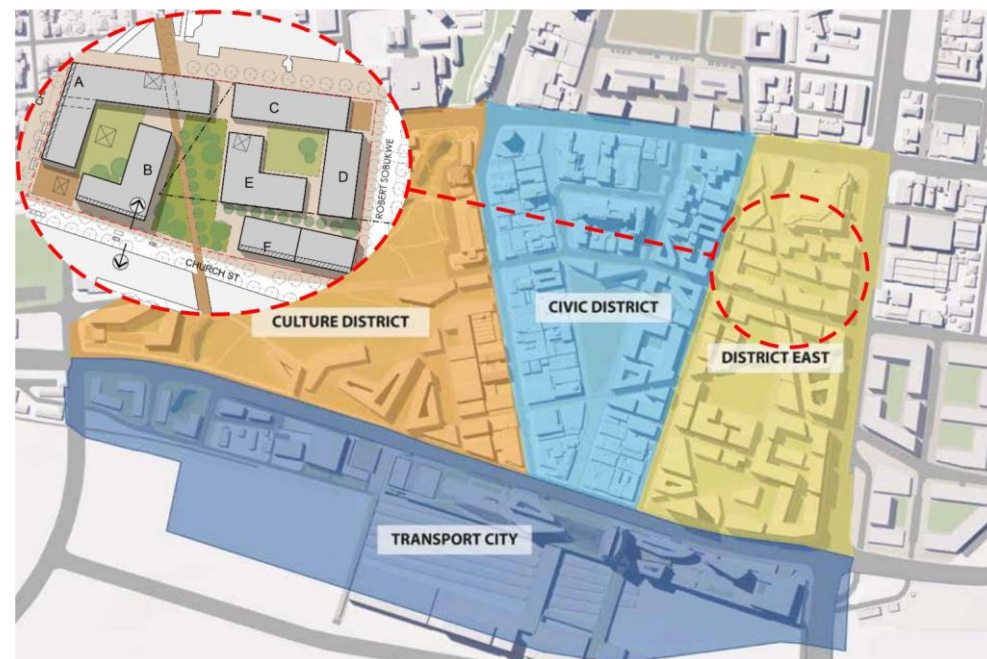


Figure 2.2: Sub-precincts (Masterplan, 2021) & Government Precinct vision [inset] (Precinct Study, 2022)

¹ MSDF (2023): pgs. 95; 98-99

Buildings were envisioned at 8-10 storeys, with a south-to-north height graduation to optimise light and public space quality. A super-basement is proposed beneath the site and adjacent parcels, with vehicular access off the proposed new extended Church Street and pedestrian access distributed across the precinct.

2.1.3 Conceptual Design Review: Robert Sobukwe Extension & Carl Cronje Realignment Report (2021/2024)

This study reviewed long-term mobility upgrades in the Bellville CBD, including the north-south extension of Robert Sobukwe Road and the realignment of Carl Cronje Drive. These interventions aim to strengthen connectivity and support trunk BRT integration. For the application site, the study confirms (Figure 2.3):

- Several access alternatives to the PTI from Robert Sobukwe Road were assessed between Caledon Street and Church Street.
- Belrail Road will in future no longer connect directly to Robert Sobukwe Road but will access the precinct via an underpass (road-over-road bridge).
- Access to the PTI and super-basement will occur via Reed Street (east) and Church Street (west).

This concept report, which was submit to public participation, also confirmed the future ultimate width and design for Robert Sobukwe Road. This design outcome directly informs the current subdivision proposal forming part of this application.

2.1.4 Conceptual Design Review: Church Street Extension Report (2021)

This study proposes the upgrade and extension of Church Street eastwards as part of a broader east-west corridor linking Landros Street to Willie Hofmeyer Road (Figure 2.3). Key implications for the application site include:

- The Church Street extension traverses Erf 26364, requiring $\pm 140\text{m}$ of new roadway and $\pm 60\text{m}$ of existing access road.
- Microsimulation modelling confirms the route's utility under future conditions, supporting a four-lane cross-section near the PTI and super-basement.
- The extension improves east-west connectivity, supports access management, and complements the broader transport network restructuring.

This concept design is currently being further refined under a separate work page.

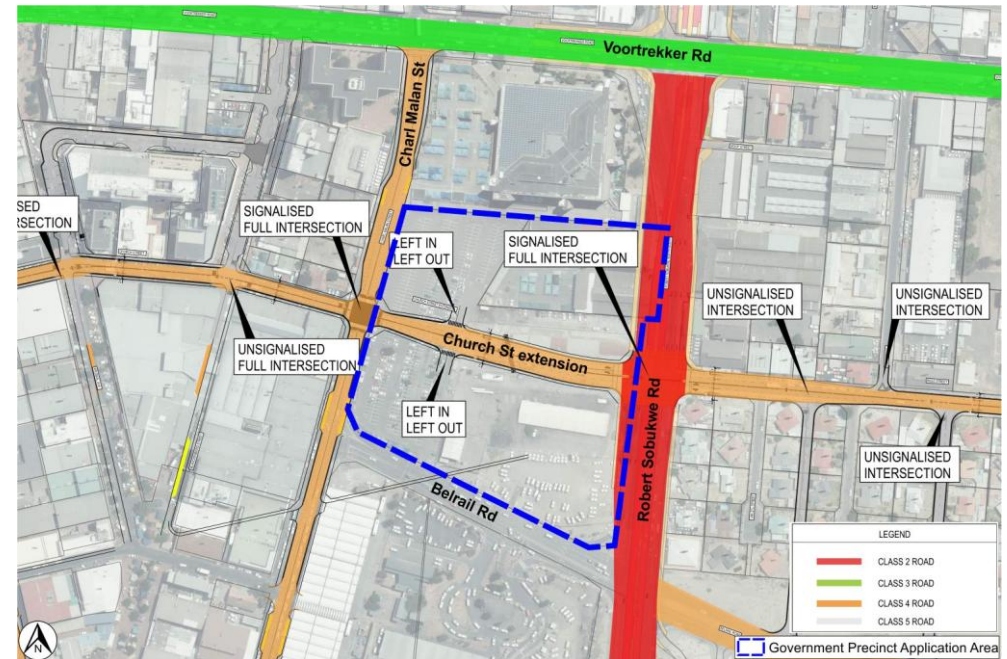


Figure 2.3: Context for Robert Sobukwe widening and new Church Street extension (Zutari, Conceptual Design Review, 2021)

2.1.5 Precinct Transportation Informants Report (2021)

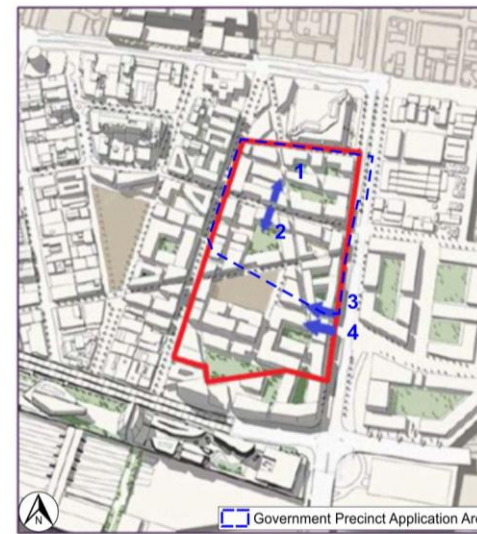
This study tested the feasibility and performance of key transport links within the Bellville CBD, with a focus on TOD, walkability, and public transport integration. For the application site, it confirms:

- Church Street and Robert Sobukwe Road are essential structuring routes for the precinct.
- A super-basement is proposed beneath District East, including Erven 26364 and 11141, with $\pm 1\ 894$ parking bays and phased implementation (Figure 2.4).
- Access points include Church Street (north and south), Robert Sobukwe Road and Belrail Road via underpass.
- The facility supports mixed-use development and reduces surface congestion.

2.1.6 Master Basement: Viability Assessment and Business Case (2024)

This study evaluates the feasibility, design logic and implementation strategy for a consolidated super-basement parking facility beneath the Bellville Government Precinct. It supports the Bellville Future City Masterplan's vision for a pedestrian-prioritised CBD, with reduced surface parking and TOD-aligned access management. Key implications for the application site include:

- **Basement access and integration:** Church Street extension is confirmed as the primary vehicular ingress, directly impacting both erven. Basement access points are planned along Church Street and Robert Sobukwe Drive, with shared servicing across the precinct.
- **Road reserve expansion:** Robert Sobukwe Road's widening affects Erf 11141, requiring alignment with future road geometry and potential setbacks.
- **Parking strategy:** Surface-level parking is discouraged. The precinct relies on basement parking provision, with reduced at-grade vehicular movement, reinforcing the need for NMT prioritisation and edge activation (Figure 2.5).
- **Land use efficiency:** The study supports high bulk utilisation and mixed-use programming, validating the proposed office and residential components on both erven.



Access Number	Description
1	The access is located along Church Street and will provide access to the section of the basement parking north of Church Street.
2	The access is located along Church Street and will provide access to the section of the basement parking south of Church Street.
3	This access will have ramps onto and off Robert Sobukwe Road, providing access to the southern part of the basement.
4	This access will from the extended Belrail Road, under Robert Sobukwe Road.

Figure 2.4: Access to Super Basement Parking (Zutari, Precinct Transportation Informants Report, 2021)

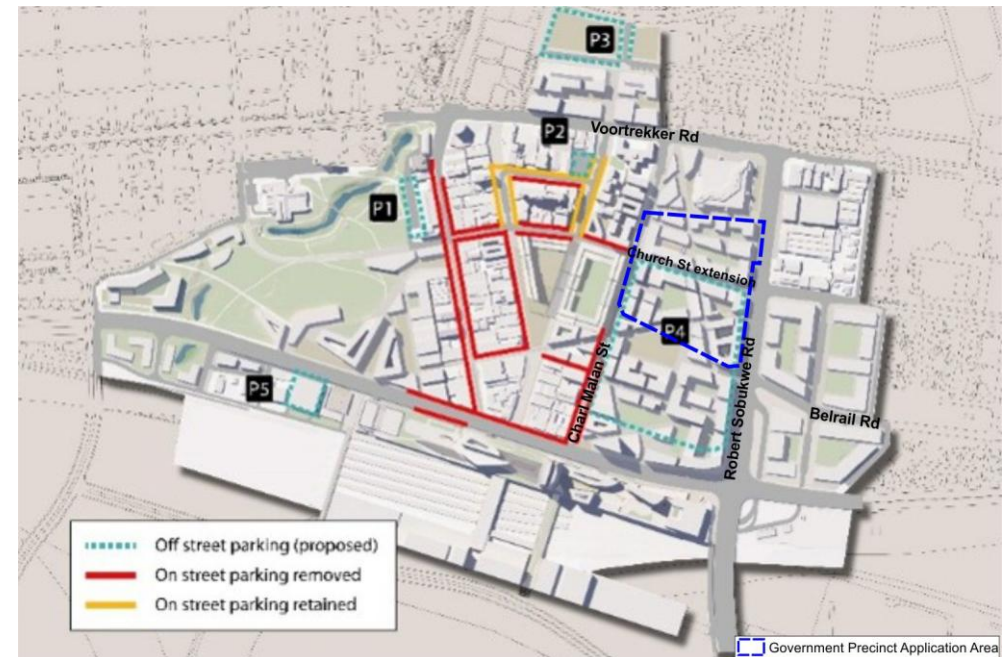


Figure 2.5: Parking strategy (LSDF, 2023)

2.2 Statutory Planning Alignment

2.2.1 Bellville CBD Local Spatial Development Framework (2023) (LSDF)

The LSDF translates the Bellville Future City Masterplan's long-term vision into statutory planning instruments, spatial structuring elements, and catalytic interventions. It operationalises the precinct-based regeneration approach and ensures continuity between strategic intent and land use regulation.

District East (Figure 2.6), anchored by Robert Sobukwe Road and Church Street extension, is identified as a pivotal node within the LSDF. It plays a strategic role in linking Bellville South, Stikland and the broader Voortrekker Road Corridor. For the application site, the LSDF confirms:

- High-density mixed-use intensification is encouraged, with a focus on transit-oriented development around key intersections and public transport nodes.
- Pedestrian connectivity and public realm upgrades are central to supporting economic activity and social integration.
- The principle of a consolidated super basement, together with coordinated parking and access strategy and active street interface conditions, is endorsed. Parking is to be accommodated in centralised basement facilities, consistent with the Bellville CBD Parking and Logistics Strategies.

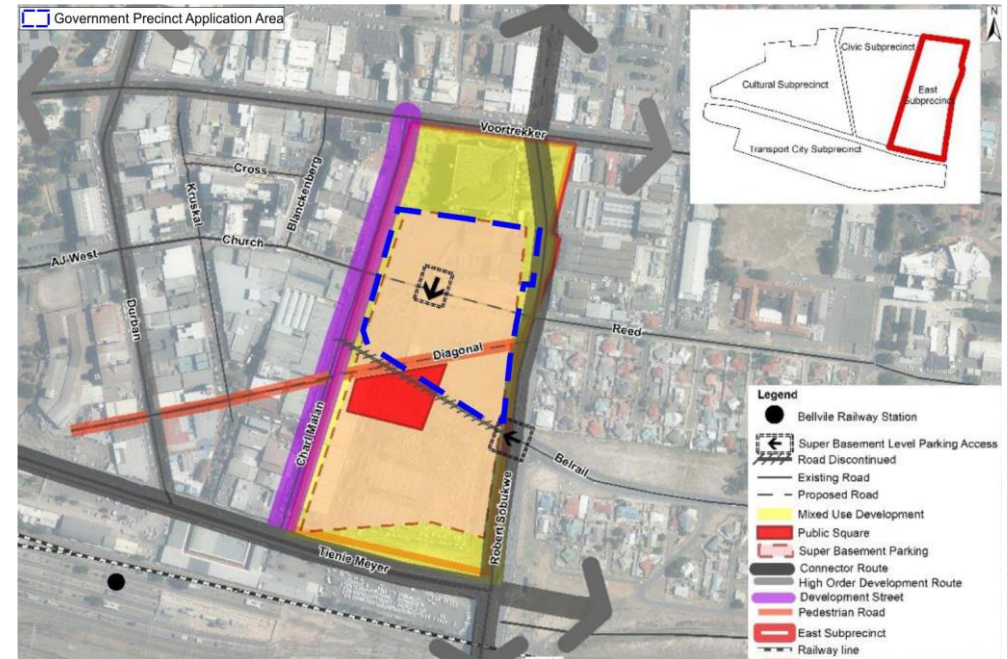


Figure 2.6: East sub-precinct spatial proposals (LSDF, 2023)

CHAPTER 3. APPLICATION AREA AND SITE OVERVIEW

3.1 Locality

The Belville Government Precinct application site is located within the Bellville CBD Metropolitan Node, within the Tygerberg Planning District (Figure 3.1). The site is located to the south of Voortrekker Road and the north of Bellville railway line and Tienie Meyer Bypass.

The site consists of two land parcels, Erven 11141 and 26364, and is bounded by three streets: Robert Sobukwe Road to the east, Belrail Road to the south and Charl Malan Street to the west (Figures 3.2 and 3.3).

The Eskom Provincial Headquarters is located directly north of the application area with the Bellville PTI consisting of a GABS terminus and minibus taxi (MBT) rank to the south of the application adjacent to the Bellville railway station. A portion of the site is currently used as a MBT holding area with another portion being used as a parking lot.

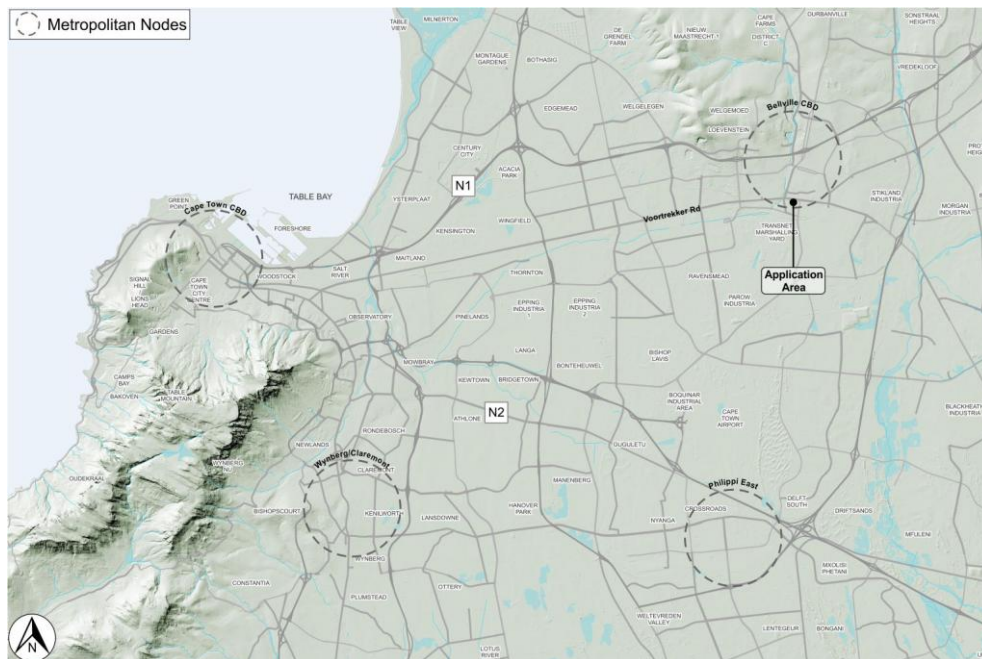


Figure 3.1: Metropolitan context



Figure 3.2: Local context



Figure 3.3: Local context (zoom)

3.2 Summary of property information

The property details of the application are included in Table 3.1:

Erf no.	26364	11141
Owner	City of Cape Town	
Total extent	2.9ha	6 939m ²
Consolidated extent	35 946m ²	
Title Deed no.		
Title deed restrictions	Conveyancer Certificates: No (Annexure B3)	
SG Diagrams	SG No. 530/1986, M639 & M645 (Annexure B4)	SG No. 1093/1941, M639 & M640 (Annexure B4)
Servitudes	No	No
Current land use	Parking, MBT holding area & safe space	Vehicle repair shop, mixed use building (office with shops)
Current zoning	Transport Zone 1 (TR1)	General Industry 1 (GI1)
Applicable zoning scheme	Cape Town Development Management Scheme (2015) (as amended in 2025)	
Overlay Zones	Bellville Incentive Overlay Zone	
Road widening scheme or 8m centreline setback	Robert Sobukwe Re-alignment No 8m centreline setback	
PT Zone	PT2	
Metropolitan road	Robert Sobukwe Road	
Pre-application meeting	10 June 2026 (see Annexure B5)	
NEMA applicable	No	
NHRA applicable	NID submitted: no NIA required (Annexure B6)	

Table 3.1: Property information and overview

3.3 Title deeds and SG diagrams

3.3.1 Property history

The application area originally formed part of Erf 11139 (the parent erf) created in 1941, which was first granted to the Belrail Company from the Crown (or State).²² Between 1941 – 1989 the parent erf was subject to at least 8 subdivisions, of which Erf 11141 was subdivided off in 1941 and remained in private ownership (6 939m² in extent), and Erf 26364 subdivided off in 1986 and transferred to the Bellville Municipality at that time (2.9ha in extent). Figure 3.4 illustrates the parent erf with the location of the application area indicated thereon. Figure 3.5 illustrates the composite noting sheets with the application area and surrounding property layouts indicated.

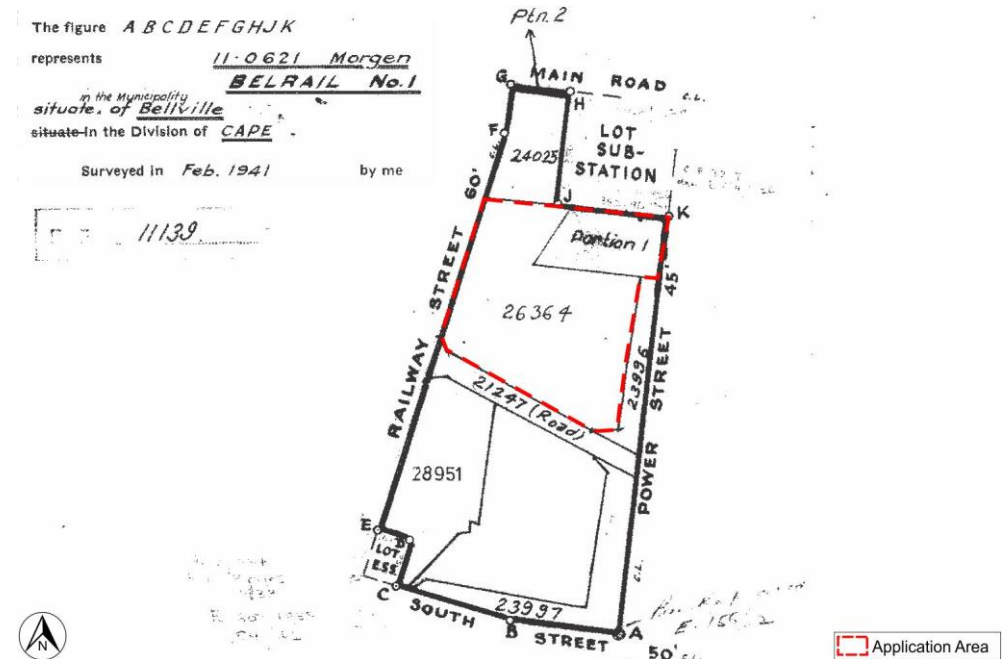


Figure 3.4: Parent Erf 11139 known as Belrail No. 1 (SG 1092/1941)

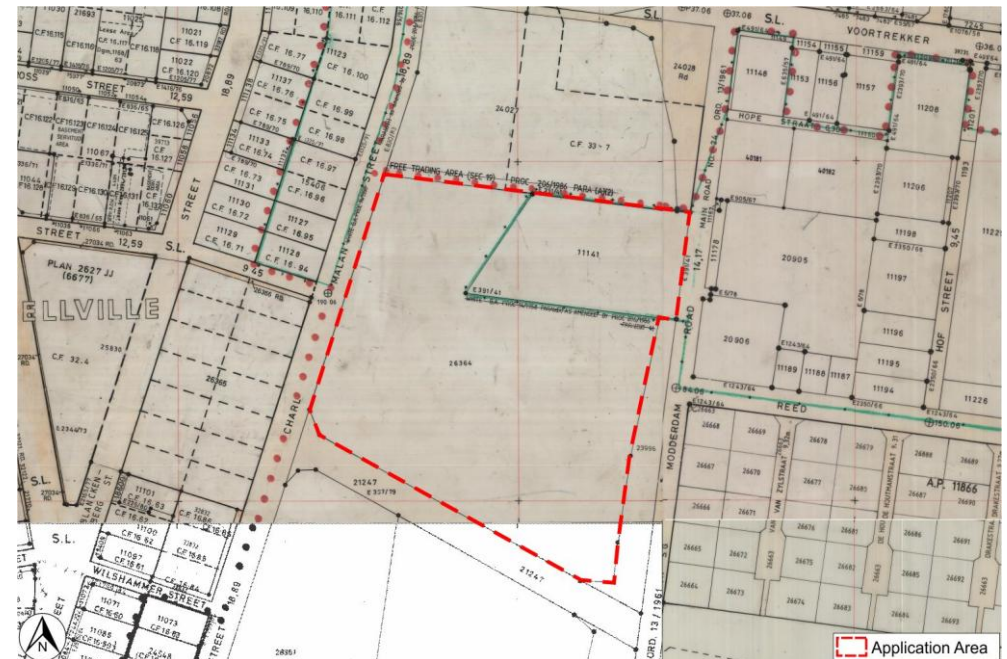


Figure 3.5: Composite Noting Sheets

²² Heritage Status Quo Report (C. Abrahamse, April 2025)

3.3.2 Title deed and restrictive conditions

The Conveyancer Certificates confirm that there are no restrictive title conditions which would prohibit any future development on the site (Annexure B3).

3.3.3 SG diagrams and servitudes

Erf 11141 was subdivided off from Erf 11139 in 1941 and is framed on SG Diagram No. 1093/1941. Erf 26364 was subdivided off from Erf 11139 in 1986 and is framed on SG Diagram No. 530/1986. There are no servitudes registered over either of the two erven.

3.3.4 Lease agreements

It has been confirmed in June 2025 that there are currently no lease agreements over Erf 26364. The two parking areas indicated in hatch in Figure 3.6 were previously leased to the Voortrekker Road Corridor Improvement District (VRCID) as paid parking. Property Management has confirmed that the lease has since been cancelled. It has furthermore been confirmed in 2026 that a new application by VRCID to manage the southern parking area has been denied. Property Management has been informed of the intension of disposing the site in the future.

3.4 Existing and surrounding land uses

The application area is located adjacent to three streets: Robert Sobukwe Road to the east, Belrail Road to the south and Charl Malan Street to the west.

Erf 26363 is essentially a large, fenced-in parking area with a few structures on the site (Figures 3.7 and 3.8):

- Paint City Safe Space is a large structure located at the corner of Robert Sobukwe Road and Reed Street. It is a City-provided shelter for the homeless and the facility will be rehoused on a new site. Directly south of this building is large white structure currently housing refugees. An eviction order is currently underway relating to this structure.
- The south-eastern corner of the site is currently being used as a MBT holding area, associated with the PTI (WCTT008_2), which is located to the south of Belrail Road.

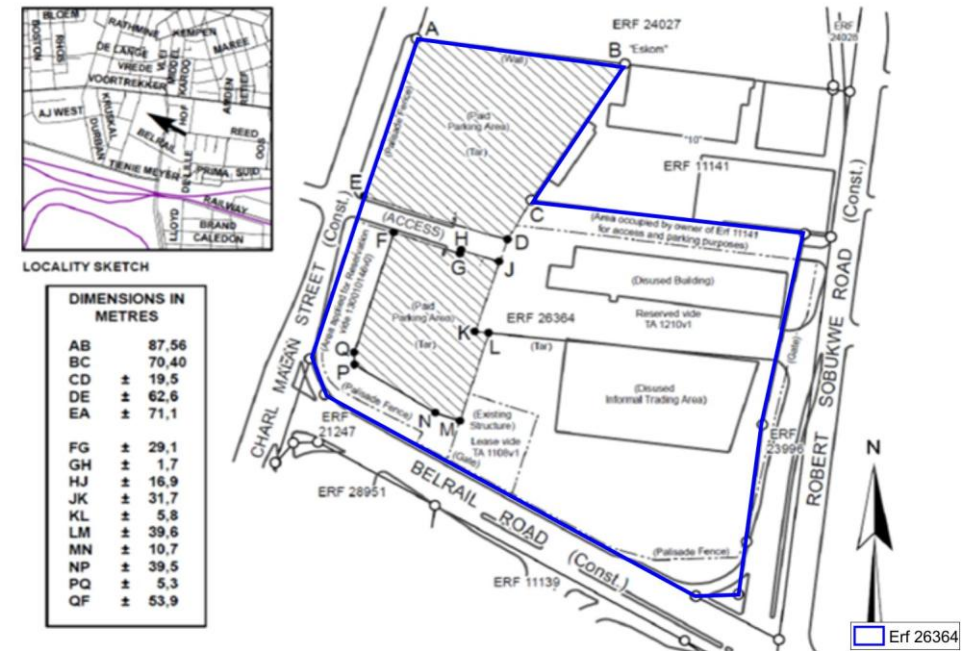


Figure 3.6: Extract of now-cancelled lease diagram



Figure 3.7: Existing land uses on site



Figure 3.8: Images of existing land uses on site (Erf 26364)

Informal traders line the sidewalks outside of the fenced area serving the surrounding foot traffic.

- c) The western portion of the site, along Charl Malan Street is a large fenced-in parking area.

Erf 11141 is more built-up with the following structures on the site (Figures 3.7 and 3.9):

- d) The south-eastern and north-western portions of the site are used as an auto part shop.
- e) The north-eastern portion of the site is known as the Negatu Building, which is an office space over four floors.



Figure 3.9: Image of existing land use on site (Erf 11141)

Land uses surrounding the site are illustrated in Figure 3.11 and can be summarised as follows:

- **North:** Directly north and adjacent to the application area is Eskom's Provincial Headquarters (unregistered Erf 24027³)(2) measuring ±1,6ha in extent and bounded by Charl Malan Street, Voortrekker Road and Robert Sobukwe Road. Voortrekker Road, located to the north, functions as a dual carriageway comprising two lanes in each direction, with a central turning lane and on-street parking. The northern frontage of Voortrekker Road features a mix of retail and business opportunities, including the Department of Home Affairs and a Shoprite Centre (13). Further north, beyond De Lange Street, is a residential neighbourhood (3) comprising mainly freestanding erven and community-related uses (i.e. churches, schools). To the north-west, along Voortrekker Road is a Shoprite. (Erf 202
- **East:** To the east of the application and Robert Sobukwe Road are a number of auto-related shops (4) to the south of Voortrekker Road. The residential neighbourhood of Belrail is located to the south of Reed Street (5 & 7) consisting mainly of freestanding erven. More auto-workshops (6) are located further east of the application area with the Northlink College located further east. The Bellville Municipal Offices are located further east (off the map).
- **South:** The Belville taxi rank (8) is located directly south of the application area, south of Belrail Road. Together with the Belville Rail Station (9) this node forms one of the busiest PTIs in the City. The Tienie Meyer Bypass located between the taxi rank and the railway line (road-over-rail bridge) is a key mobility corridor link, linking areas to the south of the railway line (i.e. Tygerberg Hospital) to areas north of the railway line.
- **West:** Directly west and adjacent to the application area is Charl Malan Street with the Middestad Mall (10) located west of this street. Directly west of Charl Malan Street lies an approved but not yet constructed land development application (Case ID 70530804 – MPT approval, 2021).
 - The proposal consolidates five land parcels into a single site for a 20-storey mixed-use building (GB7 zoning), primarily for student accommodation (±2 592 beds / ±1 152 rooms), supported by commercial facilities on ground floor. Provision is made for only 12 vehicle bays and 8 motorcycle bays, with a total floor space of ±36 089 m² (Figure 3.10).



Figure 3.10: Extracts of proposed mixed-use development opposite Bellville Government Precinct (MPT Report dated September 2021, Case ID 70530804)

UWC Community and Health Sciences faculty (12) is located to the west of Charl Malan Street and Elizabeth Park (14) is located further west, through which the Elsiekraal River flows. Church Street west of Charl Malan Street links with Durban Road, with Bellville Melomed Hospital and the Bellville Public Library located further west, and the Bellville Magistrate's Court and Bellville Sports Grounds located further west. The Department of Social Development and a number of flats (14) are located to the north-west.

³ Parent erf 24026 was subdivided into Erf 24027 (Eskom GB4) and Erf 24028 (Robert Sobukwe TR2). Although diagrams were approved by the SG (1983) it was never registered. It is assumed the road portion vests with the City, thus we are consistently referring to unregistered Erf 24027 when referring to the Eskom property.



Figure 3.11: Surrounding land uses

3.5 Development Management Scheme

3.5.1 Existing and surrounding zoning

Erf 26364 is currently zoned Transport Zone 1: Transport Use (TR1) in terms of the DMS. This zoning is consistent with the surrounding land uses to the south which include the Bellville taxi rank and railway station, components of a broader PTI.

According to the DMS, the TR1 zoning category accommodates transportation systems other than public roads and streets. It includes facilities such as airports, harbours, railway lines, bus and railway depots, public transport terminuses, taxi ranks, holding areas and cable car stations. The zoning also allows for additional uses that support or complement transport-related activities.

Erf 11141 is zoned General Industry 1 (GI1) which aligns with the semi-industrial character of the surrounding area, specifically to the east. As defined in the DMS, GI zoning permits all forms of industry excluding noxious trade and high-risk activities in support of the manufacturing sector. While the zoning allows for limited non-industrial uses, these must not undermine the primary industrial function of the area. It is acknowledged that the nature and scale of industrial operations may generate some level of impact on adjacent properties.

The application area is surrounded by the following zonings (Figure 3.12):

- **North:** Properties directly north of the application area, as well as on either side of Voortrekker Road are zoned general Business Subzone 4 (GB4) which permits buildings of 25m high and a floor factor of 3,0. Properties range between Single Residential 1 (SR1) and General Residential 2 (GR2) further north into the residential neighbourhood. A number of land parcels are zoned TR2 to the north of Voortrekker Road, which accommodates open air parking lots in the vicinity of the CBD.
- **East:** To the east of the application area properties are zoned GI1 which permits buildings of 18m height and a floor factor of 1,5. Some GB4 zoned properties are located in between the GI1 properties. The residential neighbourhood of Belrail is zoned SR1 with some Open Space 2 (OS2) (public open space) land parcels along Belrail Road. Educational facilities to the east are zoned Community Zone 1 (CO1) with the municipal offices zoned GB1 further east.
- **South:** The Bellville taxi rank to the south of the application area, including the Bellville Railway Station and line are zoned TR1 whilst the surrounding public roads are all zoned TR2.

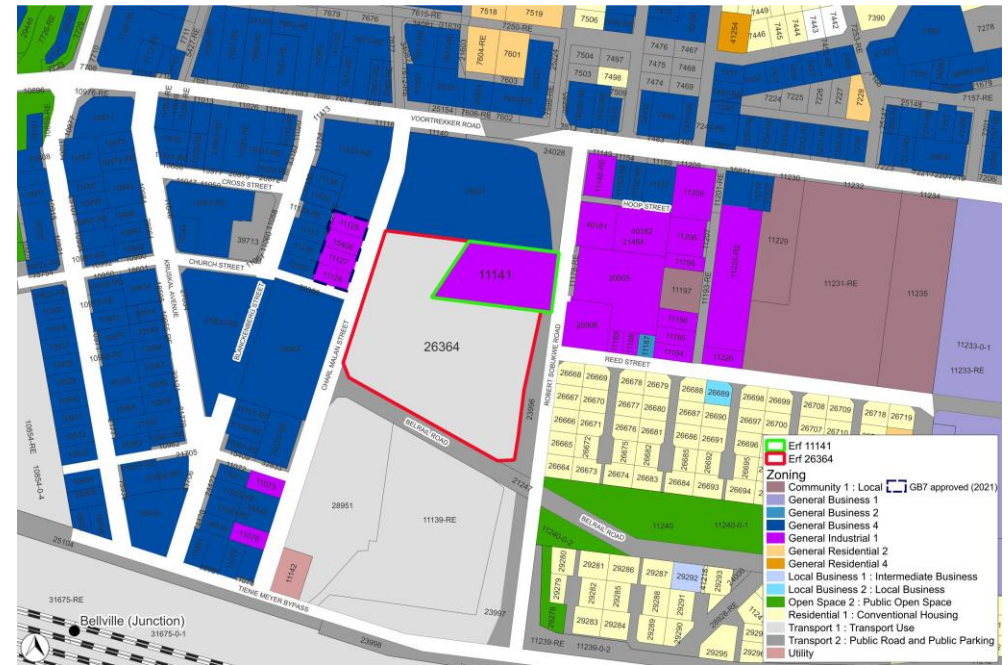


Figure 3.12: Existing zoning (City EGIS Viewer)

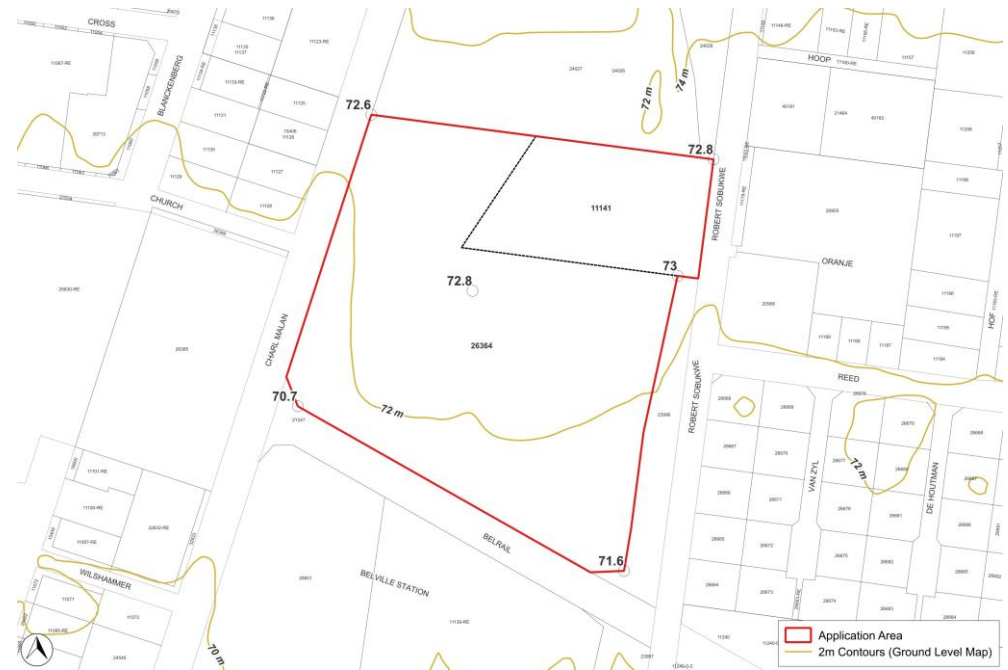


Figure 3.13: Existing ground level map (CITY EGIS Viewer)

- **West:** To the west of the application a great majority of land parcels are zoned GB4 with the Bellville Melomed hospital zoned GB6 (38m high and 6,0 floor factor) further west along Voortrekker Road. A large OS2 zoned portion of land located around the Bellville Public Library is known as Elizabeth Park which is green space located in the heart of the CBD and surrounding by office buildings, student residences with the Elsiekraal River running through it.

It is further noted that directly west of the site is an approved, but not yet constructed land development application (Case ID 70530804 – MPT approval, 2021) which is zoned GB7 and proposes a mixed-use development of up to 20-storeys, primarily for student accommodation and supported by commercial facilities on ground floor. A parking departure of 12 bays in lieu of 1 728 bays were approved accordingly.

3.5.2 Ground level map

The City's Ground Level Map (GLM) came into effect in 2024 and has been made available by the City to determine the Existing Ground Level (EGL) for the site. Figure 3.13 illustrates the topography of the application area and indicates the existing ground levels from this map, which is the official baseline against which the building heights will be measured.

3.5.3 Public Transport (PT) Zones

The application area is located within a PT2 zone as defined by the DMS, where the minimum parking requirements are largely waived due to the proximity of established public transport facilities. Figure 3.14 illustrates the Golden Arrow Bus Services (GABS) operating along the Voortrekker Road and Durban Road Corridors. The taxi routes, depicted by orange lines, highlight their accessibility throughout the CBD while key junction points along the railway line is also illustrated.

3.5.4 Overlay zones

The site falls within the designated Incentive Overlay Zone (IOZ) for Bellville (Figure 3.15). The IOZ provides enhanced development rights over and above the base zoning, including increased height and floor factor, relaxed building lines and a waiver for minimum parking requirements. These provisions are intended to promote high-density, mixed-use, transit-oriented development in priority regeneration areas, subject to serve capacity and payment of development charges. It also only applies to designated land units zoned R1, GR2 & GR4, LB1, LB2, GB1-GB5 and MU2.

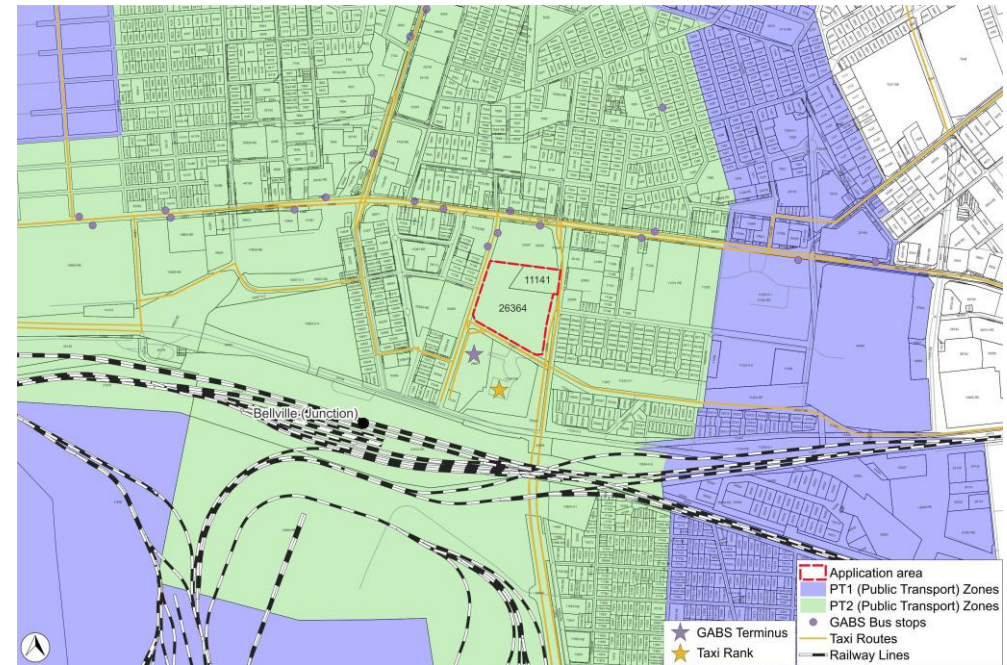


Figure 3.14: Parking zones (PT1 and PT2) in DMS (CITY EGIS Viewer)

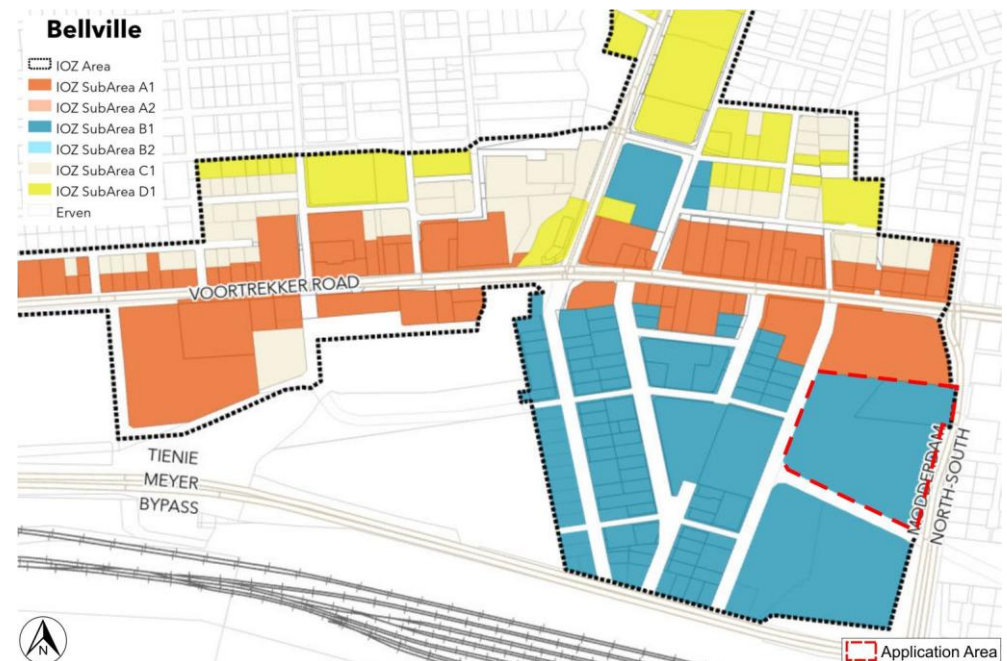


Figure 3.15: Bellville Incentive Overlay Zone (DMS, 2015 as amended in 2025)

The site is designated as **IOZ Sub-Area B1** which includes the following enhanced rights and parking requirements, depending on **GB1-GB5** zoning:

- **Floor factor:** ranging between 2,5 up to 4,0.
- **Coverage:** up to 100% coverage within 18m of the street boundary, reducing (60%-75%) deeper into the site.
- **Height:** 18m within 18m of the street boundary, 15m for the remainder.
- **Building lines:**
 - Street: 2m setback up to 3mH; then 1m setback >3m up to 15mH; 4,5m setback >15mH.
 - Common: 0m.
- **Parking:** nil minimum requirement for all uses.

3.5.5 Provincial Main Road and Metropolitan Road status

On 13 June 2025 (Provincial Gazette) WCG formally deproclaimed Robert Sobukwe Road, amongst others, from being provincial roads and the City of Cape Town is now the official roads authority.

Robert Sobukwe Road is a **metropolitan road** and the provisions of Item 121(2) of the DMS applies, which requires all buildings to be set back 5m from the street boundary. In Figure 3.16, both Class 2 (red) (Robert Sobukwe Road) and Class 3 (green) routes (Voortrekker Road further north) are metropolitan roads.

3.6 Existing road and public transport

Zutari has been appointed to assess the existing traffic and transport operations associated with the application area (Annexure C3). The information below reflects their key finding with additional context provided by @Planning.

3.6.1 Existing Road Network

In terms of the Public Right of Way (PROW) 2023 and the City's road hierarchy, **Robert Sobukwe Road** (M10) borders the eastern edge of the site and is classified as a Class 2 Major Arterial (Figure 3.16). This designation reflects its strategic function in supporting high-capacity, longer-distance movement between key urban nodes. Robert Sobukwe Road serves as a vital north-south corridor linking the N2 highway, Cape Town International Airport and Bellville South Industrial Area, and forms part of the Integrated Public Transport



Figure 3.16: PROW 2023 road classifications

Road	Classification	Description
Robert Sobukwe Road (M10)	Class 2 Major Arterial	Single carriageway, 1–3 lanes per direction, 60 km/h speed limit
Voortrekker Road (R102)	Class 3 Minor Arterial	Dual carriageway, 2 x 3.4m lanes per direction, 60 km/h speed limit
Charl Malan Street	Class 4 Collector	Single carriageway, 1 lane per direction, 60 km/h speed limit

Table 3.2: Existing road network classifications

Network (IPTN) trunk route, which includes dedicated bus lanes to support mass transit initiatives.⁴

Voortrekker Road, located to the north of the site, is designated as Class 3 Minor Arterial. While it carries significant traffic volumes, its primary function is to distribute traffic between major arterials and collector roads. It also plays a key role in supporting mixed-use development along the Voortrekker Road Corridor, which is a focus area for urban

⁴ City of Cape Town: Urban Mobility Directorate: IPTN Management. August 2022. *NMT Improvements: Robert Sobukwe Rd*. Presentation to Ward Councillors.

regeneration and intensification initiatives under the Voortrekker Road Corridor Improvement District (VRCID)⁵.

Church Street (west), **Belrail Road** (south), **Reed Street** (east) are all classified as Class 4 Collector Roads. These roads serve to collect and distribute traffic from local streets to the arterial network. Their function is more localised, providing access to adjacent land uses such as residential areas, public facilities and commercial properties. While they are not intended for high-speed or long-distance travel, their connectivity is essential for ensuring smooth traffic flow within the Bellville CBD and increases vehicular permeability.

3.6.2 Road network upgrades

In addition to the current system, the City has identified several planned upgrades as part of the Bellville Transportation Master Plan Framework (2019) and are included in the LSDF Implementation Plan (Figure 3.17):

- The closure of **Belrail Road** west of **Robert Sobukwe Road** and the western extension of **Reed Street** to join **Church Street / AJ West Street** (referred to as *Church Street extension*).
 - These two upgrades will enable the creation of a more logical development block within the sub-precinct.
- The extension and realignment of **Robert Sobukwe Road** north-south.
 - This upgrade will impact the linkage between Tyger Valley in the north with the Metro South-East via Symphony Way.
 - The proposal is for the BRT Trunk Route 13 to run along this route providing a direct link between the southern and northern areas of the metropole.
 - A portion of the road widening abuts the eastern boundary of the application area.
- The eastern extension of **Tienie Meyer Bypass**, which currently stops at **Robert Sobukwe Road**.
 - This extension will create an additional east-west linkage that supports Voortrekker Road and provide a more direct access to the industrial nodes situated to the east.
- The extension of **Charl Malan Street** over the railway lines to accommodate direct access between a future proposed MBT remote holding area on the Belcon site in the medium term.

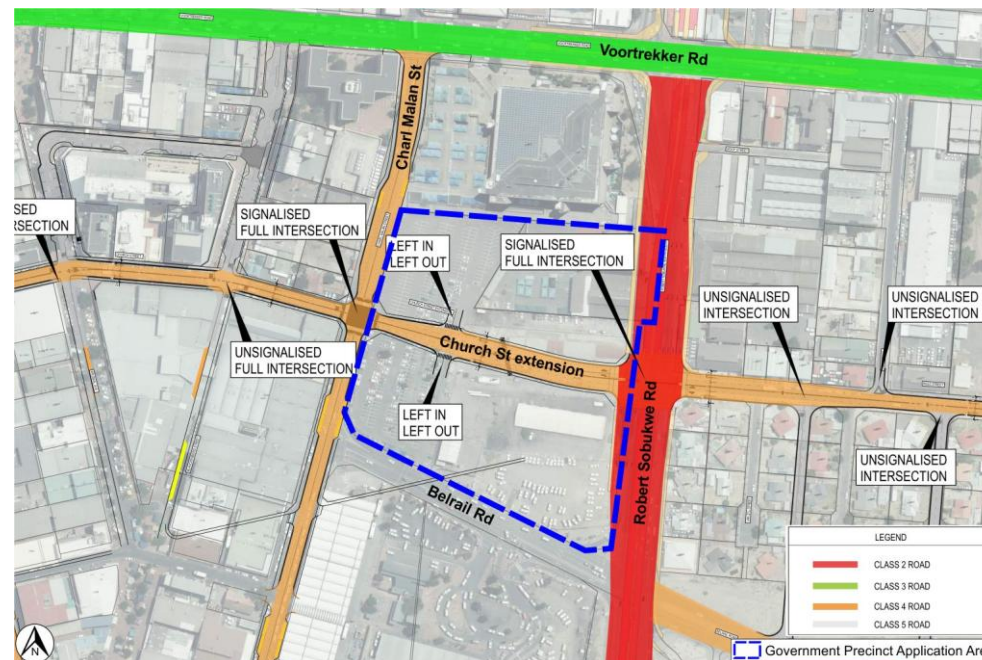


Figure 3.17: Robert Sobukwe Road and new Church Street (Zutari, June 2022)

- It is proposed that this extension will accommodate NMT and pedestrian movement between the CBD and the area south of the railway line in the long term.

The alignment and extent of these road reserves have been factored into the development layout and inform the proposed subdivision and zoning configuration.

3.6.3 Existing Non-Motorised Transport (NMT)

The application area, located within the Bellville CBD, is situated adjacent to high-footfall areas such as the GABS Terminus and Taxi Rank (to the south). The TIA notes that all surrounding roads (Voortrekker Road, Robert Sobukwe Road, Belrail Road and Charl Malan Street) are equipped with paved pedestrian walkways.

Voortrekker Road offers unobstructed sidewalks and multiple crossing options, but other roads present varying levels of obstruction due to informal trading setups or infrastructure placement. Paved medians at key intersections support pedestrian safety. Overall, NMT

⁵ D. Bock - VRCID NPC. August 2021. *Voortrekker Road Corridor Improvement District Business Plan (1 July 2022 – 20 June 2027)*.

infrastructure is present and functional, though sidewalk width and continuity vary across the network.

3.6.4 Existing public transport

The Bellville CBD is a major employment node and public transport hub, with all primary modes located within $\pm 500\text{m}$ of the application area. This proximity enables seamless modal integration and high accessibility for commuters:

- **Minibus taxi:** A key transport mode in the area, with a major taxi rank servicing daily commuters. Taxi routes are well-established and widely accessible.
- **Golden Arrow Bus Services (GABS):** Scheduled bus services terminate at the GABS terminus adjacent to the taxi rank, enhancing connectivity across Cape Town.
- **MyCiTi:** No MyCiTi services currently operate within the Bellville CBD, although future trunk routes are identified for Robert Sobukwe Road (T13) and Tienie Meyer (T12).
- **Rail:** The Bellville Railway Station is located near the taxi rank and GABS terminus, facilitating intermodal transfers. A park-and-ride facility is available, though rail service reliability is variable.

3.6.5 Existing freight routes

Freight movement insights were drawn from the City's Freight Management Strategy (2016) and LMS initiative (E80 freight activity assessment). Key considerations include the strain road-based freight places on infrastructure and urban quality, and the need to optimise existing networks.

Two implications for the Bellville CBD core area are noted:

- Industrial areas south of the railway corridor have limited connectivity to the R300, relying on Strand Street and Bottellary interchange (the latter being a half-diamond).
- Freight access to the N1 occurs primarily via Robert Sobukwe Road, Tienie Meyer Bypass and Mike Pienaar Avenue, with Durban Road serving as a secondary route.

Freight traffic currently places strain on Bellville's CBD streets, particularly along Tienie Meyer Bypass. The planned Tienie Meyer extension is intended to redirect heavy vehicles away from the core, enabling the CBD to evolve into a pedestrian-priority precinct. This aligns with the LSDF vision of shifting car-dominated corridors to a walkable, mixed-use environment supported by public transport, cycling infrastructure, permeable public spaces, and active street edges. The LSDF further proposes centralised parking and freight hubs to



Figure 3.18: Proposed street functions (LSDF, 2023)



Figure 3.19: Traffic survey locations

manage loading activities, while street typologies transition from vehicle-prioritised surfaces to shared and pedestrianised streets (Figure 3.18).

3.6.6 Existing traffic conditions

The report notes that traffic counts were undertaken at key intersections in April 2025 (Figure 3.19):

- 1) Voortrekker Road & Charl Malan Street – full signalised intersection
- 2) Robert Sobukwe Road & Voortrekker Road – full signalised intersection
- 3) Belrail Road & Charl Malan Street – T-junction signalised intersection
- 4) Robert Sobukwe Road & Belrail Road – full signalised intersection

Intersection performance within the study area reveals severe congestion during peak hours. The Voortrekker Road / Robert Sobukwe Road and Robert Sobukwe Road / Belrail Road intersections consistently operate at Level of Services (LOS) F, with exceptionally high average delays indicating critical oversaturation. The Voortrekker Road / Charl Malan Street intersection also deteriorates to LOS F during the PM peak, particularly on the northbound approach. In contrast, Belrail Road / Charl Malan Street intersection performs well (LOS B) suggesting it is not a current bottleneck.

These findings highlight capacity constraints across the Bellville CBD road network. Without targeted interventions e.g. signal optimisation, geometric upgrades, or demand management, future traffic growth will exacerbate existing pressures.

3.6.7 Existing parking

The application area includes two monitored parking facilities: Parking A (± 228 bays) and Parking B (± 128 bays) (Figure 3.20). A weekday utilisation survey was conducted in June 2025, recording occupancy at 15-minute intervals.

- **Parking A**
 - Currently used by UWC and Eskom.
 - Reached peak utilisation of 97% by 10:30, maintaining levels above 70% until mid-afternoon, before declining sharply after 14:30.
- **Parking B**
 - Paid parking for public use, managed by a company on behalf of the City.
 - Peaked at 84%, following a similar trend with sustained occupancy above 70% until mid-afternoon.



Figure 3.20: Existing parking areas

These patterns indicate strong demand during business hours, particularly in the morning to early afternoon window, with utilisation closely tied to commercial and workplace activity. Parking A consistently operated near full capacity, suggesting that supply is approaching saturation during peak periods.

3.7 Existing services

Zutari has been appointed to assess the existing civil engineering services affecting the application area (Annexures C4 and C5). The information below reflects their key finding with additional context provided by @Planning.

3.7.1 Existing water reticulation

A water layout map sourced from the City's GIS database, supplemented by a topographical survey, confirms the presence of potable water infrastructure near the application area (Figure 3.21):

- An existing 100mm diameter fibre cement water pipe located in Robert Sobukwe Road and across from Charl Malan Street.
- The preferred connection point is Robert Sobukwe Road, where a connection line is already present at the site boundary.
- A connection to the Charl Malan Street line is less feasible due to its location across from the site.

The report highlights the following key aspects of the existing water infrastructure:

- No existing water infrastructure constrains the proposed development.
- Opportunities exist to connect the site to the municipal water network.
- Certain connections may need to be undertaken using methods that avoid road disruption, should the City's Roads Infrastructure Management (RIM) department not permit open trench excavations.

3.7.2 Existing sewer reticulation

Topographical survey data confirms the presence of two existing sewer pipelines adjacent to the application area (Figure 3.21):

- A 150mm diameter sewer line in Charl Malan Street.
- A 225mm diameter sewer line in Robert Sobukwe Road, traversing the site.

The site also falls within the catchment of the Bellville Wastewater Treatment Works (WWTW).

The report highlights the following key aspects of the existing sewer infrastructure:

- No existing sewer infrastructure constrains the proposed development.
- Opportunities exist to connect the site to the municipal sewer network.

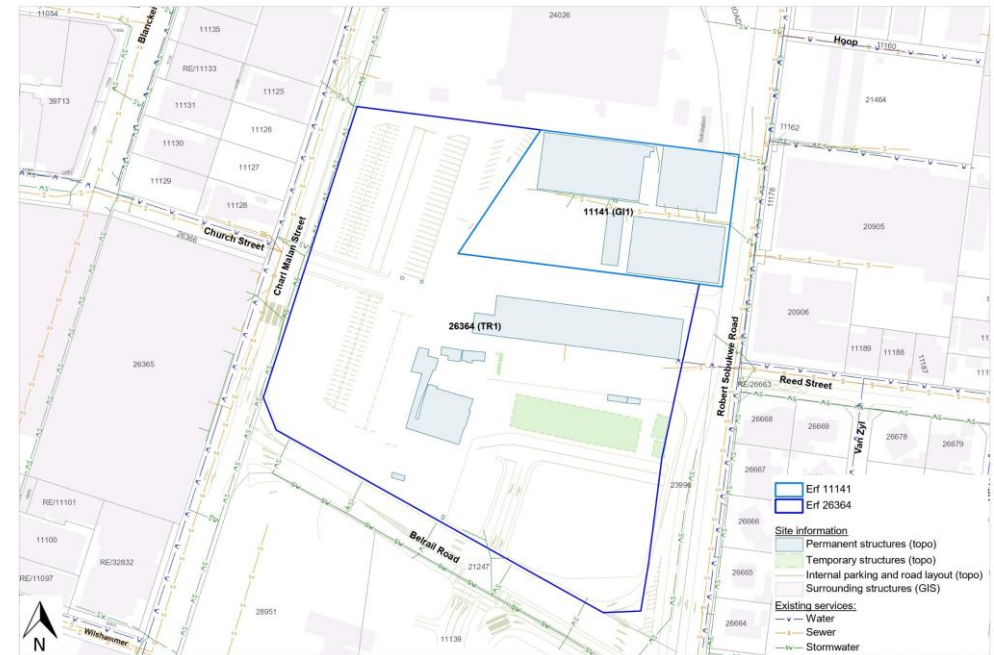


Figure 3.21: Existing engineering services



Figure 3.22: Existing topography with slopes indicated in red (Zutari, 2026)

- Certain connections may need to be undertaken using methods that avoid road disruption, should the City's Roads Infrastructure Management (RIM) department not permit open trench excavations.

3.7.3 Existing stormwater infrastructure

The site currently comprises a formal parking area and several built structures, resulting in impermeable surface coverage of approximately 100%. Rainwater is managed via a network of channels and catchpits, which collect surface runoff and discharge into a closed pipe system connected to the municipal stormwater network. Site and topographical characteristics include:

- Developable land parcels: $\pm 1,35\text{ha}$
- Presence of central watershed
- Surface gradients (Figure 3.22):
 - The parking area slopes south-west toward catchpits located on Church Street.
 - The remainder of the site slopes eastward toward the internal road and stormwater infrastructure.
- Slope range: 0,85% to 2,5%

The site is predominantly impervious, comprising asphalt, paving and existing buildings. The general drainage philosophy follows overland flow into a closed pipe system, with catchpits positioned at low points to manage surface runoff. The topographical survey captured existing stormwater reticulation (Figure 3.23 & Figure 3.21):

- A 400mm diameter stormwater pipe, with associated catchpits and v-channels, is located along the western boundary within the Charl Malan Street road reserve. This presents a viable connection point for the western portion of the site.
- Internal infrastructure on Erf 11141 includes 150mm and 225mm diameter stormwater pipes, discharging into a 300mm municipal pipe in Robert Sobukwe Road. These internal lines may be demolished or reconfigured to suit the proposed development.
- The southern portion of Erf 26364 slopes towards the lowest lying points along Belrail Road where existing catchpits and 300mm diameter stormwater pipes present connection opportunities.



Figure 3.23: Existing stormwater layout (Zutari, 2026)

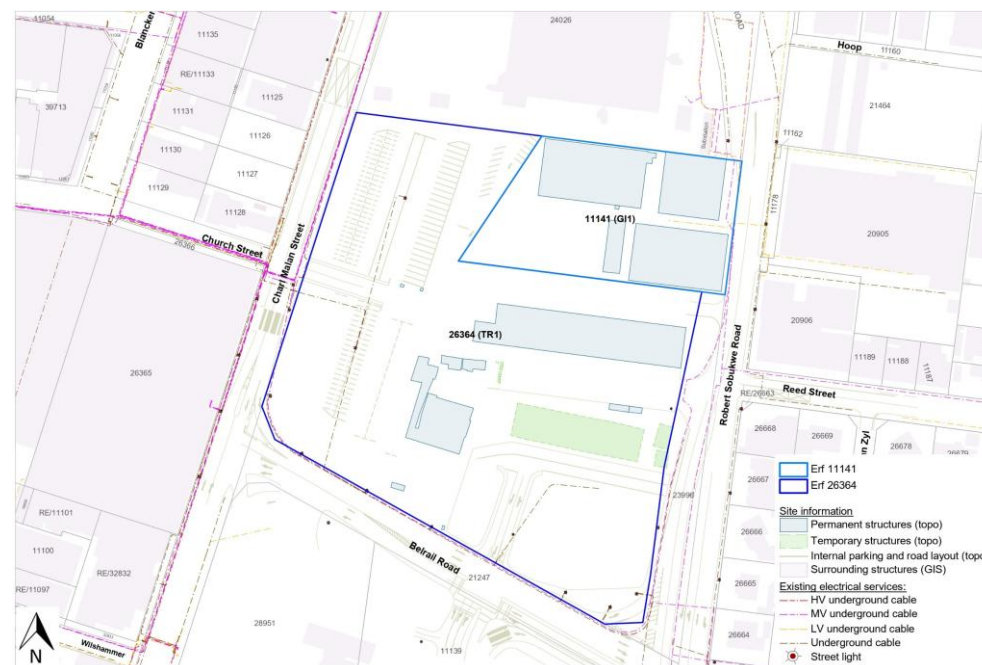


Figure 3.24: Existing electrical layout

3.7.4 Electrical

The City of Cape Town is the designated electricity supply authority for the application area. The site is serviced by a network of underground electrical cables and street lighting as illustrated in Figure 3.24:

- Low Voltage (LV) cables (yellow) are present across Erf 11141 and extend to the substation located on unregistered Erf 24027, directly north of the site. Additional LV cables (brown) traverse Erf 26364 and adjacent road reserves, primarily servicing street lighting.
- Medium Voltage (MV) cables (pink) are located within the surrounding road reserves, with an MV route running along the eastern boundary of Erf 11141.
- High Voltage (HV) cables are situated within the western road reserve of Charl Malan Street and do not directly affect the application area.

In summary, existing HV, MV and LV cables run along the perimeter of the site, with LV cables traversing the property. These cables will need to be identified and made safe prior to construction, and any excavation works must be coordinated with the City.

The report notes that the City's Electricity Department formally confirmed that the existing MV network does not have sufficient spare capacity. A new substation is therefore required.

3.8 Existing natural features, vegetation, topography & ground level

The application area is located within a highly urbanised context in the Bellville CBD and is fully developed and hard surfaced with a few scattered trees in the parking area. As a result, there is no significant natural vegetation on the site.

The topography features a gentle slope, with elevation data indicating a fall of $\pm 1.9\text{m}$ across the site, yielding slope gradients ranging from 0.85% to 2.5% (Figure 3.25). The Elsieskraal River, a flood-sensitive watercourse, is situated $\pm 460\text{m}$ west of the site and forms part of the broader catchment influencing stormwater management considerations (Figure 3.26).

3.9 Heritage

Claire Abrahamse has been appointed to investigate the heritage related to the application area. The following is a summary of her findings which draws from work undertaken in 2021 for the wider Beville area:



Figure 3.25: Topography with 2m contours and EGL points (City's Open Data Portal 2025)



Figure 3.26: Distance between Elsieskraal River and application area

- The site was originally granted to the Belrail Company in 1941 from Crown (or State) land. Belrail is historically linked to the Bellville-Strand railway line and the broader development of Cape Town's rail infrastructure. Bellville itself was established as a railway station in 1861, initially named Hardekraaltjie before being renamed after Surveyor General Charles Bell.
- Historical maps (1901) and aerial imagery (1945, 1953 – Figure 3.27) confirm that a spur railway line once traversed the site, connecting Bellville Station to nearby clay quarries in the Tygerberg Valley. These quarries were prominent landscape features throughout the 20th century.
- South of the railway line, sandy dunes were subdivided and partially framed by German immigrants. A "refuse line:" extended into this area, transporting Cape Town's sewerage to a forestry reserve where alien vegetation was introduced to stabilise the shifting sands.
- Erf 11141 was formally subdivided in 1941 and has remained under private ownership. Aerial photographs from 1945, 1953 and 1968 show shed structures on the site, indicating that some built fabric is older than 60 years.
- Erf 26364 was subdivided in 1986. The only structure on this erf with potential heritage significance is a shed south of Erf 11141, visible in aerial imagery between 1953 and 1963.

The site is ungraded and lies outside any Heritage Protection Overlay Zone (HPOZ). Nearby heritage sites are distant, and the site itself holds minimal heritage value.

HWC has confirmed that no further action under Section 38 of the NHRA is required for development of the site. The Response to the NID covers approval for demolition of structures older than 60 years, and no separate Section 34 permit is required from HWC prior to demolition (Annexure B6).



Figure 3.27: Historical aerial photographs (City's EGIS, 2025)

CHAPTER 4. APPLICATION PROPOSAL

The City, through its Urban Regeneration (UR) Branch, initiated the rezoning and subdivision of the Bellville CBD Government Precinct as part of the implementation of the Bellville LSDF, approved in 2023. The LSDF, informed by the Bellville Future City Masterplan and supporting studies, sets out a long-term vision for the Bellville Metropolitan Node.

The Government Precinct has been identified as a catalytic project within this framework. Its implementation will stimulate broader transformation across the precinct, including a new vertically integrated multi-modal hub at the rail station that will unlock future development of the existing Bellville PTI area. Strategically located in District East, adjacent to the PTI, the precinct will consolidate government operations and services into a well-designed, accessible precinct. Proximity to public transport (MBT, bus and rail) makes this an ideal position for key government services and affordable housing.

The primary objective of this application is to secure statutory approvals that will fast-track and enable the development objectives of the LSDF, ensuring the Government Precinct evolves into a consolidated, accessible and inclusive urban quarter.

This application does not include an SDP, as the City's UR Branch (the applicant) will not be the final developer. **Portion 1** is earmarked for disposal to the National Department of Public Works and Infrastructure (DPWI) for a consolidated office park within the Government Precinct, while **Portion 2** will be released to the Human Settlements Department for affordable housing delivery. These future developers will be required to submit an SDP prior to building plan approval.

An urban design concept has been prepared wherein the development proposals for the site is formulated and expanded on (Annexure C2). The site-specific opportunities, constraints and technical requirements applicable to the development proposal has been integrated in this concept. This report provides detailed drawings and sections of the intended development.

For the purposes of this application, instead of an SDP, an "Urban Design and Development Requirements" (UD&DR) document was prepared by Zutari and @Planning. This document is informed primarily by the Urban Design Concept report, as well as the other specialist reports prepared in the course of this project. The purpose of the UD&DR document is to summarise and capture the **mandatory design principles** as well as the **development requirements** that future SDP and building plans must comply with. Once approved, the

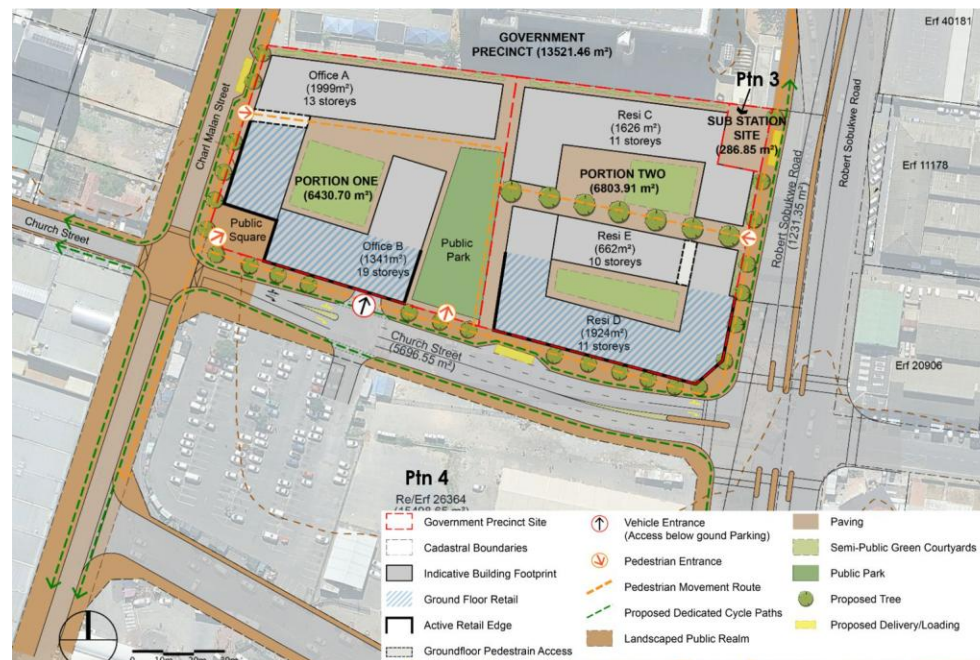


Figure 4.1: Development concept (Zutari, 2026)



Figure 4.2: Development envelope (Zutari, 2026)

UD&DR will be imposed as a condition of disposal, requiring the eventual developer to comply with its provisions. The development concept is illustrated in Figures 4.1 and 4.2.

4.1 Overview of development proposals

The consolidated site will be subdivided into five portions, namely Portion 1 (Government offices with ground floor retail), Portion 2 (affordable housing with ground retail and community uses), Portion 3 (Substation), Portion 4 (existing parking and taxi holding area) and Remainder (Public Road). The development parameters for the proposed development are summarised in Table 4.1 and the more detailed land use proposals are summarised in Table 4.2.

The overall residential yield is ±1 140 units, comprising studio, bachelor, and one- to three-bedroom apartments.

Parameters	Portion 1 (Government Office)	Portion 2 (Affordable Housing)
Area	6 430 m ²	6 803 m ²
Proposal	Office and shops	Flats, community uses and shops
Proposed zoning	GB7	GB6
Height above (EGL)	Maximum 60m	Maximum 38m
Indicative storeys	19 storeys	13 storeys
Permitted floor factor	12	6
Proposed Floor Factor	8,0	6,7 (see Chapter 5.4.2)
Proposed max floor space	51 470 m ²	45 675 m ²
Land use (m ² GLA):	43 690m²	3 675m² & 1 140 units
Office	42 440 m ²	-
Shops & restaurants	1 250 m ²	1 475 m ²
Community	-	2 200 m ²
Residential	-	1 140 units
Indicative parking (basement)	1 st level basement mandatory (±191 bays) Can accommodate up to ±429 bays in 2 basement levels	Optional (up to 471 bays)

Table 4.1: Summary of proposed development

4.2 Urban Design Overview

The Bellville Government Precinct is conceived as a high-quality, mixed-use civic precinct that consolidates government functions while introducing residential and community components supported by active edges and a strong public realm structure. The concept establishes a clear precinct framework comprising two principal development portions (Portion 1 and Portion 2), a dedicated substation site (Portion 3) and public road (Remainder), with development structured around a central public open space system.

A defining urban design objective is the creation of a pedestrian-prioritised ground level and a walkable environment with generous landscaped sidewalks and public spaces that support permeability, legibility and safety. Parking is restricted to below-ground parking (semi-basement/basement), accessed from the new Church Street extension, supporting the pedestrian character and enabling active street-level interfaces.

The urban structure is anchored by three mandatory public-realm elements:

- A public square at the corner of Charl Malan Street and the new Church Street extension.
- A central public park that connects Portion 1 and Portion 2; and
- A series of private internal courtyards established through a courtyard / perimeter block typology.

4.2.1 Precinct structure and land use approach

Portion 1 is a government office precinct with active ground-floor uses and offices for various government departments and functions. Ground-floor retail and public-facing activities are placed to activate key public edges.

Portion 2 is structured as a residentially led mixed-use precinct consisting primarily of affordable residential apartments with community facilities and active ground-floor uses.

4.2.2 Active edges and interfaces

Active ground-floor uses are mandatory along key frontages to support safety and precinct vitality (refer back to Figure 4.1). For Portion 1, retail and public-facing activity are required along the Church Street extension and Charl Malan Street.

For Portion 2, active uses including retail and community facilities are required along the Church Street extension and Robert Sobukwe Road.

4.2.3 Public realm, open space and placemaking

The precinct's public realm is organised as a hierarchy of civic spaces (refer back to Figure 4.1):

- A public square at the corner of Charl Malan Street / Church Street extension forms the primary civic forecourt associated with the government component.
- The central public park is the key connecting element between Portion 1 and Portion 2, serving as a focal point for movement and community interaction.
- A series of courtyards and private green spaces within each portion are shaped by the courtyard typology to provide smaller-scale, sheltered outdoor spaces.

Open spaces are to be framed by continuous, human-scale active edges, particularly around the central public park and along public streets to reinforce safety, passive surveillance, and a vibrant public realm.

4.3 Land use mix

The proposed land use mix is designed to create a vibrant, active precinct that supports both daytime government office activity and continuous residential life. The land uses are described below, illustrated in Figure 4.3 and set out in Table 4.2:

- **Portion 1:** Business uses, including shops and restaurants at ground floor to activate street and public space edges, with upper floors accommodating government offices.
- **Portion 2:** Affordable residential apartments supported by community facilities and ground floor retail to activate street edges.
- **Portion 3:** Electricity substation.
- **Portion 4:** Existing parking area south of the new Church Street extension.
- **Remainder:** Public road.

The residential component on Portion 2 comprises ±1 140 units ranging from studios and one-bedroom units (81%) to two-bedroom unit (5%) and three-bedroom units (14%).

Portion	Building	Land use	Maximum Height (EGL)	Indicative Storeys	Total Floor Space (m²)	Office GLA (m²)	Retail GLA (m²)	Community GLA (m²)	Residential Floor space	Indicative residential units	Parking bays
1	Office A	Office & Retail	60m	13	25 990	21 510	520				429
	Office B	Office & Retail		19	25 480	20 930	730				
Portion 1 Total					51 470	42 440	1 250	0	0	0	429
2	Residential C	Residential & Community	38m	11	17 890			1 385	16 260	1 140	Optional
	Residential D	Residential, Community & Retail		11	21 165		1 475	385	19 240		
	Residential E	Residential & Community		10	6 620			430	5 960		
Portion 2 Total					45 675		1 475	2 200	41 460	1 140	
TOTAL					97 145	42 440	1 475	2 200	41 490	1 140	429

Table 4.2: Land use: maximum height, floor space and GLA

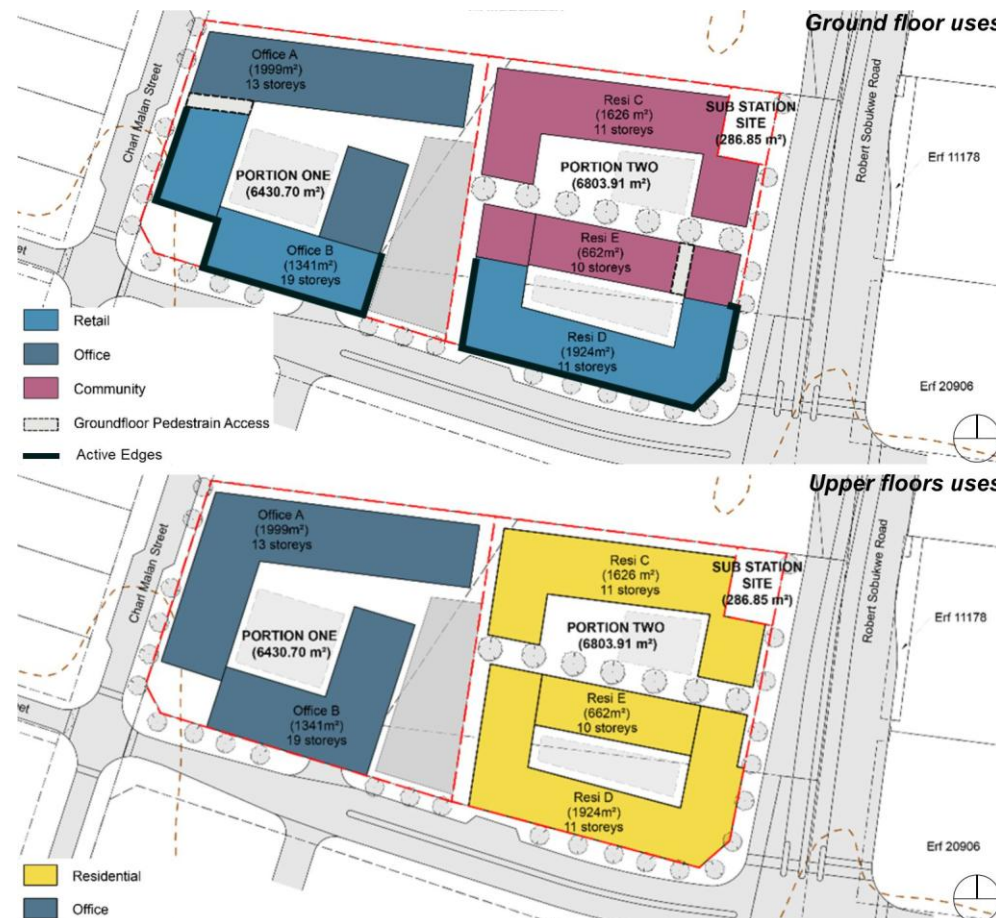


Figure 4.3: Ground floor and upper floors land uses (Zutari, 2026)

4.4 Proposed building envelope and height

The development proposal comprises five buildings across the two portions, as summarised in Table 4.2. Building heights are distributed to maximise sunlight penetration into public spaces, with taller forms concentrated along the southern edge (Church Street extension) and stepping down towards the northern common boundary.

The envisaged envelope is illustrated back in Figure 4.2 and indicative number of storeys are illustrated in Figure 4.4.

4.5 Envelope and mandatory controls

4.5.1 Portion 1

Portion 1 is designated for government office use with active ground-floor uses which include retail (GB7 zoning).

- **Maximum height:** 60m EGL
- **Maximum floor space** capped at: 51 470m²
- **Minimum ground-floor retail:** 1 250m²
- **Mandatory public square** (20m x 14m) at the corner of Charl Malan Street and Church Street extension, with the **central public park and internal courtyards** designated as **mandatory** structuring elements.
- **Basement/semi-basement parking** is permitted only below ground, with vehicular **access restricted** from Church Street extension only.
 - One basement level is mandatory.
 - This access point will function as a shared entrance/egress with Portion 2 and may in future also serve development parcel south of the Church Street extension (Portion 4) and Eskom's site to the north (unregistered Erf 24027). Right-of-way servitudes will secure these future access rights.

4.5.2 Portion 2

Portion 2 is designated for mixed-use development (GB6 zoning), combining residential apartments with community facilities and other active ground-floor uses such as shops and restaurants.

- **Maximum height:** 38m EGL
- **Maximum floor space** capped at: 45 670m²
- **Minimum ground-floor retail:** 1 474 m²
- **Minimum residential land use:** 41 000 m²

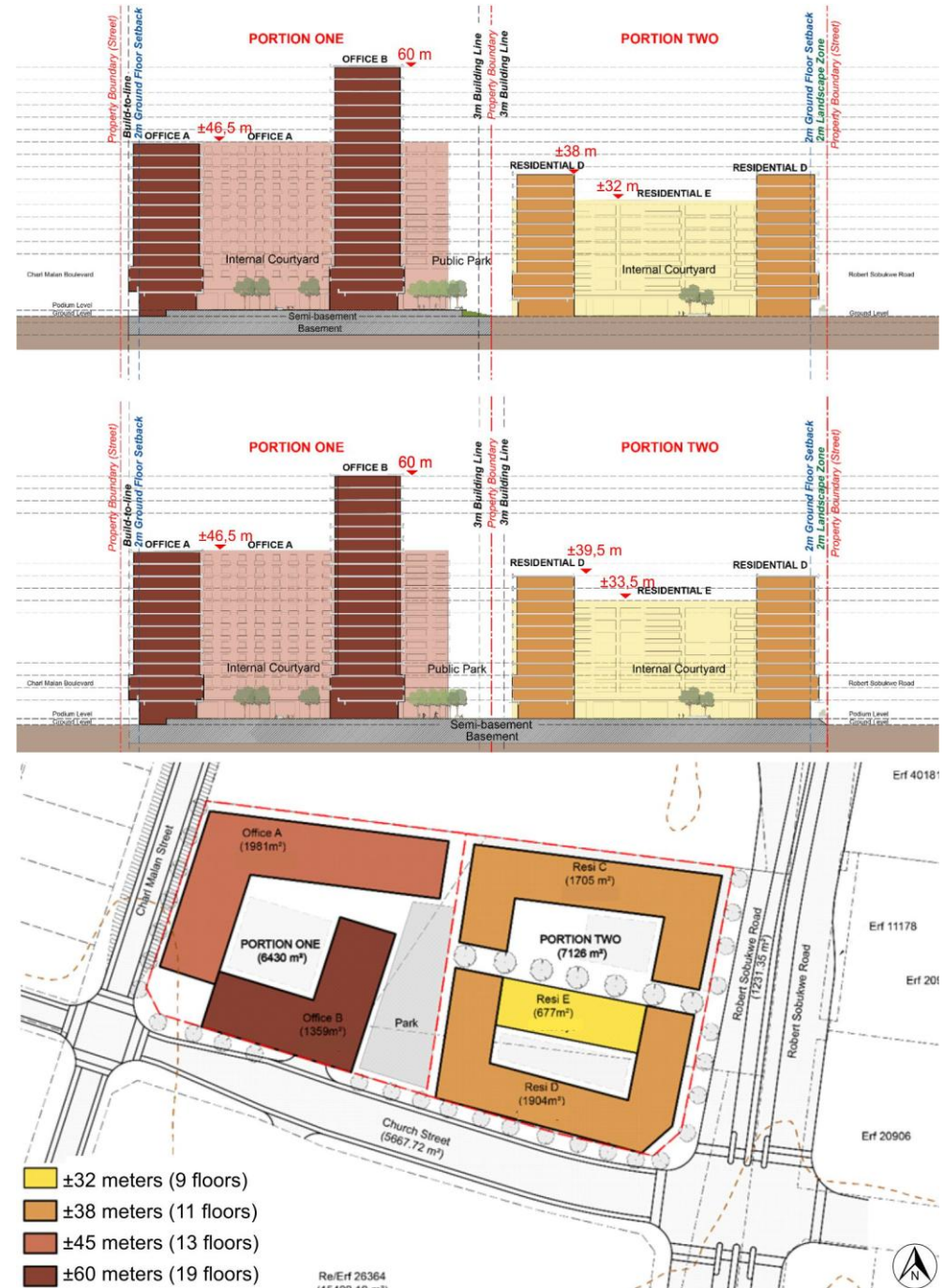


Figure 4.4: Maximum height and building envelope (Zutari, 2026)

- A fixed east-west **pedestrian walkway** is mandatory through the site, linking Robert Sobukwe Road to the central public park on Portion 1.
- Along the boundary with Portion 3 (substation), a **0m build-to line** applies at **ground floor** and no windows/entrances/active frontages may occur facing Portion 3.

4.5.3 Other common envelope controls (Portions 1 and 2)

In addition to the site-specific requirements, the UD&DR document prescribes the following general mandatory requirement to ensure that the future development achieves the desired urban form:

- **Ground floor height** at street level must be 5m (including visible semi-basement ventilation where applicable).
- **Semi-basement protrusion** may not exceed 1,5m above existing ground level.
- **No freestanding fences or boundary walls** are permitted; building form must define street edges.
- **Façade articulation** (horizontal shift/coordinated setback) is required at ±10m–15m above EGL to reinforce a human scale street environment.
- **Glazing** may not be opaque or reflective; tinted glazing is permitted provided transparency is maintained.
- **Exposed parking façades and ventilation openings** may not be visually dominant along the central park edge or main street frontages.
- **Active linear uses** along street edges and public spaces are required.

4.6 Proposed landscaping, public realm and fencing

The precinct is anchored by a structured public realm with a hierarchy of civic spaces, including the public square, central public park and internal courtyards. Tree planting and landscaped corridors are promoted to create a continuous green canopy and improve public comfort and urban quality. No fencing or boundary walls are permitted along street boundaries or the internal common boundary between Portions 1 and 2. Mandatory structural landscaping elements are indicated on the Concept Plan in Figure 4.1.

A Landscape Plan is to be submitted with the SDP for pavements and road verges surrounding the site as well as for the open spaces within each precinct.

The developer is required to appoint an Environmental Control Officer (ECO) and prepare and implement a construction environmental management plan (CEMP) addressing, amongst others, noise, dust and erosion control and post-construction rehabilitation of affected areas.

4.7 Movement network and vehicular access

The new Church Street extension is proposed as vehicular link road, providing access to the site's basement parking (Figure 4.5).

Charl Malan Street is envisaged as a future transit mall with a continuous pavement surface to prioritise pedestrians. It will be accessible to scheduled public transport only, with managed vehicular access for deliveries and emergencies. Planning for this conversion is underway, with implementation intended within the next three to five years. Building interfaces, surface treatments and landscaping must therefore be addressed to the City's satisfaction at building plan stage to ensure alignment with the transit mall design parameters.

Robert Sobukwe Road is classified as a high-order arterial undergoing widening. No vehicular access is permitted from this road. The proposed built form therefore responds to this vehicular-oriented environment by stepping back from the road edge.

Ground level is designed as a predominantly pedestrian environment, with non-motorised transport (NMT) routes integrated through the precinct. Where appropriate, pedestrian

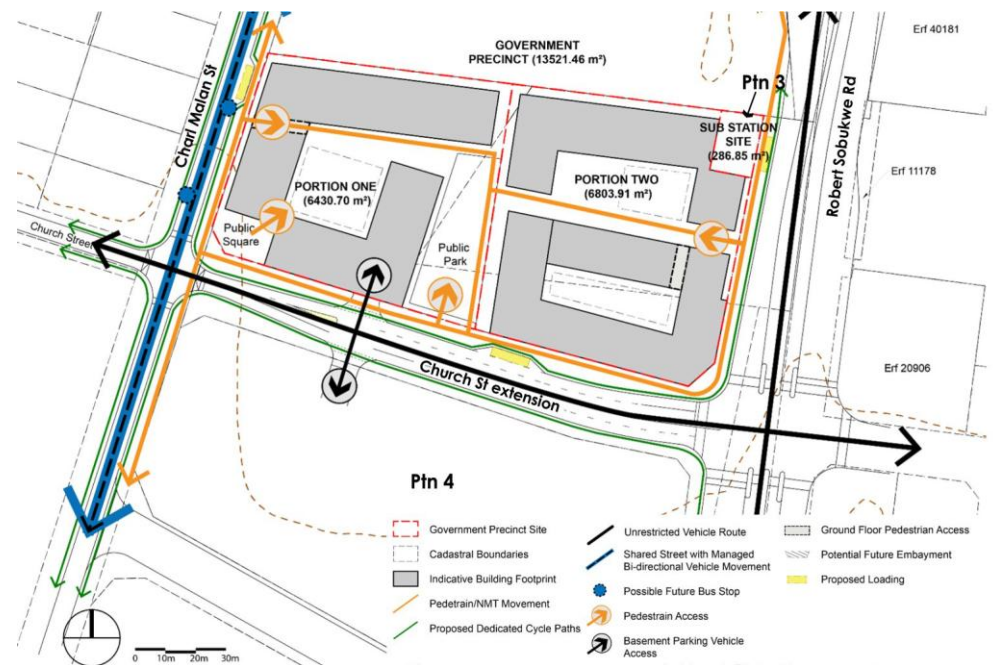


Figure 4.5: Movement network illustrating single vehicular access point

links are envisaged across the development portions to improve permeability. A mandatory public right of way is proposed over Portion 1 to secure future access to the central public open space, and a further public right-of-way is also proposed at ground level over Portion 2 to link the central public open space to Robert Sobukwe Road.

Vehicular access to the precinct is intentionally limited to support a pedestrian-prioritised ground plane. A single vehicle access point is proposed via the Church Street extension, serving semi-basement/basement parking for both Portions 1 and 2.

The precinct proposals rely on enabling road works and upgrades, including the Church Street extension and related network interventions, to improve connectivity and support the intended transit-oriented redevelopment of the Bellville CBD.

4.8 Pedestrian and NMT access

Pedestrian movement is prioritised at ground level, particularly along Charl Malan Street which is envisaged as a future transit mall prioritising pedestrians and public transport over private vehicles (Figure 4.5). Continuous cycle lanes are proposed along Charl Malan Street and Church Street extension, linking into surrounding cycle routes to support NMT integration.

4.9 Proposed Parking

The precinct is located within a PT2 area, where no minimum off-street parking is required. The parking strategy is therefore feasibility-driven while supporting the strong public transport context.

The single vehicular access point and possible configurations of the basement are illustrated in Figure 4.6.

Structured parking is to be located below ground in a two-level semi-basement and basement. No parking is permitted at ground level, and vehicular access is restricted to one access point along the Church Street extension to preserve a pedestrian-prioritised environment at grade. The semi-basement must be set back from street boundaries to allow retail interface onto the surrounding public streets (see section in Figure 4.6).

Loading activity is to be accommodated within the public roadway and must be illustrated on the future SDP. The basement access will be shared on Portion 1, with right-of-way servitudes registered in favour of the Portion 2 (east), Portion 4 (south) and unregistered Erf 24027 (north) to enable future basement connections.

- **Portion 1** (structured parking): ± 429 bays (semi-basement 191 bays + 2nd basement 238 bays). One basement level with access servitudes is mandatory to enable a super-basement to be established in the long-term future.
- **Portion 2** (optional structured parking): ± 471 bays
- **Total** (if both portions provide parking): ± 900 bays
- Indicative additional parking on the **Remainder**: ± 375 bays

One basement level on Portion 1 is a mandatory requirement, envisaged as part of a future parking super-basement serving the wider CBD. As such, conditions of approval should compel the developer to construct the Portion 1 basement as shown in Figure 4.6 (second drawing). Extending the basement (partially or fully) onto Portion 2 is optional. The basement on Portion 4 is indicative and will be investigated further when development proposals for this portion are formulated and submitted with the necessary land development applications.

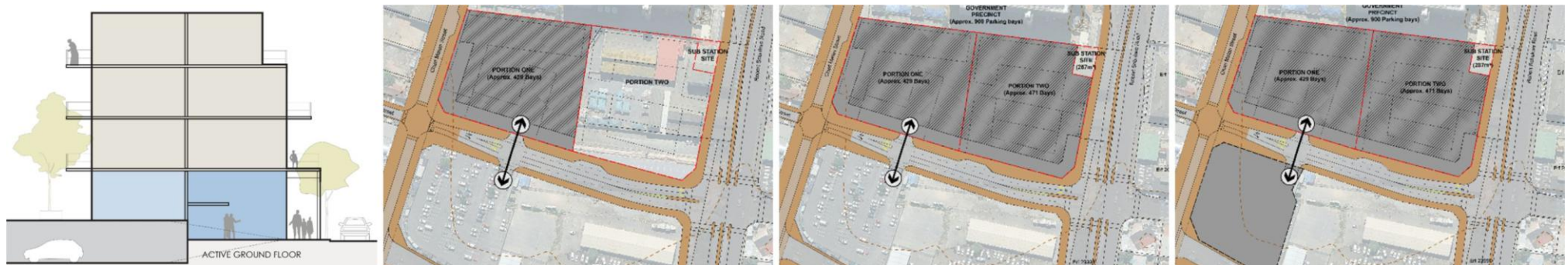


Figure 4.6: Basement parking (Zutari, 2026)

See Chapter 5.3 for proposed conditions regarding future servitudes to secure vehicular access and circulation within the super-basement.

4.10 Proposed Stormwater management

A Stormwater Strategy has been prepared to accompany this land development application. Following engagement with the City's Catchment, Stormwater and River Management (CSRM) Branch, the agreed approach is that stormwater attenuation will be addressed through an off-site, precinct-scale regional facility to be implemented by the City, rather than through on-site attenuation, which is not feasible.

On-site stormwater quality treatment will be partially achieved through permeable paving and landscaped green spaces. The drainage concept is based on a dual minor-major system: piped and surface flows for minor events, and safe overland conveyance routes for major events, discharging to the municipal system.

Figure 4.7 illustrates the intended stormwater treatment and overland routes, including areas designated for permeable paving.

4.11 Water and sewer services

The City's Water and Sanitation Directorate has confirmed that the existing water and sewer reticulation networks, as well as the Bellville WWTW, have sufficient capacity to accommodate the proposed development, subject to specific development conditions (refer to Chapter 6.2).

4.12 Electrical services

A 20m x 14m primary substation site is required and is incorporated as Portion 3, positioned on the north-eastern corner of the precinct, adjacent to an existing substation on the abutting Eskom site (Erf 24027). The UD&DR addresses the interface between the residential building on Portion 2 and the substation on Portion 3.

The City's Energy Branch requires the substation to be positioned adjacent to a public road to allow 24/7 maintenance access. Several alternative locations were investigated and discussed with the City's Urban Design Branch, with the proposed position in this concept identified as the preferred solution.

It is noted that based on the latest load estimates, both portions will require MV connections and MV metering points will be installed in the new substation. The developer for each portion will need to supply and install an MV cable from the erf to the substation. The MV

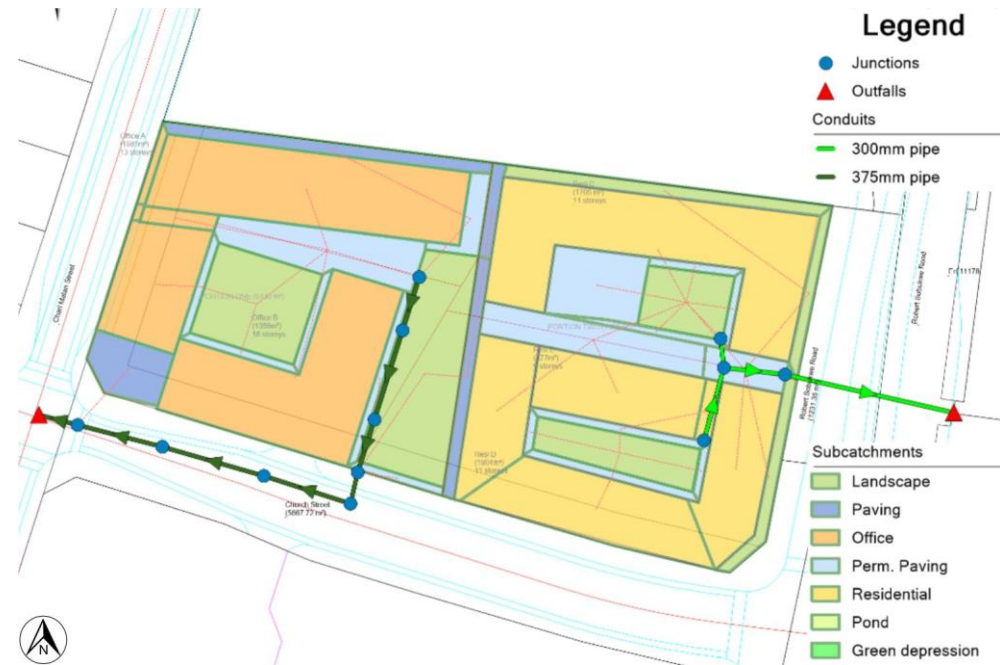


Figure 4.7: On-site stormwater treatment and routes (Zutari, 2025)

cable for Portion 1 can be installed either in the road reserve or a servitude (± 3 m wide) registered over Portion 2.

The architectural treatment of the substation must be addressed at building plan stage to minimise adverse impacts on the public realm.

Refer to Chapter 6.2 for a summary of engineering infrastructure assessment and requirements.

CHAPTER 5. APPLICATIONS REQUIRED

In this chapter of the report, the applications that are required in terms of the Municipal Planning Bylaw to enable the development proposals to be realised, are identified and discussed in more detail.

The following applications are required to enable this development:

- Consolidation of Erven 26364 and 11141.
- Rezoning to subdivisinal area.
- Subdivision of the consolidated site into five portions. The new zoning for each land parcel is established upon subdivision.
- Servitudes: Right-of-way servitudes & services
- Departures: Building lines & carriageway crossing

5.1 Proposed consolidation

It is proposed to consolidate Erven 26364 and 11141 into one cadastral entity. For purposes of this application, the consolidated entity is referred to as Portion X, measuring $\pm 35\,946\text{m}^2$ in extent. Refer to Figure 5.1 for details of the proposed consolidation.

There are no restrictions in the title deeds prohibiting the consolidation of the properties.

5.2 Proposed rezoning to subdivisinal area and subdivision

It is proposed to rezone the consolidated land unit (Portion X) to subdivisinal area, in order to enable further subdivision into five portions. Subdivided land parcels will acquire new zonings, as set out below and illustrated in Figures 5.2 and 5.3.

- **Portion 1 ($\pm 6\,430\text{m}^2$):** Proposed to be zoned General Business 7 (GB7), designated for government office use, including retail on ground floor.
- **Portion 2 ($\pm 6\,804\text{m}^2$):** Proposed to be zoned General Business 6 (GB6), designated for affordable housing and community facilities, including retail on ground floor.
- **Portion 3 ($\pm 285\text{m}^2$):** Proposed to be zoned Utility Zone (UT), accommodating a new substation.
- **Portion 4 ($\pm 15\,503\text{m}^2$):** Proposed to remain zoned Transport Zone 1 (TR1), currently part of the existing holding area for minibus taxis and other parking.

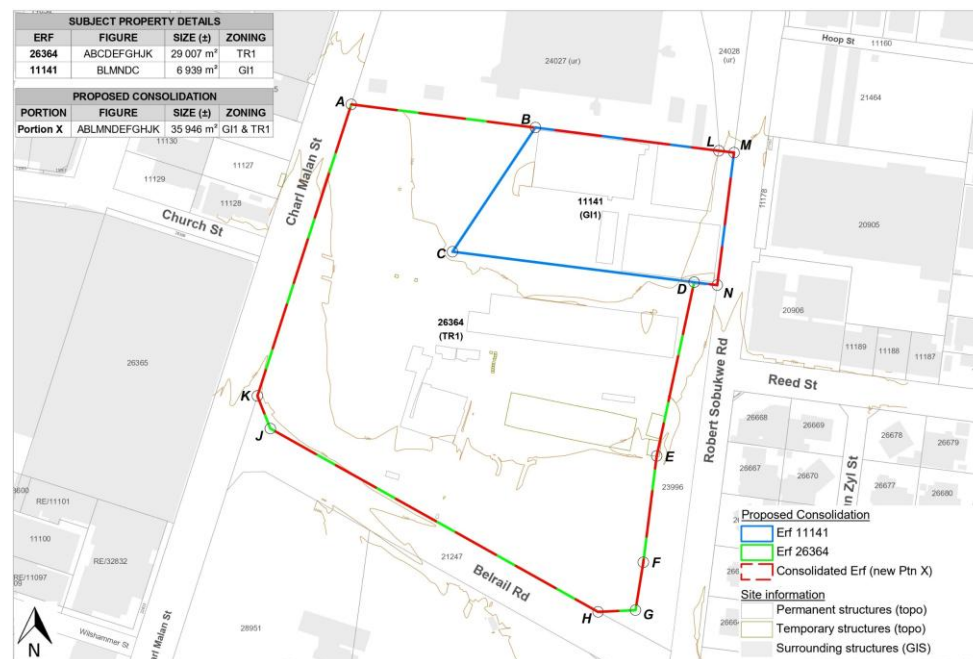


Figure 5.1: Consolidation Plan

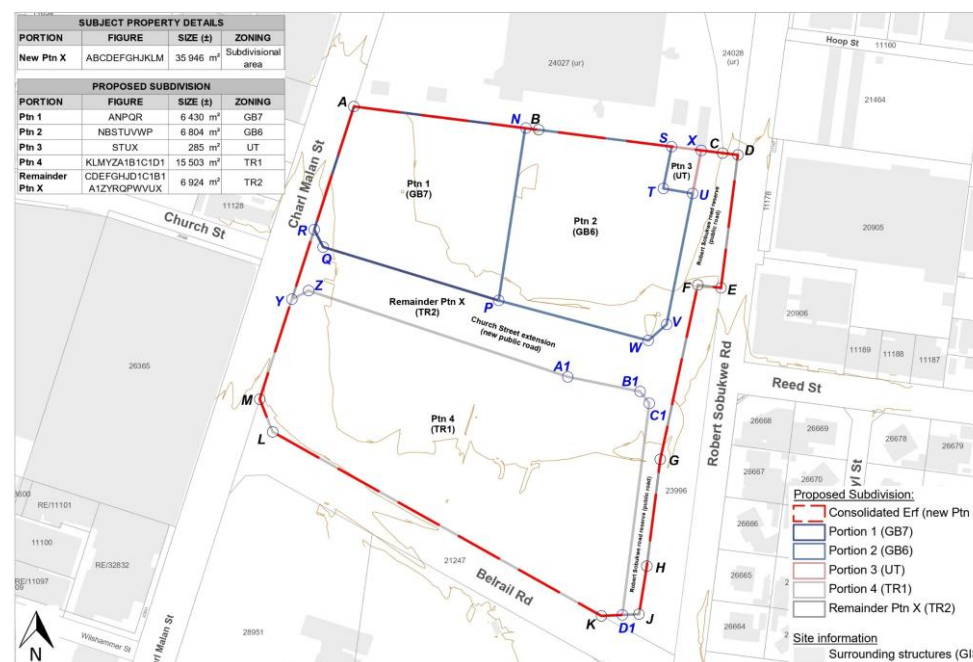


Figure 5.2: Subdivision Plan

- **Remainder Portion X ($\pm 6\,924\text{m}^2$):** Proposed to be zoned Transport Zone 2 (TR2), to become public road (new Church Street extension and widening of Robert Sobukwe Road).

Note: All areas and distances are subject to final survey by a professional land surveyor.

5.3 Proposed servitudes

Several servitudes are required to achieve the development concept and ensure implementation in line with the objectives of the LSDF and the Bellville Future City Masterplan.

The exact location of these servitudes cannot be determined at this stage since buildings on Portions 1 and 2 have not yet been designed. Provision should therefore be made in the conditions of approval for these servitudes to be indicated on the future SDP's for both Portions 1 and 2. The servitudes must be registered prior to building plan approval.

Figures 5.4 and 5.5 illustrate the indicative intent of the future servitudes to be registered. The exact position, width and configuration to be determined in future based on the SDP.

5.3.1 Basement/underground servitudes

- **Vehicle right-of-way servitude over Portion 1** in favour of Portion 2 (ROW1), Portion 4 (ROW3) and Erf 24027 (ROW2).
 - These servitudes will extend from the Church Street extension access point into the semi-basement level, enabling connection to adjacent basements and supporting the implementation of a future super-basement as envisaged in the LSDF.

5.3.2 Ground level servitudes

- **Public park right-of-way servitude over Portion 1** to secure public access to the public park.
- **Pedestrian walkway right-of-way servitude over Portion 2** to secure public access through the site to the public park on Portion 1.

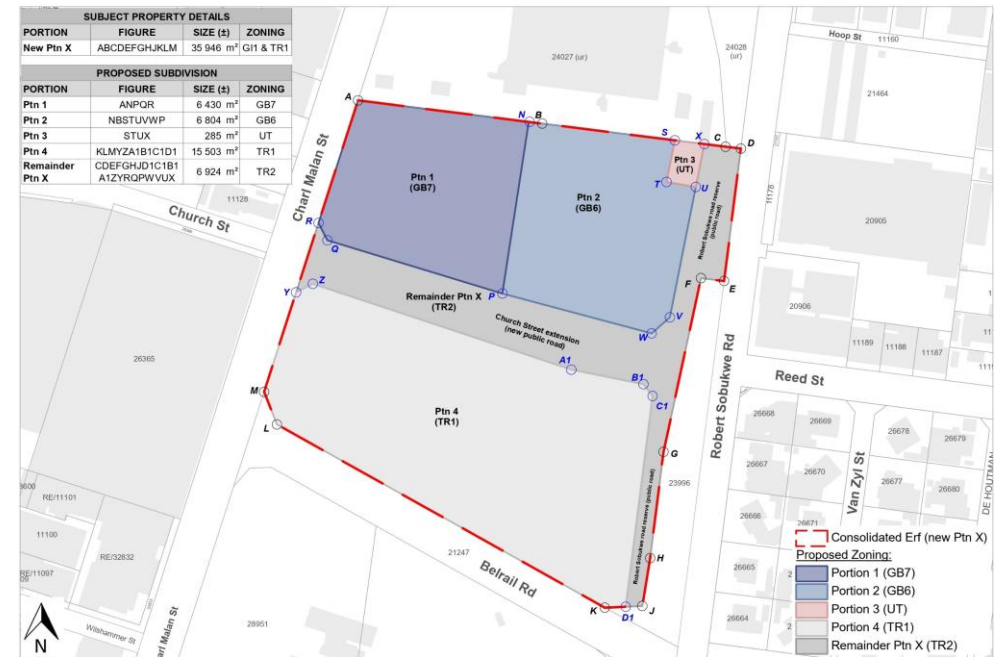


Figure 5.3: Zoning Plan

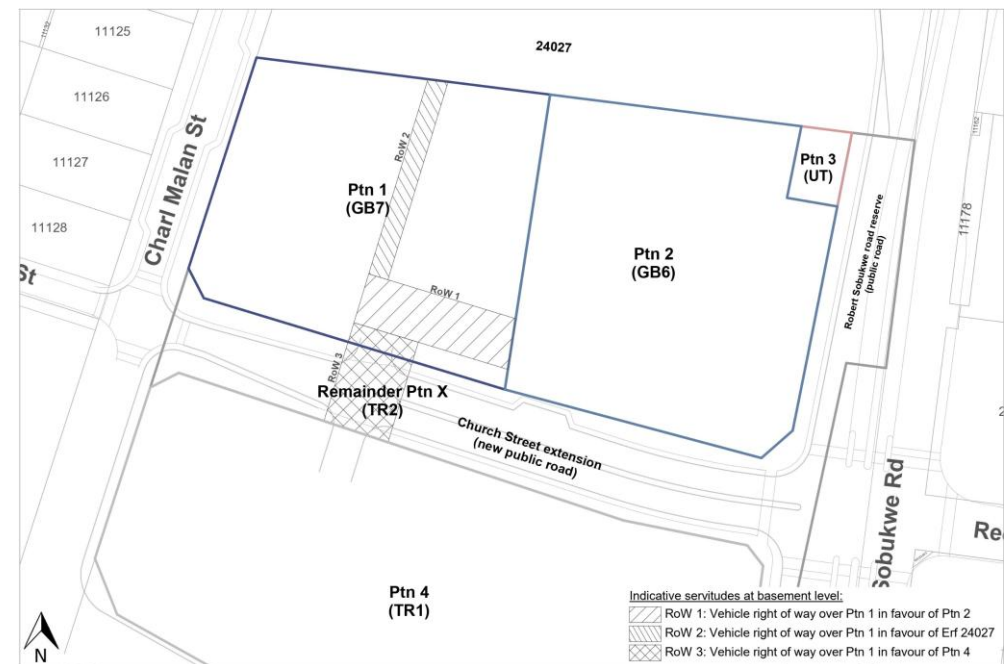


Figure 5.4: Indicative underground servitudes for super-basement

5.4 Proposed Subdivision Phasing

The proposed subdivision will be implemented in four phases to coordinate development sequencing and infrastructure delivery (Figure 5.6)

Phase 1 comprises Portion 1 (GB7), followed by Phase 2 with Portion 2 (GB6), and Phase 3 with Portion 4 (TR1). Phase 4 includes Portion 3 (UT substation) together with the Remainder (TR2 road reserve), as these do not require service connections.

Importantly, the phasing is not bound to the numerical sequence and may be undertaken at any time, allowing flexibility in the rollout of land uses across the precinct.

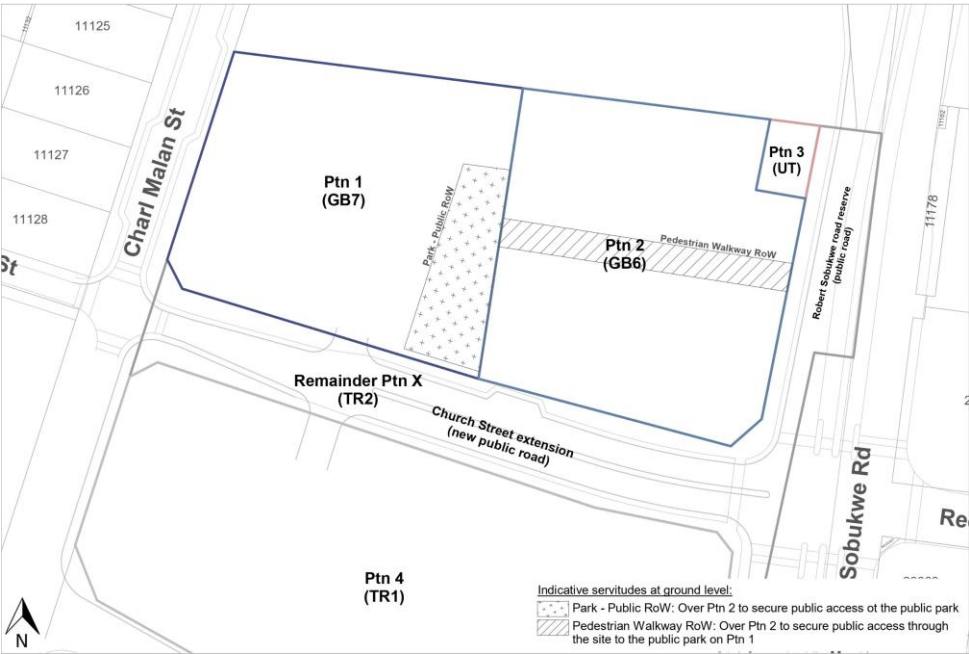


Figure 5.5: Indicative ground level servitudes for public access

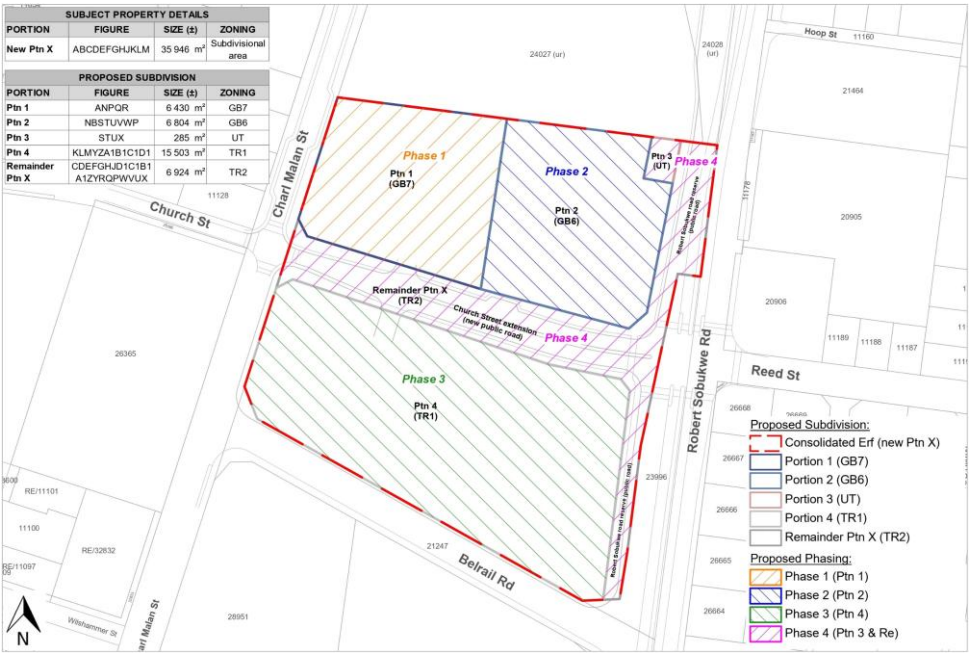


Figure 5.6: Subdivision Phasing

Tables 5.1 and 5.2 summarise the development parameters applicable to **Portion 1 (GB7)**, while Tables 5.3 and 5.4 set out the parameters for **Portion 2 (GB6)**. These tables assist in identifying any departures that may be required for the proposed development extent illustrated in the Urban Design Report.

5.6.1 Government Office (new Portion 1)

The site plan illustrates two adjacent parcels, PORTION ONE and PORTION TWO, situated along Church Street and Charl Malan Street. PORTION ONE, measuring 6430.70m², is bounded by a red dashed 3m Building Line and a solid 2.5m Groundfloor/Podium Setback. It features a blue-shaded ground floor active edge and a green-shaded podium cross ventilation area. PORTION TWO is located to its east. The plan includes various setback lines (red dashed), building footprints (green hatched), and internal courtyards (yellow). Key setbacks include a minimum 14m from the airport station extension boundary, a 20m from the Charl Malan boundary, and a 70% build-to-line edge with a 2m groundfloor/podium setback. A note specifies that approximately 30% of the boundary must be Public Realm/Public Park.

PORTION ONE
(6430.70m²)

PORTION TWO

Legend:

- Property Boundary
- Contour Lines
- Indicative Building Footprint
- Indicative Internal Courtyards

Mandatory Guidelines

- Development Envelope
- Building Line - 3m/2m
- Build-to-line
- Groundfloor Setback - min 2.5m/min 2
- Approximate Public Park Position
- Approximate Public Square Position
- Groundfloor Active Edge
- Groundfloor Building Break
- Pedestrian Access Points
- Fixed Vehicular Basement Access

Development Controls

Control	Requirement
Site Area	6431 m ²
Land Use	Civic - Office and retail opportunities.
Maximum Height	60 m as per DMS (approximately 19 Storeys)
Minimum Height	45 m (approximately 13 Storeys)
Maximum Coverage	55%
FAR	8.0
Gross Floor Area	Total - 51466 m ² Retail - 14817 m ² Office - 49999 m ² <i>Practice mix to be determined by market demand.</i>
Parking	(PT 2) No Requirement, but needed for development viability
Unit Yield	No residential Bulk

*note: no freestanding fences or boundary walls
note: no at-grade surface parking*

PORTION 1: LAND USES GB7 (Item 59)		Government office proposal	Application
Primary uses (59a)	Business premises, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, service trade, authority use, utility service, rooftop base telecommunication station, multiple parking garage, private road, filming, veterinary practice, chancery, electric vehicle charging stations, micro wind turbine, structure-mounted energy system, open space	Business premises	None once subdivided & zoned
Additional use (59aA)	Supplementary dwelling unit, small-scale wind turbine		
Consent uses (59b)	Adult shop, adult entertainment business, adult services, informal trading, expo centre, motor repair garage, warehouse, freestanding base telecommunication station, wind turbine infrastructure, transport use, helicopter landing pad, ground-mounted energy system, utility-scale energy structure, small-scale animal care centre and service station	None proposed	n/a

PORTION 1: DEVELOPMENT PARAMETERS GB7 (Item 60)		Government office proposal	Application
Coverage (60a)	100%	100%	None
Street centreline line (60b)	Charl Malan Street: ±19m wide Church Street extension: ±21-25m wide	All roads wider than 16m	None
Floor space	±6 430m² x 12= ±77 140m²	51 470m²	None
Floor factor (60c)	12,0	8,0	None
Height (60d)	60m	60m	None
Building lines (60e)	Street: 0m up to 38mH; 11m at 60mH	0m at upper levels	Departure
	Common: 0m	3m	None
Wind mitigation (60n)	City may require when SDP/building plan is submitted	n/a	Note for SDP
Parking and access (60k & 137)	PT2 area: 0 parking bays required	429 bays (basement)	None
Site access (140)	Vehicular access >10m from intersection	±51 m	None
	1 motor carriageway crossing per site per road	One	None
	Carriageway crossing: 2,4m – 8m wide	±12,5m wide	Departure
Disabled bays (142)	5 bays + 1bay/100 bays over 200 bays	For SDP to show	None
Loading (144)	Offices + Business 3 bays +1 bay required	1 Street embayment Rest: SDP to show	None
Refuse rooms	Sufficient size (1/week collection), Located adjacent to public street.	For SDP to show	None

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5.6.2 Mixed-Use Housing (new Portion 2)

This land parcel is earmarked for mixed-use housing and community facilities, to be released by the City's Human Settlements Department or developed by a private-sector entity, in accordance with the "Urban Design and Development Requirements" (UD&DR) document. Figure 5.8 illustrates the mandatory development requirements for Portion 2.

The floor space calculation for Portion 2 takes account that 1 575m² (previously zoned TR1 and G11) will be **ceded**/registered from the consolidated site for road purposes (Robert Sobukwe Road). In terms of Item 122 of the DMS, this area is to be included in floor factor and floor space calculations (refer to Figure 5.9 for an illustration of the area). Accordingly, a floor space departure is not required, notwithstanding that the proposed floor space for Portion 2 is 6,7.

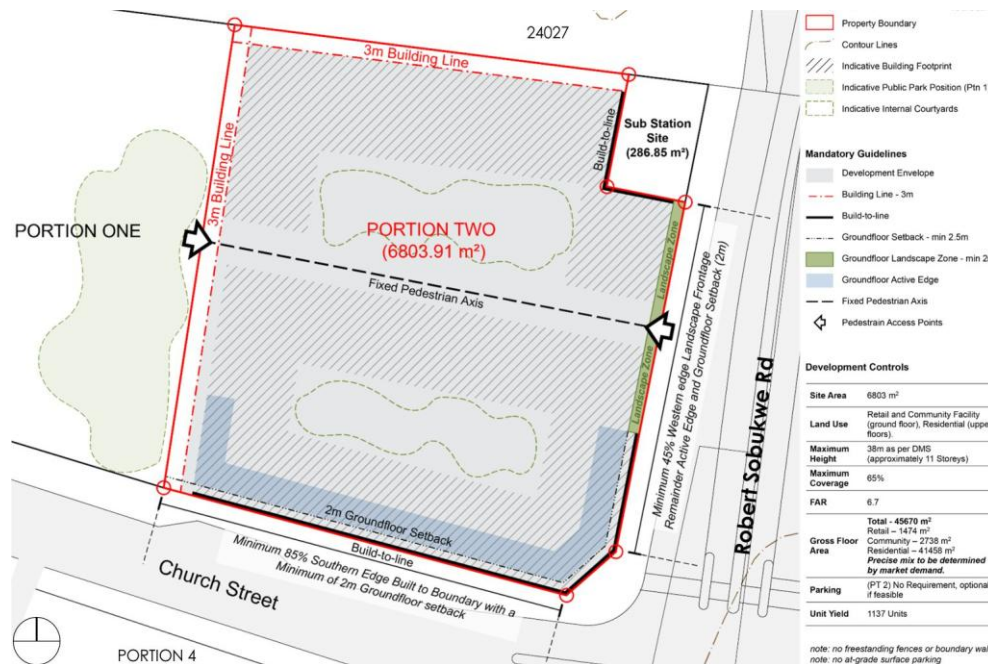


Figure 5.8: Portion 2: Mandatory development requirements (UD&DR, 2026)

PORTION 2: LAND USES GB6 (Item 59)		Mixed-Use Housing proposal	Application
Primary uses (59a)	Business premises, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, service trade, authority use, utility service, rooftop base telecommunication station, multiple parking garage, private road, filming, veterinary practice, chancery, electric vehicle charging stations, micro wind turbine, structure-mounted energy system, open space	Flats Business premises, any community uses permitted in GB zone	None once subdivided & zoned
Additional use (59aA)	Supplementary dwelling unit, small-scale wind turbine		
Consent uses (59b)	Adult shop, adult entertainment business, adult services, informal trading, expo centre, motor repair garage, warehouse, freestanding base telecommunication station, wind turbine infrastructure, transport use, helicopter landing pad, ground-mounted energy system, utility-scale energy structure, small-scale animal care centre and service station	None proposed	n/a

Table 5.3: Land use of GB6: Assessment of compliance

PORTION 2: DEVELOPMENT PARAMETERS GB6 (Item 60)		Mixed-Use Housing proposal	Application
Coverage (60a)	100%	Varied dependent on basement	None
Street centreline line (60b)	Robert Sobukwe Road: ±19m wide <i>Future widening ceded to City</i> Church Street extension: ±21-25m wide	Ceded portion ±10-20m wide= 1 575m ²	None
Floor space	6 804m ² x 6 = ±40 824 m ² (Ptn 2) + 1 575m ² x 6 = ±9 450m ² (road widening) 50 274m ² permitted	45 675 m ²	None
Floor factor (60c)	6,0 6 804m ² (Ptn 2) + 1 575m ² (road widening) = 8 379m ²	Actual: 6,7 With road ceded: 5,5	None
Height (60d)	45m	38m	None
Building lines (60e) & (121(2))	Metropolitan: Robert Sobukwe = 5m Street: Church St = 0m up to 30mH & 6,5m at 38m Common: 0m	2m at upper levels 2m at upper levels 3m	Departure None
Wind mitigation (60n)	City may require when SDP/building plan is submitted		Note for SDP
Parking and access (60k & 137)	PT2 area : 0 parking bays required	Optional basement	None
Site access (140)	Vehicular access >10m from intersection	None	None
Disabled bays (142)	1-50 bays = 1 bay; 151 – 200 bays = 4 bays	For SDP to show	None
Loading Bays	None required	1 street embayment	None
Refuse rooms	Sufficient size (1/week collection); Located adjacent to public street	For SDP to show	None

Table 5.4: Development rules of GB6: Assessment of compliance

5.6.3 Metropolitan Road building lines - no departure (Items 121(2) and 122)

A significant portion of the consolidated site will be ceded as a public road to enable the widening of Robert Sobukwe Road. The subdivision plan indicates that the land east and adjacent to Portion, measuring $\pm 1\,575\text{m}^2$ will be incorporated into the widened road reserve (Figure 5.7).

In terms of Item 122 of the DMS, where land is ceded to the City specifically for road widening, the building line is 0m. Accordingly, although buildings on Portion 2 will only be set back 0m from the new street boundary on Robert Sobukwe Road, they are positioned between 10m and 19m from the current street boundary.

5.6.4 Carriageway crossing departure (Item 140)

The following application is required:

- **Item 140(2)** of the DMS for the City's approval to permit a maximum carriageway width of 14.5m for the new basement off Church Street extension.

In terms of Item 140(2) of the DMS, the maximum width of any motor vehicle carriageway shall be 8m. The proposed basement access will serve multiple portions as part of a super-basement concept, with the layout potentially including access control between lanes. To accommodate at least one entry land and two exit lanes, a departure is applied for a carriageway crossing of 14,5m wide. The access ramp has not yet been designed and will be detailed on the SDP (see Figure 5.10 for an indicative geometric layout).

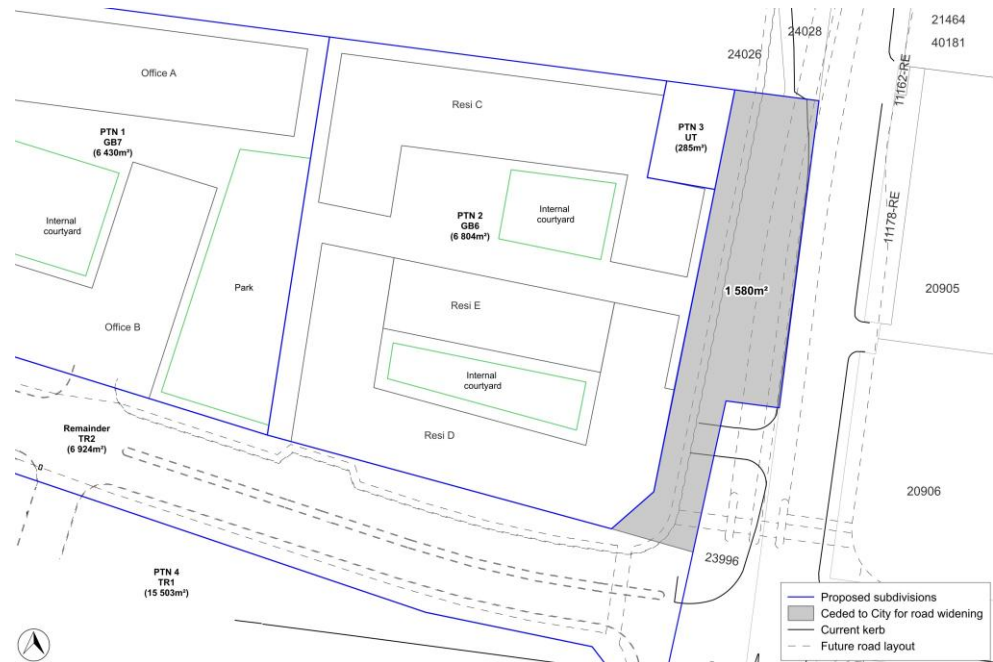


Figure 5.9: Land ceded for road widening included in floor space calculations

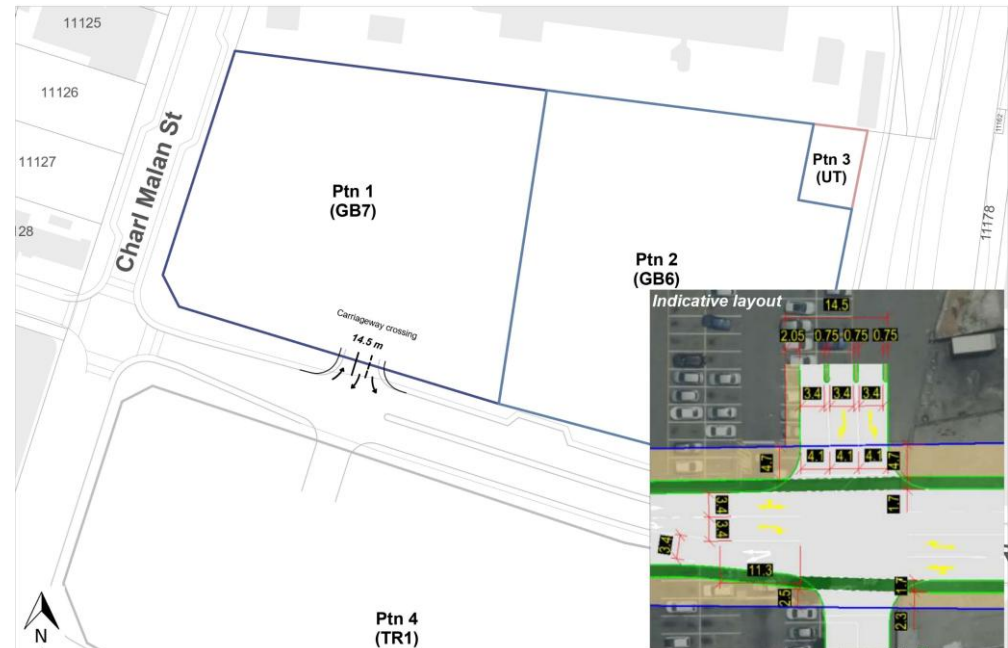


Figure 5.10: Carriageway crossing departure

5.6.5 Other building line departures (Item 60(e))

The following building lines have been identified for the two new development portions. This section assesses compliance with the prescribed building lines and identifies departures where required. Motivations for departures are included in Chapter 8.

i) Portion 1:

The following buildings lines apply to Portion 1 (GB7):

- **Street:** 0m up to 38mH; $(H-38m)/2$ above 38mH
- **Common:** 0m

Office A is proposed to measure $\pm 41m$, thereby requiring a setback of 1,5m above 38mH ($41m-38m / 2 = 1,5m$). This building is set back 2m along Charl Malan Street and **no departure** is required along this street boundary.

Office B is proposed to measure 60m, thereby requiring a setback of 11m above 38mH ($60m-38m / 2 = 11m$). This building is set back 0m in lieu of 11m along Church Street extension and this setback therefore constitutes a **departure** (Figure 5.11).

ii) Portion 2:

The following buildings lines apply to Portion 2 (GB6):

- **Street:** 0m up to 30mH; $(H-25m)/2$ above 30mH
- **Common:** 0m

Residential C along Robert Sobukwe Road does **not require** a building line departure since Item 122 of the DMS confirms where a road reserve was ceded, a 0m building line applies.

Residential D is proposed to measure $\pm 38m$ but the maximum height permissible in GB6 is 45m and a setback of 10m above 30mH ($45m-25m/2 = 11m$) is required. The building is proposed to set back 2m in lieu of 10m along Church Street extension and this setback therefore constitutes a **departure** (Figure 5.12).

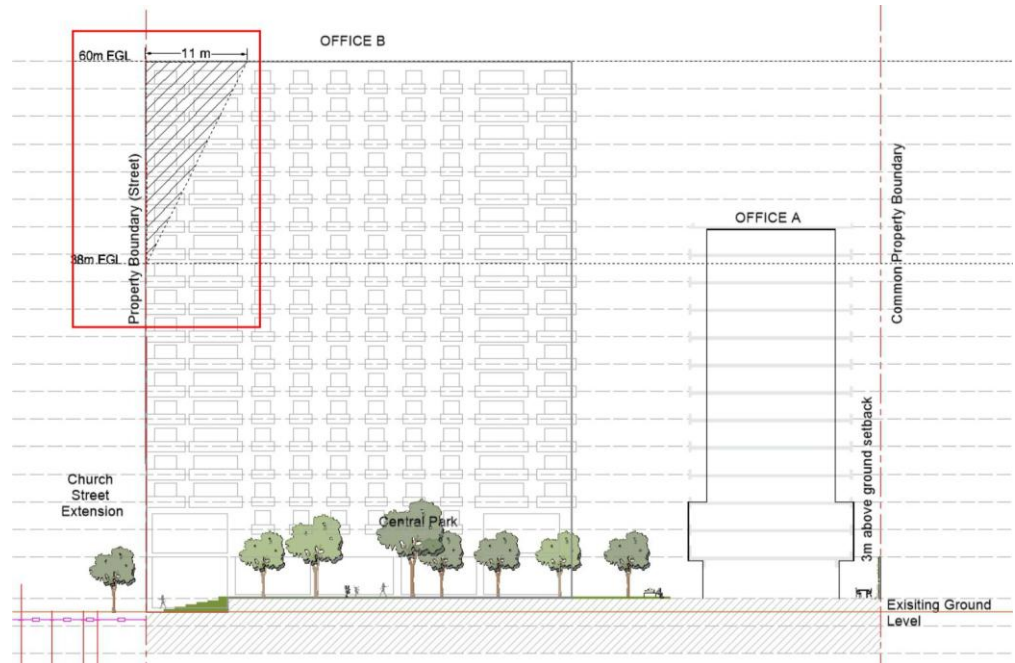


Figure 5.11: Portion 1 building line departures on Church Street extension

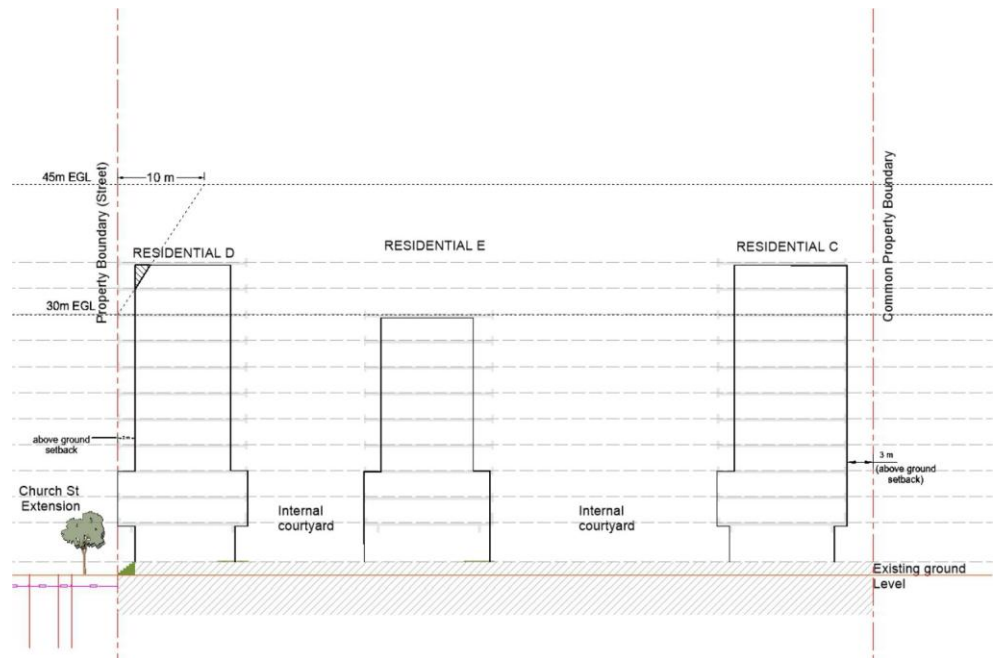


Figure 5.12: Portion 2 Building line departures on Church Street Extension

CHAPTER 6. TECHNICAL ASSESSMENT OF PROPOSAL

This chapter summarises the key findings of the specialist technical reports prepared in support of the Bellville Government Precinct development application. The reports were compiled by Zutari (Pty) Ltd and provide confirmation of infrastructure capacity, as well as the engineering and transport proposals required to support the development. The full reports are attached as Annexures to this application.

The following specialist reports are summarised in this chapter:

- Transport Impact Assessment (TIA) – Zutari, 2026
- Stormwater Management Strategy – Zutari, 2025
- Civil Engineering Services Report (Water & Sewer) – Zutari, 2025
- Electrical Capacity Assessment Report – Zutari, 2025

6.1 Transport impact assessment

Zutari (Pty) Ltd prepared a Transport Impact Assessment (TIA) (Annexure C3) for the proposed Bellville Government Precinct development. The TIA examines the impact of development-generated trips on the surrounding road network and identifies mitigation measures where required. Traffic counts were conducted at four key intersections on 16 April 2025 during AM peak (06:00–09:00) and PM peak (15:00–18:30) periods.

6.1.1 Development Traffic Generation and Distribution

The proposed development generates a mix of trips associated with office, retail and residential land uses. The additional traffic from the development, when distributed across the surrounding road network, represents a relatively limited incremental impact. The planned upgrade of Robert Sobukwe Road, in conjunction with the Church Street extension, is expected to divert through-traffic away from the internal network, thereby offsetting much of the development's impact.

The AM peak hour is the critical period for traffic impact analysis. Development trips were distributed to the surrounding network using standard traffic modelling methodology. Trip generation for the AM and PM peak is summarised in Table 6.1.

Figure 6.1 illustrates the context of the proposed movement network and Figure 6.2 illustrates the proposed layout of Church Street extension.

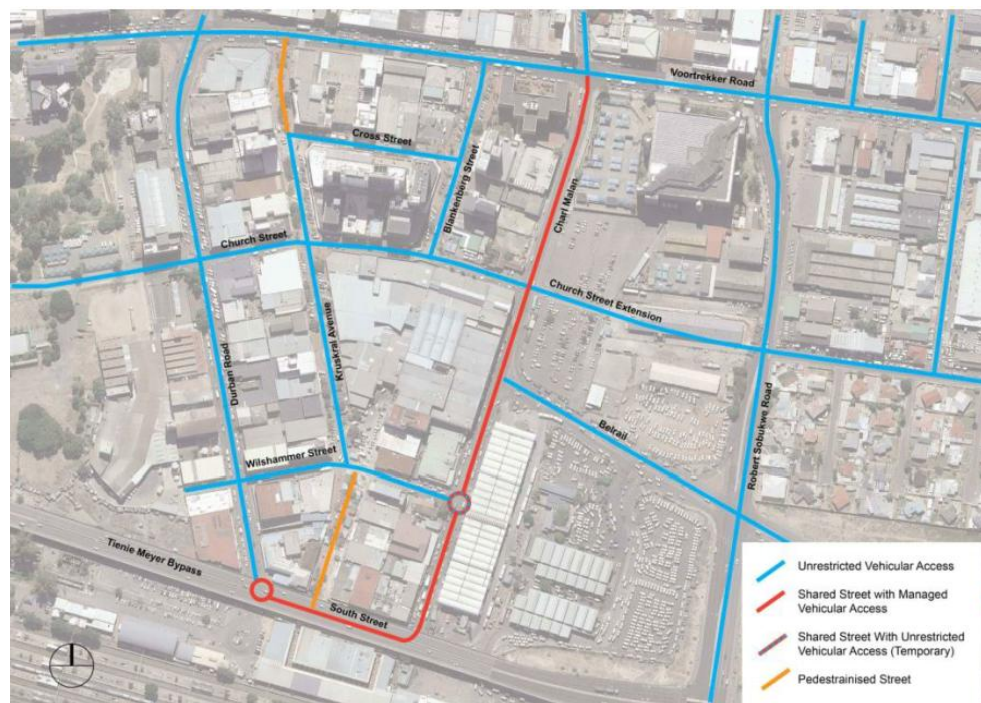


Figure 6.1: Proposed movement network (Zutari TIA 2026)



Figure 6.2 Initial Church Street extension layout

6.1.2 Intersection Analysis

Various future traffic scenarios were tested included in the assessment. The levels of services (LOS) for the various scenarios tested compares the future performance of intersections without the development traffic, and with the development traffic. Refer to Table 6.2 for a summary of the findings.

The study intersections were found to be operating at or near capacity under existing conditions at certain turning movements. Under the 2030 with-development scenario, the intersection performance remains comparable to the background growth scenario. The development is therefore adding pressure to an overloaded system but is not the primary cause of congestion.

6.1.3 Parking Assessment

The site falls within the PT2 (Public Transport Zone 2) zoning category under the City of Cape Town's Development Management Scheme, which prescribes nil minimum parking requirements for office, retail, residential and community uses.

Due to the expected parking demand for office on Portion 1 as indicated by the NDWI, structured parking is proposed on Portion 1. The first level parking basement should be imposed as a mandatory requirement to facilitate access to the future super-basement as envisaged in the Bellville Masterplan. Provision of a second basement is optional, and demand driven. Parking for Portion 2 (affordable housing) is optional, and feasibility driven. Refer to Table 6.3 for a summary of parking provision.

The parking proposals align with the PT2 zoning and the City's Parking Policy by minimising provision of parking in TOD areas, while recognising the practical demand created by the office use.

6.1.4 Non-Motorised Transport (NMT) and Public Transport

The Bellville CBD has high pedestrian activity but suffers from disconnected, unsafe and inconsistent NMT infrastructure. The following NMT improvements are proposed as part of the development:

- Upgraded sidewalks and cycle lanes along Church Street and connecting routes.
- New pedestrian crossings with appropriate intersection controls.
- A fixed pedestrian axis through the site linking Orange Street (east) across Robert Sobukwe Road to the central public park on Portion 1.

Building #	Land Use	GLA (m ²) or No Units	Split in/out			
			AM In	AM out	PM in	PM Out
PORTION 1						
A & B	Office	42 440m ²	516	91	121	486
A & B	Retail	1 250m ²	4	11	16	16
Subtotal portion 1			520	102	137	502
PORTION 2						
C, D & E	Flats	1 140 units	110	329	308	133
	Retail	1 475m ²	1	4	23	10
Subtotal portion 2			111	333	331	143
Total			631	435	468	645

Table 6.1: Summary of trip generation (Zutari TIA 2026)

	Intersection	2025 LOS Existing	2030 Excluding development traffic		2030 Including development traffic		Mitigation
			Remove MBTs from Charl Malan	Full Transit Mall	Remove MBTs from Charl Malan	Full Transit Mall	
AM Peak	Voortrekker Road / Robert Sobukwe Road	F	F	F	F	F	F
	Robert Sobukwe Road / Church Street	NA	C	C	D	D	
	Robert Sobukwe Road / Belrail Road	D	F	F	F	F	E
	Belrail Road / Charl Malan Street	C	D	D	D	D	
	Church Street/ Charl Malan Street[*]	NA	D	E	D	E	
	Voortrekker Road / Charl Malan Street	C	B	A	B	A	
	Voortrekker Road / Durban Road	D	F	E	F	F	
	Church Street/ Durban Road	C	C	C	C	D	
PM Peak	Voortrekker Road / Robert Sobukwe Road	F	D	D	F	F	F
	Robert Sobukwe Road / Church/Reed Street	NA	B	C	C	D	
	Robert Sobukwe Road / Belrail Road	F	F	F	F	F	F
	Belrail Road / Charl Malan Street	C	C	D	C	D	
	Church Street/ Charl Malan Street [']	NA	F	F	F	F	
	Voortrekker Road / Charl Malan Street	E	F	B	F	B	
	Voortrekker Road / Durban Road	D	D	F	E	F	
	Church Street/ Durban Road	D	C	C	C	E	

Table 6.2: Level of service for various Scenarios tested (Zutari TIA 2026)

Portion	Parking Level	Number of Bays
Portion 1 Total (1st level mandatory, second level optional)	2 basement levels	429
Portion 2 Total (optional)	2 basement levels	471
Total		890

Table 6.3: Parking provision

The Bellville PT) upgrade is identified as a catalytic intervention that will integrate rail, BRT, bus and minibus taxi operations, as well as LRT in the medium-term future. The development is expected to benefit significantly from this planned PTI upgrade, which will anchor the precinct's multimodal transport connectivity.

6.1.5 Mitigation Measures

The TIA recommends the following infrastructure upgrades to accommodate both background traffic growth and development-generated trips. Refer to the TIA report for detailed drawings of the proposed mitigation measures:

- Church Street Extension: to provide primary access to the development, improve connectivity and reduce pressure on surrounding local streets.
- Upgrade of the Robert Sobukwe Road / Church Street intersection as part of the Robert Sobukwe Road widening project.
- Provision of basement parking under Portion 1, with access off the Church Street extension. This access must be shared access with Portion 2.
- Loading embayments accommodated within the Church Street extension and Charl Malan road reserve.
- Signalisation at Charl Malan/Church Street.
- Signal optimisation at Voortrekker Road / Charl Malan Street and Voortrekker Road / Robert Sobukwe Road intersections.
- Adequate stacking distance and access control at all basement parking entries.

6.1.6 TIA conclusion

The TIA concludes that the proposed development is supportable from a transport perspective, subject to the implementation of the above mitigation measures.

6.2 Engineering Services

Zutari compiled a Services Report for the Bellville Government Precinct (Annexure C4). The report reviewed existing municipal infrastructure, calculated the service demands generated by the proposed development and confirmed available capacity. Refer to the report for detailed calculations.

Although the proposed development is located on two separate land parcels (Portions 1 and 2), the assessment considered the combined service demands cumulatively. This approach ensures that the overall impact of the new development on municipal service networks is

accurately reflected and that the City's capacity confirmation accounts for the full extent of the proposal. Refer to Figures 6.3 and 6.4 for water and sewer layout)

6.2.1 Water

The existing mains in Charl Malan Street and Robert Sobukwe Road have been confirmed by the City to be inadequate for the proposed development. A new 160mm HDPE water main is required along the Church Street extension, to which all portions must connect. The installation must include isolation valves and fire hydrants. The peak instantaneous demand is calculated at 55.94 l/s, inclusive of a 25 l/s fire flow allowance. Bulk supply is available subject to this upgrade.

Required upgrades:

- Construction of the new 160 mm HDPE main in Church Street extension.
- Installation of isolation valves and fire hydrants.
- Provision of separate water connections for Portions 1 and 2.
- Portion 4 must also connect to the new Church Street main to ensure adequate supply.

6.2.2 Sewer

Existing sewer lines comprise a 150mm line in Charl Malan Street and a 225mm line in Robert Sobukwe Road. To reduce road crossings, Portion 1 and Portion 2 will connect to a new 150mm sewer line in the Church Street extension. Portion 4 will be serviced via two separate connections, one to Charl Malan Street and one to Robert Sobukwe Road, installed by directional drilling.

The average dry weather flow is taken as 90% of water demand, with the peak wet weather flow calculated at 16.87 l/s. The City has confirmed downstream capacity is sufficient, with flows directed to the Bellville Wastewater Treatment Works.

Required upgrades:

- Construction of a new 150 mm sewer line in Church Street extension.
- Directional drilling connections for Portion 4 to Charl Malan Street and Robert Sobukwe Road.
- Provision of separate sewer connections for Portions 1 and 2.

- Portion 4 requires dual connections to ensure redundancy and capacity compliance.

6.2.3 Stormwater

The site is currently impermeable, with runoff via catchpits and channels discharging into municipal stormwater pipes. Zutari prepared a dedicated Stormwater Strategy (annexure to the Services Report in Annexure C4), to address both the quantity and quality requirements of the City's Management or Urban Stormwater Impacts Policy.

Zutari engaged with the City's Catchment, Stormwater and River Management (CSRM) Branch during the preparation of this strategy, the City confirmed:

- Minimal attenuation and treatment interventions could be pursued on-site, as compliance with the Policy would be achieved via regional off-site facilities being developed separate.
- The proposed development would not overburden the downstream system, provided the dual system approach and permeable paving/green space interventions were implemented.

The proposed stormwater management strategy adopts a dual system approach (Figure 6.5):

- **Minor system:** manages frequent storm events (up to 1:5-year RI) using permeable paving, landscaped areas and piped connections to provide infiltration and treatment.
- **Major system:** manages larger storm events (up to 1:50-year RI) using overland flow paths to safely convey runoff to municipal stormwater lines in Church Street and Robert Sobukwe Road.

Treatment of stormwater will be achieved through permeable paving and green spaces, which filter pollutants via sedimentation, infiltration, and plant uptake. The balance of treatment requirements will be met by regional facilities.

Permeable paving functions as an at-source treatment device, detaining and filtering runoff before discharge. The system comprises aggregate storage layers, porous paving blocks, geotextile filtration and stone reservoir layers. For the Bellville Government Precinct, permeable paving is proposed at podium and ground levels, supplemented by landscaped areas.

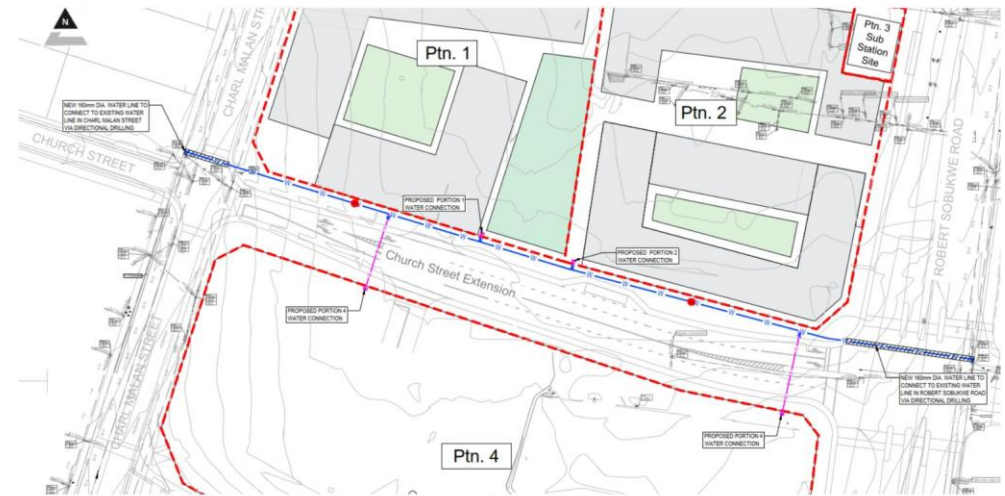


Figure 6.3: Proposed water (Zutari, 2026)

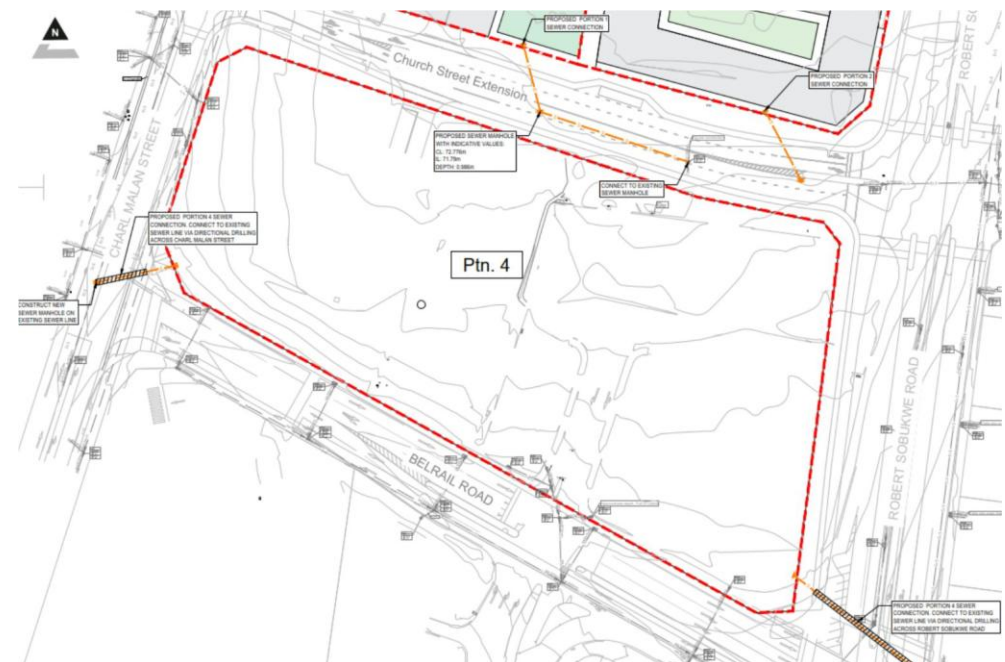


Figure 6.4: Proposed sewer connections (Zutari, 2026)

In terms of the City's Management of Urban Stormwater Impacts Policy, runoff from the half-year, 24-hour storm must be treated. Zutari calculated the Water Quality volume at 193,2m³ based on a site imperviousness of 74%. Compliance will be achieved through a combination of permeable paving (average depth 750mm) and landscaped treatment areas.

The engineering and stormwater reports, together with comment from the City conclude:

- **Water:** Zutari identified the existing 100mm and 150mm fibre cement mains in Charl Malan Street and Robert Sobukwe Road as potential connection points for Portion 1 and Portion 2 (Figure 6.3). Hydraulic modelling has confirmed that the 100mm branch line already exceeds design velocity standards and is inadequate to service the proposed development. The City therefore requires the construction of a new 160mm municipal HDPE water main along the Church Street extension to link the Charl Malan Street and Robert Sobukwe Road networks. All water connections must be taken from this new main; connections to the existing 100mm and 150mm mains will not be permitted. Portions 1 and 2 must have separate water connections, with all associated costs for the account of the developer. Portion 4 must also connect to the new Church Street main to ensure adequate supply.
- **Sewer:** Zutari has confirmed that Portion 1 and Portion 2 will connect to a new 150mm sewer line in the Church Street extension to reduce the number of road crossings. Portion 4 will be serviced via two separate connections, one to the existing 150mm sewer in Charl Malan Street and one to the existing 225mm sewer in Robert Sobukwe Road, installed by directional drilling. The City agreed with separate sewer connections for each portion, with all associated costs for the account of the developer. The downstream capacity has been confirmed as adequate, with flows directed to the Bellville Wastewater Treatment Works.
- **Stormwater:** Zutari proposes a dual system with permeable paving and green spaces for partial on-site treatment; attenuation handled off-site via a regional facility (Figure 6.5). The City confirmed compliance must be through off-site regional facilities with partial on-site treatment acceptable. No stormwater-to-sewer ingress permitted; wayleave approvals and municipal service designs must be in place before construction. A region-wide Concept Stormwater Management Plan shall be developed to identify regional facilities on approval of the Strategy Report.

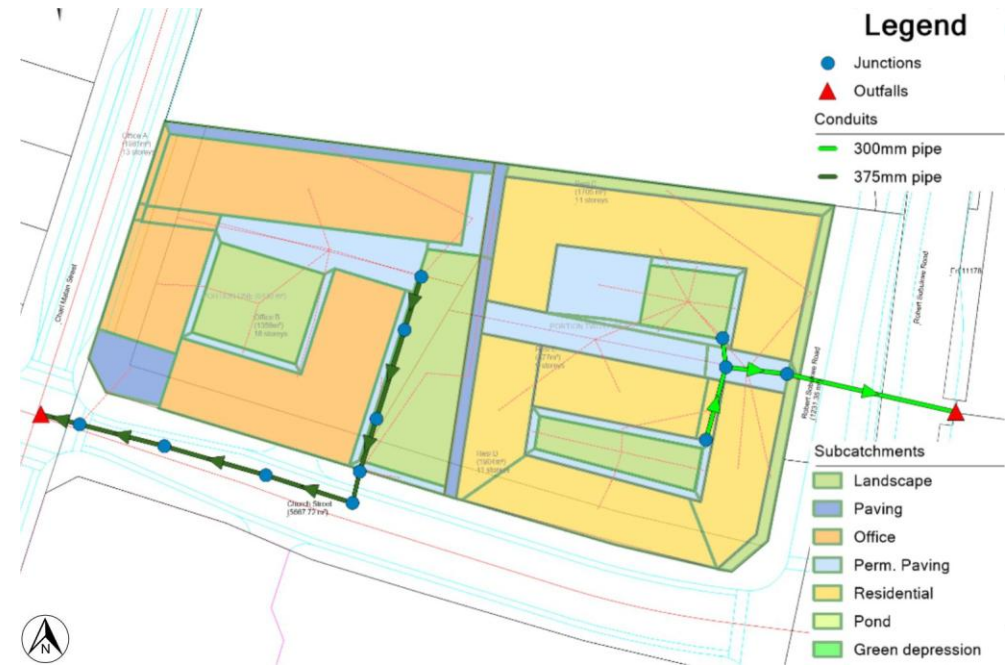


Figure 6.5: Sub-catchment layout (Zutari, 2025)

6.2.4 Electrical

Zutari's assessment confirms that the proposed development requires a total of $\pm 5,8\text{MVA}$:

- **Portion 1:** Estimated load of $\pm 3,5\text{MVA}$. Due to the size of the connection, the site will require a MV connection at 11kV.
- **Portion 2:** Estimated load of $\pm 2,3\text{MVA}$. Due to the size of the connection, with site will require a MV connection at 11kV.

In consultation with the City's Electricity Department, it was confirmed that the existing MV network does not have sufficient spare capacity to meeting the $\pm 5,8\text{MVA}$ demand. This outcome was established by Zutari's bottom-up assessment, which calculated the demand from the site-level upward. The City has indicated that while this bottom-up approach is useful for confirming immediate requirements, future planning must adopt a top-down approach, starting at the HV transmission (132kV) to and stepping down to MV (11kV) distribution, before allocating feeder groups and substations to serve the precinct.

As part of this application, a new 20m x 14m primary substation erf must be provided on the site boundary, adjacent to a public erf. The substation will operate at the MV (11kV) level, supplying both Portion 1 (±3,5MVA) and Portion 2 (±2,3MVA). The substation erf is referred to as Portion 3 of the subdivision and will be zoned UT and is located along Robert Sobukwe Drive.

- The developer is required to provide a primary substation site measuring 20m x 14m on the erf boundary adjacent to a public road (Portion 3, as identified in the subdivision layout). The subdivision of this forms part of this application with no other services traversing it.
- Both Portion 1 and Portion 2 will receive their electrical supply from this primary substation via MV connections at 11kV.
- The proposed substation site is located on the north-eastern corner of the site, adjacent to the existing Eskom substation on Erf 24027. This clustering arrangement offers opportunities for a future electrical masterplan for the broader Bellville CBD.
- The developer must submit an electricity reticulation design report to the Director: Electricity Generation and Distribution for approval, prepared by a consulting electrical engineer registered with ECSA.
- The developer is required to incorporate energy efficiency measures in the development and comply with any conservation or rationing programmes implemented by relevant regulatory bodies.

6.3 Implementation sequencing and conditions of subdivision

The development concept is focussed on the two new land parcels located directly north of Church Street extension (Portions 1 and 2). Portion 4, located to the south of Church Street extension will, for the time being, remain as public parking and the TR1 zoning remains.

Since **Church Street extension** does not only give access to the development parcels but also forms part of the larger vehicular reticulation network to be established in the CBD, the construction of this road needs to be completed prior to occupation of Portions 1 and 2 can take place. As part of the construction of the road, a 160mm water pipeline will have to be installed.

The **new electrical substation** on Portion 3 will not only serve the development on portions 1 and 2 but will also in future serve electrical supply to the wider CBD. The construction of the substation will thus also have to be concluded prior to occupation of the buildings on Portions 1 and 2.

6.3.1 Infrastructure prior to occupation

The following infrastructure is required to be constructed prior to occupation of buildings on Portions 1 & 2:

- **Church Street extension:** provides access to the development parcels and improves traffic distribution throughout the CBD network, especially with Charl Malan Street in future becoming a transit mall, this road link will serve a wider precinct function. This road link not only gives vehicular access to Portion 1 but also improves vehicular reticulation throughout the CBD and becomes an essential link in the road network once the transit mall is implemented. The City's Urban Mobility branch is in the process of making funds available for the construction of this critical link service and preliminary design is currently underway. Construction should thus be completed prior to occupation. The completion of construction of this link road should thus not be a condition for Section 137 clearance.
- **Water main** in Church Street extension: to be included in the construction of the road (see above) and should similarly not be a prerequisite for Section 137 clearance.
- **Electrical substation site:** subdivided and to be registered (already in City ownership). Registration to take place prior to or at the same time as registration of the first transfer. Construction of the substation should be concluded prior to occupation of the first building on either Portion 1 or 2.
- **Service connections to Portions 1 and 2:** separate services connections shall be installed for water and sewer, prior to any construction works commencing on these two portions.

6.3.2 Development parcels and associated construction & landscaping

Portions 1 and 2 will be disposed of by the City and developed by different developers. The section below sets out the development responsibilities of each of these future owners.

Portion 1 will be disposed of to the National Department of Public Works and Infrastructure (NDPWI). They will be responsible for construction as set out below:

- Government office buildings, including ground floor active uses.
- Parking basement and entrance to basement.
- Pavements abutting their development, including tree planting, pavement landscaping and loading embayment.
- Internal courtyard landscaping.
- Public square at the corner of Charl Malan Street and Church Street extension.

- Landscaping of the public park to the east of their building.
- Installing services connections for sewer, water and electricity and removal of any redundant existing internal pipes and connections.
- Payment of DC prior to building plan approval.
- Registration of access and public ROW servitudes prior to occupation.

Portion 2 will be disposed of to a housing developer who will be responsible for the following:

- Construction of the apartment buildings, including ground floor active uses.
- Optional basement construction - should this be the case, the access servitude through the basement on Portion 1 will be registered in favour of Portion 2.
- Pavements abutting their development, including tree planting, pavement landscaping and loading embayment.
- Internal courtyard landscaping.
- Tree planting and landscaping along the central public right-of-way (pedestrian walkway) connecting Robert Sobukwe Road to the public central park.
- Installing services connections for sewer, water and electricity and removal of any redundant existing internal pipes and connections.
- Payment of DC prior to building plan approval.
- Registration of public ROW servitudes prior to occupation.

Prior to building plan approval for either portion an SDP accompanied by a Landscape Plan must be submitted by each future developer for approval by the City. The SDP and Landscape Plan must demonstrate compliance with the Urban Design and Development Requirements (UD&DR) document which is approved as part of the rezoning.

6.4 Development charges calculation

The total Development Charges (DCs) (per service) for both development parcels are summarised in Table 6.4.

The calculation for DCs for each development portion, based on the proposed land uses on each of the development portions, is included in Tables 6.5 and 6.6 (Version 4.1 dated August 2025). Each portion's DCs are separately calculated since these portions will be disposed to different developers in future, who will be liable to pay the DCs prior to building plan approval.

Because this is a City development, where the City usually passes on all costs to future purchasers/developers, the condition relating to the payment of DC's should be formulated so that DCs are to be paid prior to building plan approval. Alternatively, should infrastructure be constructed in lieu of DC's via a service level agreement, the conditions should be formulated so that construction take place after building plan approval and prior to occupation of Portions 1 and 2.

The final land use mix can only be determined once the buildings are designed. Therefore, note that final calculation and payment of DC's should NOT be prior to S137 clearance, but prior to building plan approval.

Erf 26364 is zoned TR1 and currently used for parking and taxi holding areas. As no buildings or rights are being removed, no DC credit applies, and DCs for Portion 1 are calculated on the new development rights (see Table 5.5).

Erf 11141 is zoned General Industrial and accommodates existing industrial buildings which will be demolished. Since the City acquired this site for affordable housing, the credit for existing rights will be applied to the DC calculation of Portion 2 (see Table 6.6).

	Roads	Transport	Stormwater	Sewerage	Water	Solid Waste	Total
Ptn 1	R18 141 800,24	R1 816 961,95	R1 513 414,10	R4 125 799,42	R564 116,01	R853 633,09	R27 015 724,81
Ptn 2	R 6 786 986,92	R 1 492 768,58	R 4 009 343,18	R 10 083 398,62	R 1 477 721,83	R 3 452 837,41	R 27 303 056,54
Total	R24 928 787,16	R3 309 730,53	R5 522 757,28	R14 209 198,04	R2 041 837,84	R4 306 470,50	R54 318 781,35

Table 6.4: Summary of development charges for site

City Of Cape Town Development Charges Calculator					Version 4.1	Aug 2025
Calculation Status: ☐ New Calculation ☐ Re-calculation ☐ Escalation					Erf Number(s) * 11141 & 26364 (Portion 1)	
 CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD					Suburb/Allotment *	Bellville
					Developer/Owner *	Government precinct
					Erf Size (ha) *	6430 m²
					Date (YYYY/MM/DD) *	18 May 2026
					Current Financial Year	2025/2026
Application Reference					n/a	
C2	Office		m² GLA			42 440
C3	Retail/Shop		m² GLA			1 250
INDUSTRIAL						
D1	Warehouse		m² GLA			
D2	Industrial		m² GLA			
Is the development located within Public Transport (PT2) zone?					Yes	
Calculation of bulk engineering services component of Development Charge						
Service	Units	Additional Demand	Unit Cost	Amount	VAT 15,0%	Total
Roads	trips/day	3955,0400	R 4 357,66	R 17 234 710,22	R 2 585 206,53	R 19 819 916,76
Transport	pers.trips/peak period	1385,7000	R 1 311,22	R 1 816 961,95	R 272 544,29	R 2 089 506,25
Stormwater	ha°C	5,8474	R 258 819,76	R 1 513 414,10	R 227 012,12	R 1 740 426,22
Sewerage	kl/day	156,7840	R 26 315,18	R 4 125 799,42	R 618 869,91	R 4 744 669,33
Water	kl/day	174,7600	R 3 227,95	R 564 116,01	R 84 617,40	R 648 733,41
Solid Waste	kg/day	1310,7000	R 651,28	R 853 633,09	R 128 044,96	R 981 678,05
Total bulk engineering services component of Development Charge payable				R 26 108 634,79	R 3 916 295,22	R 30 024 930,01

Table 6.5: Development Charges Portion 1

City Of Cape Town Development Charges Calculator					Version 4.1	Aug 2025
Calculation Status: ☐ New Calculation ☐ Re-calculation ☐ Escalation			Erf Number(s) *	11141 & 26364 (Portion 2)		
			Suburb/Allotment *	Bellville		
			Developer/Owner *	Government precinct		
			Erf Size (ha) *	6430 m²		
			Date (YYYY/MM/DD) *	18 May 2026		
			Current Financial Year	2025/2026		
			Application Reference	n/a		
A6	GAP/Affordable Housing		Dwelling unit			1140
D2	Industrial		m² GLA		10 403	
INSTITUTIONAL/COMMUNITY						
E1	Early Childhood Development Centres / Home Childcare		Learner			400
			m² GLA			385
E2	Universities / Schools		Learner			
			m² GLA			
E3	Care / Accommodation		Bed			
			m² GLA			400
Is the development located within Public Transport (PT2) zone?					Yes	
Calculation of bulk engineering services component of Development Charge						
Service	Units	Additional Demand	Unit Cost	Amount	VAT 15,0%	Total
Roads	trips/day	566,4494	R 11 382,55	R 6 447 637,58	R 967 145,64	R 7 414 783,21
Transport	pers.trips/peak period	1138,4550	R 1 311,22	R 1 492 768,58	R 223 915,29	R 1 716 683,87
Stormwater	ha°C	15,4909	R 258 819,76	R 4 009 343,18	R 601 401,48	R 4 610 744,65
Sewerage	kl/day	383,1780	R 26 315,18	R 10 083 398,62	R 1 512 509,79	R 11 595 908,41
Water	kl/day	457,7900	R 3 227,95	R 1 477 721,83	R 221 658,28	R 1 699 380,11
Solid Waste	kg/day	5301,6150	R 651,28	R 3 452 837,41	R 517 925,61	R 3 970 763,02
Total bulk engineering services component of Development Charge payable				R 26 963 707,19	R 4 044 556,08	R 31 008 263,27

Table 6.6: Development Charges Portion 2

CHAPTER 7. LEGISLATIVE AND POLICY CONTEXT

The following laws and regulations have informed the preparation of the development proposals and guides assessment of the decision making.

7.1 National Legislation and Policy

7.1.1 National Environmental Management Act (No. 107 of 1998) (NEMA)

The site is located in an urban area and is not situated in close proximity to a river or wetland. No listed activities are triggered in terms of NEMA and therefore no further approval is required.

7.1.2 National Heritage Resources Act (No. 25 of 1999) (NHRA)

The application area is larger than 5 000m² and the development of either of the erven forming part of the application area would be deemed to change its character and therefore be subject to a Notification of Intent of Development (NID) to Heritage Western Cape (HWC), in terms of the Section 38(1) of the NHRA.

On 4 May 2026 HWC confirmed that no further action under Section 38 of the NHRA is required and a Heritage Impact Assessment (HIA) is therefore not required.

However, as several structures within the application are older than 60 years, a permit in terms of Section 34 of the NHRA will be required prior to any demolition.

7.1.3 National Building Regulations and Building Standards (No. 103 of 1977) (NBR)

Erf 26364 is zone TR1 and is currently used primarily as a parking area with the Safe Space structure having been subject to courtesy plan approvals during the national lockdown. Erf 11141 is zoned GI1 and accommodates existing buildings with approved building plans.

All future development within the application area will be subject to the requirements of the NBR. Following approval of the SDP, building plans will be submitted to the City for consideration and approval, ensuring compliance with applicable safety and design standards prior to construction.

7.1.4 Spatial Planning and Land Use Management Act (No. 16 of 2013) (SPLUMA)

SPLUMA is the overarching planning legislation enacted on 1 July 2015, which provides the legal framework for a suite of laws adopted at Provincial and Local Government levels. It repeals several previous acts and contains a number of provisions which must be adhered to in the assessment of land development applications. The following sections of the Act are relevant to this application:

Section 7 of SPLUMA contains overall planning and development principles which must guide all land development in the country. These include spatial justice, spatial sustainability, efficiency, spatial resilience and good administration.

Section 22 of SPLUMA states a Municipality may not approve an application which is inconsistent with its approved development framework, however, a Municipal Planning Tribunal (MPT) may approve an application if it deviates (departs) from the Spatial Development Framework (SDF) where site specific justification exists.

Section 43 of SPLUMA determines that a conditional approval lapses if the conditions are not complied with within the period indicated in the approval, and if no period is indicated, a maximum of five years. Approvals cannot be renewed after this period has expired. (Note: the Minister has approved a deviation for the Western Cape to allow applications to extend this period to 10 years. This deviation was promulgated in January 2020 however before this can be implemented, a Municipality must adopt suitable provisions in their zoning scheme. The City of Cape Town has done this.)

7.1.5 National Development Plan for 2030 (2012) (NDP)

The NDP was compiled by the Minister in the Presidency: National Planning Commission and offers a long-term perspective defining desired destination and identifying the role that different sectors of society need to play in reaching that goal. The NDP aims to eliminate poverty and reduce inequality by 2030.

The relevant NDP objectives that are achieved by the proposals to densify and provide increased residential accommodation within the CBD are:

- “Adopt new spatial norms and standards: Densify cities, improve public transport, locate jobs where people live and fix housing market gaps.” (pg.24)

7.2 Provincial Legislation and Policy

7.2.1 Western Cape Land Use Planning Act (No. 3 of 2014) (LUPA)

In terms of Section 45 of LUPA, Provincial comment is required on certain applications, such as development which are outside the urban limits; where agricultural land or conservation land is rezoned; where development affects provincial functions; or any application which falls in a category identified by Province. This application does not fall in any of these categories.

The application also does not trigger an application in terms of Section 53 of LUPA to Provincial Department of Environmental Affairs and Development Planning (DEA&DP) since it does not involve agricultural land.

7.2.2 Provincial Spatial Development Framework (2014) (PSDF)

The purpose of the PSDF is to put in place a coherent framework for the Province's urban and rural areas, and it applies the following guiding spatial principles: spatial justice; sustainability and resilience; spatial efficiency; accessibility; quality and liveability.

The features of PSDF are to promote densification, land use intensification inside the urban edge, development in line with available infrastructure and creation of quality urban environments. The PSDF indicates that municipalities should achieve gross development densities of ± 25 du/ha in metropolitan areas. Along activity routes and in activity nodes, densities would have to be significantly higher to achieve this average gross density.

7.2.3 Western Cape Roads Ordinance (No. 19 of 1976)

In terms of Section 17 of the Roads Ordinance, no structure is permitted within 5m from the boundary of any public road except with the permission from the Provincial Roads Engineer.

Robert Sobukwe Road (M10) is no longer a Provincial Main Road as it forms part of a number of provincial roads that were deproclaimed in June 2025. No application in terms of the Roads Ordinance is therefore required.

7.2.4 Western Cape Inclusionary Housing Policy Framework (October 2022)

Approved by the Western Cabinet in October 2022, the Inclusionary Housing Policy Framework provides provincial guidance to municipalities on how to secure affordable housing in well-located urban developments. Its purpose is to advance spatial

transformation and spatial justice by requiring municipalities to embed inclusionary housing provisions in their by-laws, MSDFs and land use schemes, in line with SPLUMA. The framework recognises the limitations of past state-assisted housing programmes and stresses the importance of releasing suitable public land and partnering with the private sector to deliver affordable housing opportunities in the integrated, inclusive developments.

Municipalities are therefore expected to prepare their own inclusionary housing policies, guided by the provincial framework, and to ensure that planning approvals are accompanied by a formal Inclusionary Housing Agreement between the applicant and the municipality. This agreement sets out the applicant's contribution, which may take one of three forms:

- On-site provision: setting aside a number of affordable units within the development, either for rental or sale.
- Off-site provision: developing affordable housing on another site within the area, either for rental or sale.
- Financial contribution: payment into the municipality's inclusionary housing fund, to be invested in affordable or social housing projects.

By setting out these mechanisms, the Province ensures municipalities have a clear framework to move forward with their own policies and enforce inclusionary housing requirements through the development application process. This approach strengthens the role of municipalities in securing affordable housing, while ensuring applicants contribute meaningfully to spatial transformation and housing delivery in well-located areas.

This framework requires municipalities to embed inclusionary housing provisions in their planning instruments and emphasises the release of suitable public land for affordable housing delivery in well-located area. The City has not yet adopted its own inclusionary housing policy, but Portion 2 of this application is proposed for development by the Human Settlements Department, thereby aligning with the provincial framework's intent. In this way the project takes a proactive step toward integrated, inclusive housing provision even before the City's policy is formally in place.

7.3 Municipal Legislation and Policy

7.3.1 Cape Town Municipal Planning By-law (2015) (MPBL) and Development Management Scheme (2015) (DMS)

The application will be processed in terms of the MPBL in its entirety. The MPBL specifies the application processes which must be followed for an application to the Municipality and specifies the criteria for decision making. These processes and criteria are similar to LUPA and SPLUMA and are discussed in Chapter 8 of this report, as part of the motivation of redevelopment of the site.

The consolidation, subdivision and rezoning for the site and subsequent new development parameters will be evaluated in terms of the DMS.

7.3.2 Cape Town Spatial Development Framework (2023) (MSDF)

The MSDF, approved by Council in 2023, sets out the City's spatial vision and development priorities to achieve a reconfigured, inclusive spatial form for Cape Town. The MSDF is a spatial interpretation of the City's Integrated Development Plan (IDP).

The application area is located within the southern boundary of the Bellville CBD, which is envisaged as the City's second metropolitan node, a vibrant, inclusive and economically dynamic urban hub. The application area is located within the **Urban Inner Core (UIC)** which is the City's primary focus area for intensification, investment and transformation (Figure 7.1). Land use guidelines in the UIC are:

- Mixed-use intensification to be promoted.
- Differentiated intensification guidelines as per "Table 5.6" applies (Vol I, pg. 87-90):
 - Metropolitan nodes: >600du/ha (nett) and >10 storeys
- Priority to spatially targeted interventions and optimisation of land development in Development Focus Areas, Urban Support Areas and New Development Areas.
- Public expenditure and other capital investment is prioritised to address urban infrastructure constraints and service redress.
- Prioritise addressing current social infrastructure backlogs, operational deficiencies and needs (not applicable to unlawful occupation of private land).
- Government grant expenditure coordinated and prioritised in support of spatially targeted mechanisms (i.e. UDZ/SEZ).

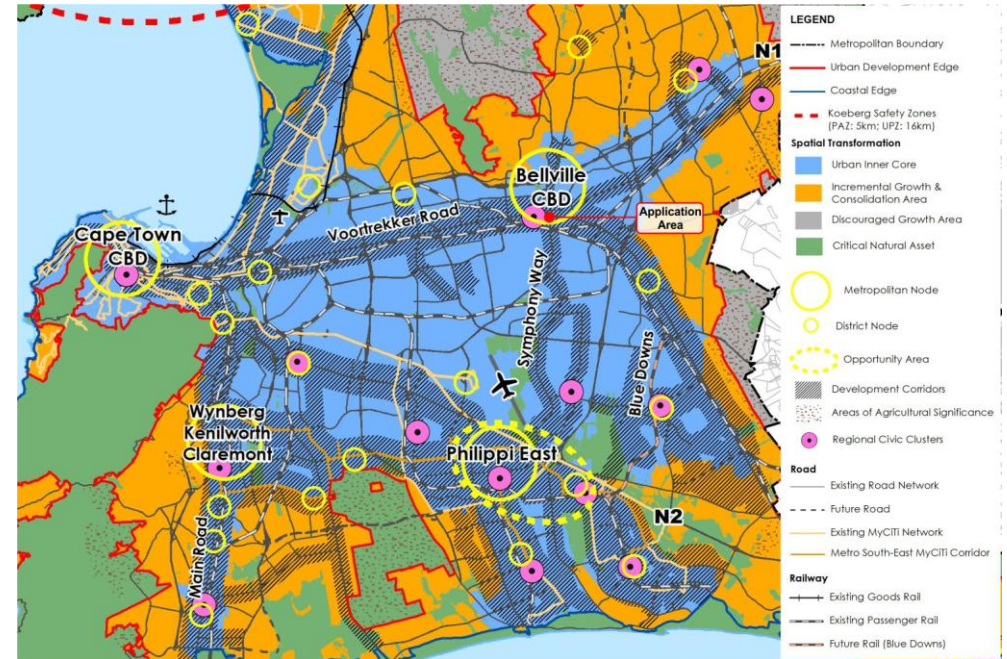


Figure 7.1: Consolidated Spatial Concept Plan (MSDF, 2023)



Figure 7.2: TAPs in relation to existing and planned IPTN (MSDF, 2023)

The MSDF further acknowledges that a number of City-led interventions have already been planned and implemented in support of the UIC; these include affordable/social housing projects in the City’s inner city, Bellville CBD, Foreshore Precinct and Philippi East. In terms of the MSDF:

Affordable housing: refers to housing units within a neighbourhood where those earning less than the median income of the neighbourhood can afford to live in. These units can be rental units or units for sale (Voll II, pg. 111)

Transit-Oriented Development (TOD) is central to the transformation of the Bellville CBD, being specially identified as one of three major TOD focus areas to reshape the built environment and stimulate economic development by clustering housing, jobs and services around high-capacity public transport. The application area, including the larger Bellville CBD, is located in close proximity to major transport routes and regional community facilities (i.e. hospitals and universities) creating a significant opportunity for urban renewal and a drive for inclusive growth.

Based on TOD principles, Transit Accessible Precincts (TAPs) are located within 500m walking distance of rail and BRT stations (including some higher-order stops). TAPs can act as generators or attractors (or both) of people and trips. The MSDF notes that by facilitating an optimised distribution of land use intensity, a movement pattern can potentially be encouraged that systematically improves the sustainability of the public transport network. Refer to Figure 7.2. for an extract of existing TAPs (dark grey), potential TAPs (light grey) and planned BRT Phase 2A (light green).

The **Voortrekker Road Development Corridor** is identified as a priority area for TOD, promoting walkability, public transport use and compact urban form. By locating housing alongside economic activity in the corridor, the proposed development enables residents to live closer to employment opportunities, reduces reliance on private vehicles, and strengthens the mixed-use character of the spine. Design interventions such as transforming Charl Malan Street into a pedestrian-oriented transit mall and linking internal pedestrian routes with activity along Voortrekker Road further advance the TOD vision, ensuring the precinct contributes directly to spatial transformation and integrated urban development along this strategic corridor.

The application area is in the **Voortrekker Road Development Corridor** which is a major spine for economic activity and mobility. The corridor is earmarked for TOD which encourages walkability, public transport use and compact urban form.

The MSDF also deals with the approach the City will follow to promote economic recovery of all the CBD’s post-pandemic, and it is for this reason we also look towards the approach set out in this plan. The boosting of mixed-use development and specifically supply of residential opportunities to residents of as many income brackets as possible, are promoted to enhance sustainability and resilience of CBDs. The node forms a key part of the City’s Urban Catalytic Land Development (UCLD) programme.

7.3.3 Tygerberg District Spatial Development Framework and Environmental Management Framework (2023) (DSDF & EMF)

In 2023 the District Spatial Development Framework and Environmental Management Framework (DSDF & EMF) (herein after referred to as the District Plan), for each planning districts were adopted. These are aligned with the 2023 MSDF and translates the vision and policy objectives of the MSDF in more detail. The vision statement for the district is (Vol II, pg. 25):

“... integrated approach to mixed-use development including residential and commercial where targeted densification and intensification is focused in the core area along accessibility routes and nodes such as Voortrekker Road and the Bellville PTI...”

This district provides a wide range of employment opportunities along the Voortrekker Road Corridor and the Bellville CBD (including a range of industrial areas and Cape Town International Airport as transport node).

Figure 7.3 illustrates a synopsis of the key interventions that would support the district in achieving its end-state with the key intervention applicable to the application area being summarised in Table 7.1.

The District Plan promotes land use intensification which implies a greater mix and density of uses (i.e. combining residential with industrial, commercial and institutional spaces). This should occur especially in areas with strong public transport access and economic activity. Implementation focuses on:

				Key interventions
1.	Broader Precinct	Bellville	CBD	• Redevelop the PTI and surrounding properties to boost access, connectivity and land use intensity. • Restore and activate river corridors for recreational and ecological use.

Table 7.1: Relevant key intervention in the Tygerberg District

- Investing in strategic nodes
- Reinforcing TOD
- Connecting thriving and struggling areas through infrastructure
- Prioritising inward urban growth as a more sustainable and cost-effective development model.

The application area is located to the south of the Voortrekker Road Corridor and to the north of the railway line, directly opposite to the Bellville PTI. The area is earmarked for mixed-use intensification and is located to the east of a Regional Civic Cluster (Figure 7.4). Development guidelines for mixed-use intensification include (Voll II, pg. 52):

- Support high-density mixed residential typologies, subject to local guidelines, bulk services and transport infrastructure availability.
- Encourage greater land use intensification of an appropriate combination of land uses including office and retail, business and commercial, institutional and social facilities and high-density residential development along identified development corridors, urban nodes, stations and transport interchanges, especially where opportunities for commercial and other employment-generating land use exist.
- Promote appropriate interface between mixed-use areas and adjacent other spatial designations (i.e. low-density residential, agricultural, critical natural assets, public open spaces etc.) through the use of sensitive design and informed by local level plans and guidance where applicable.

The Voortrekker Road Corridor is a high-order development corridor, and development guidelines include:

- Support **higher intensity development** within development corridors than in surrounding urban areas. A key example of this is the 2021-approved application directly west of the application site, for a multi-storey student accommodation building on the corner of Church Street and Charl Malan Street (*not constructed yet*).
- In general, the highest concentration of land use intensification should occur in nodal areas and adjacent to development routes (i.e. properties abutting the corridor spine). Where a residential component is proposed, **medium-high densities** should be **supported** within the primary corridor area (i.e. within 400m of the development route / ± 5 min walk).
- **Medium-density residential** development should be **promoted** within the secondary corridor or area (i.e. between 400m-800m of the development / ± 10 min walk).
- Ensure appropriate interfaces are created where proposed residential development is at odds with existing development in the area (e.g. where ≥ 3 storey development is

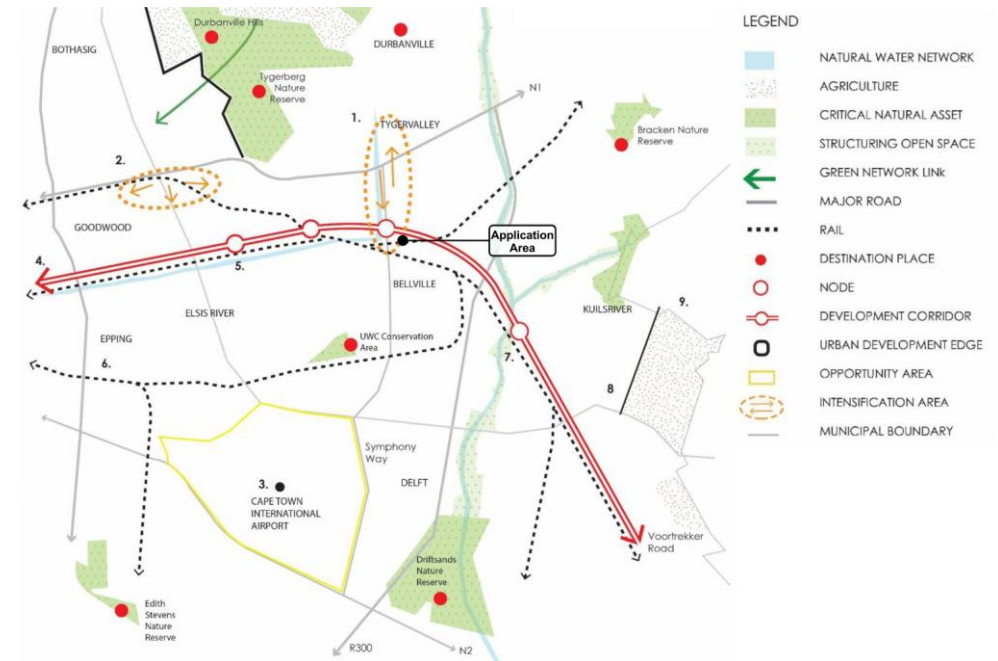


Figure 7.3: Integrated concept for the Tygerberg District (Tygerberg DSD&EMF, 2023)

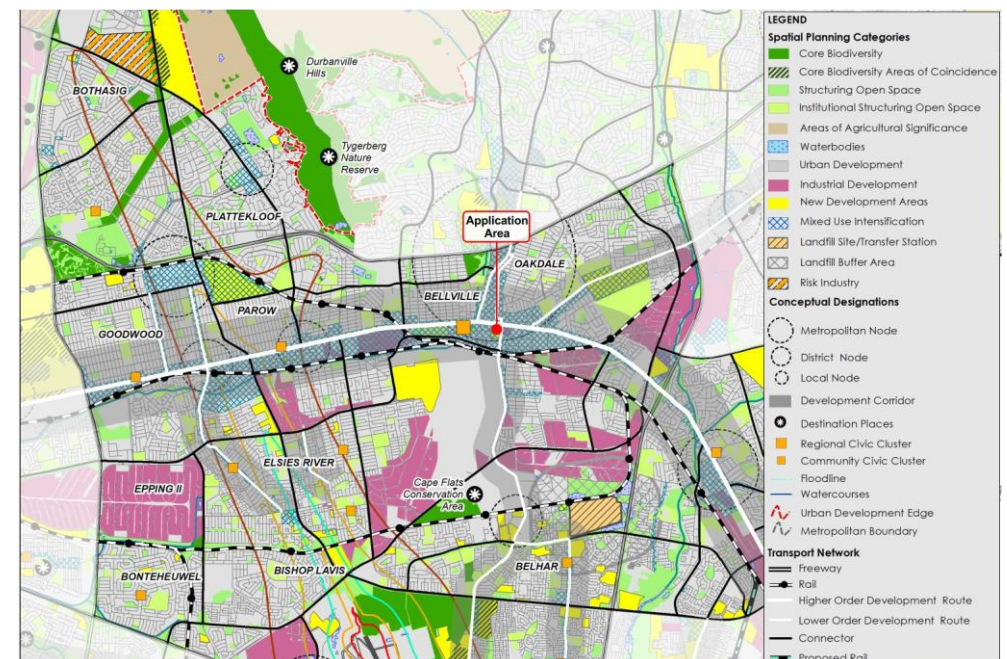


Figure 7.4: District Spatial Development Framework (Tygerberg DSD&EMF, 2023)

considered on properties adjacent to/within existing single-storey residential areas irrespective of zonings; site circumstances including shadow effects, development gradient, location etc. must be considered to determine appropriateness).

In terms of the application area being located within a metropolitan node, the development guidelines in the District Plan include:

- Encourage mixed land use intensification within a radius of $\pm 2,5\text{km}$.
- Encourage a mix of commercial, recreational space, higher-order public facilities appropriate for Level 1 civic clusters, and high-density residential (including range of housing typologies and affordable housing).
- Promote development at higher residential densities than those which exist in the surrounding area and encourage nett densities of 400du/ha and above with due consideration of the local context and its urban character and form.
- Encourage the conversion of functionally obsolete building stock to affordable housing.

The application area is more specifically located within **Sub-District 3: Voortrekker Road / Durban Road** (south of the N1 Development Corridor. A portion of the Bellville Metropolitan Node falls within this sub-district (CBD and area around the station). The sub-district is characterised by areas of high density, high intensity mixed-use activity to be re-enforced as the economic “backbone” of the City (Figure 7.5). The site is identified in the Sub-district Plan as a New Development Area (NDA) (Figure 7.5). While it is not discussed in detail under the NDA section, specific reference is made on page 84 to the site as an opportunity for high-density mixed-use development, inclusive of high-density affordable residential opportunities within the Bellville CBD.

The Bellville CBD is envisioned as a high-intensity, integrated urban nodes that supports a range of land uses, anchored by the PTI, tertiary institutions, healthcare and other services. The application area, consisting of Erf 26364, is specifically listed in the District Plan as the “Paint City Site” which is a prime opportunity site for high-density, affordable, mixed-use development, which is within walking distance of the CBD and the PTI.

7.3.4 Bellville CBD Local Area Spatial Development Framework (2023) (LSDF)

The LSDF for the Bellville CBD was approved in December 2023 which outlines a strategic plan for the revitalisation and future growth on the CBD into a vibrant, dense, transit-oriented and inclusive urban node. The LSDF builds on previous planning work which includes the 2015 Bellville Integrated Transport and Land Use Plan as well as the 2021 Bellville Future City Masterplan, aligning with broader city policies.

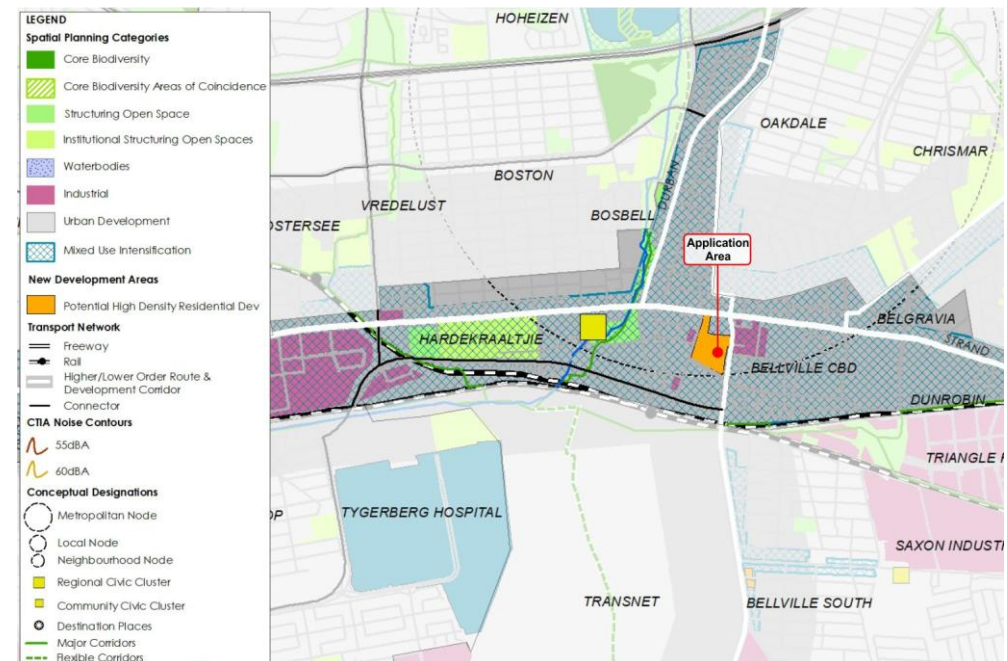


Figure 7.5: Sub-District 3: Voortrekker Road/Durban Road Development Corridor (Tygerberg DSDF&EMF, 2023)

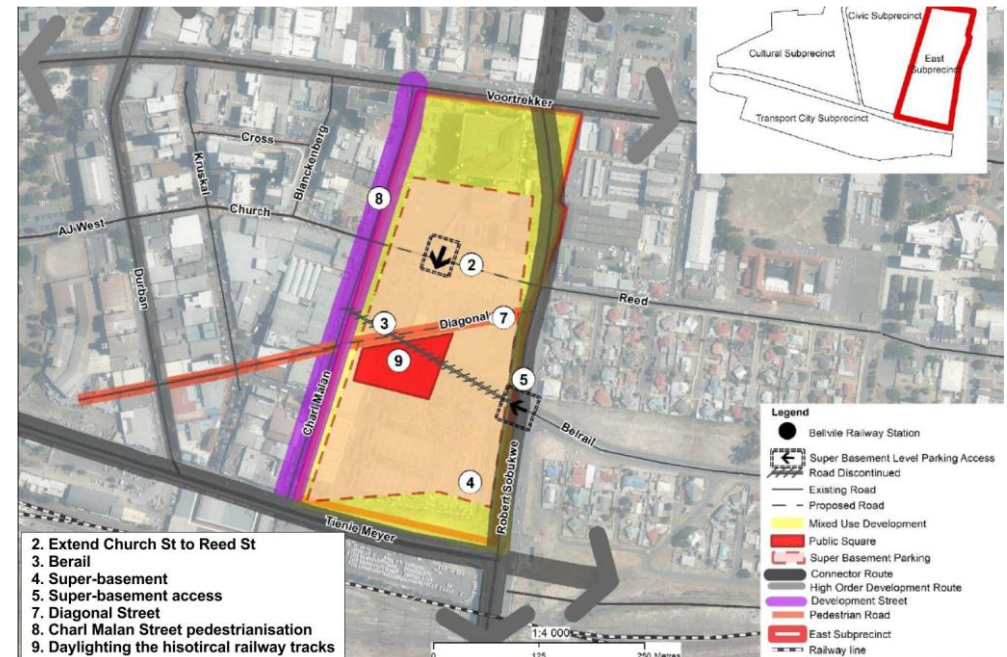


Figure 7.6: East Sub-Precinct Implementation Plan (Bellville CBD LSDF)

In terms of the LSDF the application area falls within the East Sub-Precinct (Figure 7.6), which is earmarked for transformative, high-density, mixed-use development. This sub-precinct is identified as a key opportunity area for expanding the CBD eastward and unlocking underutilised City-owned land. The LSDF envisions this area as a vibrant, walkable urban quarter that supports:

- A Government Precinct with civic and administrative functions.
- An Innovation District anchored by education, healthcare and research institutions.
- A super-basement parking and logistics hub to support the broader precinct.
- A mix of residential, retail, commercial and social amenities in compact, pedestrian-friendly environment.

Key structuring elements include:

- **Church Street extension:** a new east-west link connecting Church Street to Reed Street, will run along the norther edge of the site.
- **Belrail Road closure:** the western portion of Belrail Road will be closed to enable more logical development blocks.
- **Charl Malan Boulevard:** a shared pedestrian and transit boulevard will link Voortrekker Road to the PTI, pass through the precinct.

Development guidelines for the application area include:

- **Land use:** mixed-use development is encouraged, including education, retail, commercial, residential and social amenities.
- **Building heights:** taller buildings (up to 32m or more) are supported along Robert Sobukwe and Tienie Meyer, with a landmark building proposed at the southern end of Charl Malan.
- **Street interface:** 0m building encouraged to activate the street edge with retail and public-facing uses at ground level.
- **Parking:** on-site parking should be minimised in favour of a shared basement parking.
- **Access and logistics:** development must align with the Bellville CBD Access, Logistics and Parking Strategies, which promote reduced private vehicle access and centralised logistics hubs.
- **NMT integration:** bicycle storage and pedestrian-friendly design are required to support the NMT strategy.

7.3.5 Tall Building Policy and Design Guidelines (2013)

The overall intention of the Tall Building policy is to advocate responsible and sustainable growth, positive contributions to the public realm and the enhancement of the overall cityscape by ensuring the development of well-integrated tall buildings in appropriate locations. The policy is therefore a guide for the location and design of tall buildings that required height-related departures (pre-submission phase) and guides decisions (post-submission).

- In lower order nodes tallness of a building is context dependent. When a height of 1.5 times the underlying zoning is proposed, this is regarded as a tall building in lower order nodes.
- In higher order nodes, more than 10 storeys or 35m is classified as ‘significantly tall’ buildings.
- Proportion also plays a role in deciding if a building is regarded as significantly tall.
- Buildings with large footprints may appear less tall than small footprint buildings of a similar height.

The policy is a flexible tool which aims to ensure buildings fit into the context of the cityscape. It aims further to encourage sustainable growth by permitting greater building height in appropriate locations.

The proposed heights of up to 60m (Portion 1) and 38m (Portion 2) are classified as “significantly” tall under this policy. As the site lies within the Bellville Metropolitan Node where greater density and tall buildings are foreseen, the policy is directly applicable, guiding the location, design and integration of the taller elements of the development.

7.3.6 City’s Urban Design Policy (2024)

The Urban Design policy has been updated in 2024 and is underpinned by the following overarching design principles:

- The greater public good -to improve the environmental, social and economic situation.
- The ‘whole’ above the ‘parts’ -holistic approach to city-making rather than an individual approach.
- Integration and spatial transformation -actively transform city fabric to create a more equitable city.
- Identity, context and placemaking -design proposals should respond to the unique landscape by recognising the context and responding to it appropriately.

- Urban resilience, sustainability and climate adaptation -balance different objectives and creating dignified urban environments for people.
- Intensity, diversity and adaptability -promote a range of uses, finer-grained developments which are walkable.

The stated objectives of the policy are:

- 1) Ensuring a legible urban and spatial structure.
- 2) Creating good quality open spaces.
- 3) Contributing to the creation of healthy and safe communities.
- 4) Additionally, to facilitating ease of movement and accessibility, designing streets as positive public space.
- 5) Promoting intensity, diversity and adaptability of uses.
- 6) Ensuring positive interfaces onto the public realm.
- 7) Providing support to sites of informality
- 8) Valuing and enhancing green open spaces.
- 9) Responding to the character and identity of an area.

Urban Design Policy (2024) mandatory triggers	
1. Proposals that deviate from the approved forward planning vision and spatial policies of the City at a local area scale, trigger the Policy	2. New township establishment or where the application includes new subdivisions into more than 20 urban land units.
3. Where the regeneration of a site, exceeding 1ha, is envisaged.	4. Development proposals that include the creation and upgrading of public open space, public or community facilities (e.g. schools, clinics, hospitals, libraries), transport interchanges – in each case includes boundary and fence conditions.
5. Proposals from 1 000m ² , adjacent to or including development edges, natural resources and ecosystems, including biodiversity areas, natural/semi-natural green structuring open spaces, river and wetland systems, coastlines and floodplains, cultural heritage resources and business nodes.	6. Where SDPs are required for the following group of applications: 1) Shopping centres (from neighbourhood to district scale centres) 2) Commercial developments >1 000m² bulk 3) Industrial and warehouse developments >5 000m² bulk 4) Development >12 residential units 5) Development in Transit Accessible Precincts
7. Where an authorised official considers that a proposal has the potential to have a significant negative spatial impact, and where, the cumulative effect of such a design proposal would have a negative special impact on the public realm or for residents and uses, over time.	
8. Where a development proposal may have a significant negative impact on the public right-of-way and access to and from public transport, or structuring open space network, including public amenities and facilities.	

Table 7.2: Mandatory policy triggers (Urban Design Policy p.g.5, 2024)

The purpose of the policy is to establish performance criteria to ensure that the City's spatial vision, as articulated in the MSDF, is realised. As illustrated in Table 7.2 the proposed development activates some mandatory triggers (no. 3 & 6 and to some degree no. 4), making the policy applicable to guide design integration, public realm interfaces and spatial transformation outcomes.

7.3.7 Design and Management Guidelines for a Safer City (2014)

This guideline document focuses on situational crime prevention and recognises the positive role that spatial planning and design can play in creating safe environments where crime and the perceptions of crime are reduced. The design guidelines are aimed at increasing community safety in public streets and public areas. It contains a checklist for communities and designers which can be used to increase the positive impact buildings and other open space projects can have on the surrounding public realm. The document covers aspects such as community ownership of open spaces, increased surveillance and visibility, safe movement, creating a positive image, decluttering urban space etc.

The overarching objective, which can go a long way towards increasing levels of safety, are as follows:

- Clear boundaries and collective ownership of public space – instilling a sense of “ownership” among the users or urban places and buildings, so that they identify with and take responsibility for their environment.
- Improved surveillance and visibility – increasing levels of awareness by promoting passive surveillance and the active use of the public realm to increase the number of “eyes on the street”.
- Safe access and movement – providing a safe and integrated network of movement routes, linking key destinations.
- A positive image – addressing perceptions and guarding against environmental decay.
- Positive relationships and layered spaces – creating positive interfaces between buildings and the public realm, a comfortable transition between public and private space, and designing buildings and spaces to make them more robust and resilient against crime.
- Good urban management and monitoring – ensuring the progressive improvement of neighbourhoods and increased perceptions of safety over time.

The development proposal introduces new public spaces and pedestrian routes, and the policy is therefore applicable to guide design measures that enhance surveillance, visibility,

safe movements and positive interfaces with the public realm, thereby contributing to perceptions of safety and community ownership.

7.3.8 The Social Development Strategy (2013) (SDS)

The SDS articulates the role of the City in promoting and maximising social development. It sets out five high-level objectives, namely:

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

7.3.9 City's Inclusive Economic Growth Strategy (2021) (IEGS)

The principal objective of the IEGS is to grow the economy and create jobs. It acknowledges that the economic environment has deteriorated since the adoption of the previous 2013-strategy. The 2021-strategy takes into consideration key developments, both at global and national level, which has altered the economic landscape in which any economic growth strategy now sits, most notably the Covid-19 pandemic and accompanying national lockdown.

Prior to the Covid-19 pandemic, two global disruptive trends have gathered pace: climate change and technological change. Since 2013 the City has taken numerous steps to make the City a more attractive place for economic activity. It is noted that the City has continued to maintain and expand its infrastructure offering (road, electricity and bulk services) to ensure connectivity for all residents. Although the provision of water and electricity has proved to be a challenge beyond the City's control, a resilient approach was adopted to mitigate the impacts of the recent drought and to diversify energy provision for increased resource dependability that that individuals and business can rely on.

The strategy identifies several ways in which this can be achieved. In the context of development applications, the strategy requires the following:

- Improving infrastructure and specifically public transport infrastructure (which includes making it more viable and promoting development in close proximity to it).
- Utilising underutilised aspects in the City – this includes infrastructure and land (including City-owned facilities).
- Actively encourage job creation.

- Development and enablement of key catalytic growth sectors, which includes the stimulation of the construction and development industry.

This strategy is applicable as the development promotes job creation, stimulates the construction sector, leverages underutilised land within the Bellville Metropolitan Node, and integrates with public transport infrastructure, all of which are identified priorities of the strategy.

7.3.10 Municipal Stormwater Management By-law (2005) and Management of Urban Stormwater Impacts Policy (2009)

The purpose of this by-law is to provide the regulation of stormwater management in the Municipality. Amongst others, it prohibits the discharge of anything other than stormwater into the stormwater system; deals with the protection of the stormwater system (including damage and prevention of pollution); and prevention flood risk. It further enables the City to impose conditions with regards to these matters.

The City's Management of Urban Stormwater Impacts Policy (2009) supports the by-law and strengthens the City's ability to introduce and implement measures which will arrest the deterioration of, and in the longer term improve the state of its natural water assets, as part of the stormwater system. The policy is applicable to any development of activity within the City which affects the draining of stormwater into a stormwater management system, watercourse, wetland or coastal area.

As both portions exceed 4 000m² but are already fully hard-surfaced, this policy is applicable.

CHAPTER 8. ASSESSMENT AND MOTIVATION

In this section of the report, the proposals and applications are motivated in relation to the criteria in the Municipal Planning By-law (MPBL) and the Development Management Scheme (DMS).

8.1 Summary of applications under consideration

8.1.1 Consolidation

Summary of proposal: Consolidate Erven 11141 and 26364 into one cadastral entity, for further subdivision.

Motivation: The consolidation facilitates the creation of reconfigured land parcels through subdivision. It enables the rationalisation of cadastral boundaries to support functional land use allocation, statutory compliance and implementation of the Bellville Government Precinct. The consolidated entity (Portion A) forms the basis for the rezoning to subdivisinal area and the establishment of distinct development parcels with appropriate zoning designations.

8.1.2 Rezoning to subdivisinal area and Subdivision

Summary of proposal: The component of the proposed consolidated entity is at present zoned TR1 and GI1. In order enable the change of zoning to more than one zone (GB7, GB6, TR2, UT and TR1), the consolidated site requires to be rezoned to subdivisinal area. At the same time, a subdivision plan is submitted to act on this rezoning, which will result in the following land parcels associated zonings:

- **Portion 1:** a new separate cadastral entity for government offices and ground floor retail, measuring $\pm 6\,430\text{m}^2$ in extent, zoned to GB7.
- **Portion 2:** a new separate cadastral entity for a mixed-use affordable housing development including ground floor active uses, measuring $\pm 6\,803\text{m}^2$ in extent, zoned to GB6.
- **Portion 3:** a new separate cadastral entity for the electrical substation, measuring $\pm 287\text{m}^2$ in extent, zoned to UT.
- **Portion 4:** the portion of the site that will remain parking and taxi holding area (as at present), measuring $\pm 15\,498\text{m}^2$ in extent, remaining zoned TR1. No further redevelopment proposals are made on this portion.

- **Remainder:** Public road to remain in City ownership and which would accommodate (Church Street extension and widening of Robert Sobukwe road reserve, measuring $\pm 6\,924\text{m}^2$ in extent, zoned to TR2.

Motivation: In terms of Section 44(2) of the MPBL, an application for subdivision involving multiple zoning categories may only be considered if the land is first rezoned to subdivisinal area. The MPBL allows for concurrent consideration of rezoning to subdivisinal area and subdivision approval.

To facilitate the creation of three new functional land parcels and a new public road reserve, the rezoning of the consolidated portion to subdivisinal area is required. The rezoning and subdivision will enable new development rights on the different land parcels aligned to the land use and bulk parameter of each parcel as set out in the Urban Design Report. It further ensures compliance with the MPBL, through the creation of separate cadastral entities with appropriate zoning.

The proposed zoning for the development parcels (GB6 and GB7) is aligned with the development densities proposed in the MSDF, DSDF and LSDF.

8.1.3 Departures

i) Building line departure

The building line departures are at the upper levels identified in Chapter 6. These building lines are along the new Church Street extension and is effectively internal to the consolidated site. They will therefore have no adverse impact on any external parties.

ii) Carriageway crossing departure

Along Church Street extension, a 14,5m wide carriageway crossing is proposed to enable one entry lane and two exit lanes, thereby improving traffic flow, reducing stacking onto public roads, and facilitating access and egress for the future super-casement that in itself will alleviate at-surface traffic by allowing vehicles to circulate below ground level.

8.2 Minimum threshold for consideration (S99(1))

Section 99(1) of the MPBL requires that before an application is considered, it must meet certain minimum thresholds. The applications meet these thresholds as follows:

- The application is for a rezoning, which constitutes a land development application as defined in the MPBL and SPLUMA.
- The applicant is the City of Cape Town, which is the registered owner of both land parcels, and the entity responsible for implementing the Bellville CBD LSDF.
- The application is made in the prescribed form and is accompanied by the prescribed documentation, including the planning motivation report, engineering services reports, traffic impact assessment, Urban Design Framework and Guidelines, and supporting specialist studies.
- The application has been subjected to a pre-application consultation process with the City's Development Management Branch, and the prescribed application requirements have been met.

The application accordingly meets the minimum threshold for consideration in terms of Section 99(1) of the MPBL.

8.3 Assessment criteria in the Municipal Planning By-law (S99(2))

8.3.1 Spatial Development Framework (S99(2)(a))

Section 99(2)(a) requires an assessment of the extent to which the proposed land development is consistent with applicable spatial development frameworks adopted by the municipality, the province or the national sphere of government.

The proposed development is consistent with all applicable spatial development frameworks. The relevant SDFs and the proposal's alignment with each are set out in detail in Chapter 7 of this report. In summary:

- **City of Cape Town MSDF (2023):** The application area is located within the Urban Inner Core of the MSDF, where mixed-use intensification, TOD and investment in metropolitan nodes are prioritised. The proposal implements these directives through a high-density, mixed-use, transit-accessible development on City-owned land.
- **Tygerberg DSDF&EMF (2023):** The application area falls within Sub-District 3 and is specifically identified as the "Paint City Site", a prime opportunity site for high-density,

affordable, mixed-use development. The proposal directly implements the district's vision for this site.

- **Bellville CBD LSDF (2023):** The LSDF designates the application area as part of the East Sub-Precinct, earmarked for transformative high-density mixed-use development including a Government Precinct, Innovation District and super-basement logistics hub. The proposal directly implements the LSDF's East Sub-Precinct vision, including the Church Street extension, Charl Malan Boulevard and the proposed land use mix.

The proposal is therefore consistent with the applicable SDFs and is regarded as directly implementing the forward planning vision for this site.

8.3.2 Development Management Scheme (S99(2)(b))

Section 99(2)(b) requires that the proposed land development be assessed against the Development Management Scheme (DMS) of the City of Cape Town.

The proposed zonings for each portion are consistent with the intended land uses and development parameters. The application of GB7 zoning to the Government Office parcel (Portion 1) and GB6 zoning to the Mixed-Use Housing parcel (Portion 2) are appropriate and are aligned with the development vision and bulk parameters set out in the Urban Design and Development Requirements. The rezoning of the road reserve to TR2 enables the formal creation and management of the new Church Street extension as a public road.

The departures applied for are context-specific and are motivated in Section 8.1.3 above. These departures give effect to the Urban Design Concept and are consistent with the City's urban design objectives for the node.

The proposed subdivision and rezoning will rationalise the cadastral structure of the site, enabling each functional component to be allocated its appropriate zoning and managed by the relevant user department or development partner. The proposal is accordingly consistent with the DMS.

8.3.3 Applicable City policies (S99(2)(c))

The following City policies are applicable and the proposal's alignment with each is addressed below:

i) City of Cape Town Urban Design Policy (2024)

The proposed development triggers some mandatory provisions of the Urban Design Policy (2024), including the regeneration of a site exceeding 1ha (no. 3), to some extent the creation of new public space (park and walkways) (no.4) and requiring an SDP for development of more than 12 residential units (no. 6). The proposal aligns with the objectives of the Urban Design Policy in that it will:

- Contribute to a legible urban and spatial structure through its proposed public realm, movement network and precinct structuring elements.
- Create a high-quality public open space system including a civic square, central park and internal courtyards.
- Contribute to healthy and safe communities by providing an activated, surveilled and pedestrian-friendly precinct.
- Promote intensity, diversity and adaptability of uses through the mix of government offices, residential units, retail and community facilities.
- Ensure positive interfaces onto the public realm through mandatory active ground floor requirements along Church Street extension, Charl Malan Boulevard and Robert Sobukwe Road.
- Respond to the character and identity of the area as a high-intensity metropolitan node and civic anchor.

An SDP is required before building plan submission and will be assessed against the Urban Design Policy. The *“Urban Design & Development Requirements”* document that accompany this application serve as the future design guide for SDP's and building plans and will be imposed as a condition of approval.

ii) Tall Building Policy and Design Guidelines (2013)

The proposed building heights of up to 60m (Portion 1) and 38m (Portion 2) are considered to be tall buildings in the context of the Tall Building Policy and the proposals are more than 10 storeys or 35m, which is classified as 'significantly tall'. The policy requires that tall buildings make a positive contribution to the public realm and the cityscape, are located in appropriate positions, and integrate with their context.

The proposed heights are appropriate given the context:

- The site is located within a higher-order metropolitan node (Bellville Metropolitan Node), where greater density and tall buildings are foreseen.
- The adjacent Erf 24027 (Eskom Provincial Headquarters) is ±30m in height, and surrounding GB4 and GB6 zoned properties along Voortrekker Road support building heights of between 25m and 45m.
- Directly west of the site, an application was approved in 2021 for a multi-storey student accommodation building (GB7: ±20 storeys / 60m high), which is yet to be constructed.
- For this development the taller buildings are positioned along Church Street extension and adjacent to the Bellville PTI, where the greatest height is warranted. The proposed massing steps down toward the lower-scale residential areas to the east, ensuring appropriate transitions. The development is therefore consistent with the intent and requirements of the Tall Building Policy.

iii) Design and Management Guidelines for a Safer City (2014)

The proposal is aligned with the objectives of the safer city design guidelines. Key safety-enhancing elements include:

- Active ground floor uses along all primary street frontages, promoting passive surveillance and 'eyes on the street'.
- The central public park, civic square and courtyards are designed as inclusive, legible and well-surveilled public spaces.
- The Church Street extension improves permeability, legibility and pedestrian connectivity across the precinct.
- The concentration of government offices in close proximity to the Bellville PTI reduces travel distances and improves access, contributing to safer urban environments.
- The mandatory SDP process will ensure detailed design responses to CPTED (Crime Prevention Through Environmental Design) principles, as required by the Urban Design Guidelines.

iv) City's Inclusive Economic Growth Strategy (2021) (IEGS)

The proposal directly supports the IEGS by transforming underutilised City-owned land into a productive, high-density mixed-use precinct within the Bellville Metropolitan Node. The development will stimulate the construction industry, create employment during the construction phase, and support longer-term job creation through the consolidation of government departments and the introduction of residential, retail and community uses. The development leverages existing infrastructure, promotes development in proximity to public transport, and activates City-owned land – all key objectives of the IEGS.

v) Social Development Strategy (2013) (SDS)

The proposal supports the objectives of the Social Development Strategy by promoting social integration through the co-location of housing, employment and services; supporting income-generating opportunities through retail and community facilities; and improving access to essential services for transit-dependent households. The inclusion of affordable housing within the Mixed-Use Housing component (Portion 2) responds directly to the SDS objective to support the most vulnerable through enhanced access to infrastructure and housing.

vi) Municipal Stormwater Management By-law (2005) and Management of Urban Stormwater Impacts Policy (2009)

The Bellville Government Precinct Stormwater Strategy (Zutari, September 2025) has been prepared to address the stormwater management requirements applicable to the development. The existing site is fully impermeable (approximately 100% coverage with parking and structures), with stormwater draining in a south-westerly direction toward Church Street catchpits and in an easterly direction toward internal stormwater infrastructure.

The strategy proposes on-site interventions including permeable paving, landscaped open spaces, planter-based systems and Sustainable Drainage Systems (SUDS) to manage stormwater, reduce peak flows, and treat runoff prior to discharge. Stormwater treatment measures must be indicated on the SDP for each portion to the City's satisfaction.

Full attenuation to pre-development (greenfield) conditions will ultimately be addressed through a future off-site regional stormwater facility, as envisaged in the broader Bellville Masterplan. This must be developed outside of this development of Portions 1 and 2.

8.4 Motivation for desirability (S99(2)(d))

8.4.1 Socio-economic impact

The proposal unlocks City-owned land in the Bellville Metropolitan Node for structured high-density mixed-use development, replacing low-intensity surface parking and workshops. It introduces a consolidated multi-sphere government hub adjacent to the Bellville PTI, improving service delivery, job accessibility and expanding the presence of government functions directly within the precinct. By clustering government offices and facilities, the development strengthens access to public services for residents and visitors. The Mixed-Use Housing component provides approximately 1 140 residential units across varied tenure

types close to jobs, transit and services. Ground floor retail, community facilities and structured public open spaces activate the precinct at neighbourhood scale and enable catalytic investment in long-term spatial transformation.

8.4.2 Compatibility with surrounding development

The site is within a high-intensity metropolitan node, flanked by the Eskom Provincial Headquarters ($\pm 30\text{m}$, directly north, Erf 24027), GB4/GB6-zoned parcels along Voortrekker Road (25m–45m), the Bellville PTI (south) and a range of civic and commercial uses. The proposed heights of up to 60m for the Government Office component and up to 38m for the Mixed-Use Housing component, are compatible with these surrounds. Building massing transitions appropriately toward lower-scale areas to the east. The proposal is compatible with, and reinforces, the metropolitan character of the node.

8.4.3 Traffic, parking and access impacts

A TIA was prepared by Zutari in 2026 and key findings include:

- Trip generation is distributed across office, retail and residential uses. Incremental traffic impact is limited, given the site's PT2 location within 400m of the Bellville PTI and railway station. Significant trip reductions apply for mixed-use, low vehicle ownership and transit proximity.
- Primary vehicular access is via the new Church Street extension only. Basement parking access is restricted to Church Street, maintaining a pedestrian-friendly ground level. The Government Office precinct provides 429 basement bays; parking for the Mixed-Use Housing precinct is optional and will be confirmed at SDP stage.
- The existing network operates at poor levels of service during peak periods. Recommended mitigations include the new Church Street extension, upgrades to the Robert Sobukwe Road / Church Street intersection, signal optimisation at Voortrekker Road / Charl Malan and Voortrekker Road / Robert Sobukwe Road, and adequate stacking and access control at the basement entry.
- NMT improvements include upgraded sidewalks, cycle lanes and crossings along Church Street extension. PT stops are proposed along Charl Malan Street and Robert Sobukwe Road.

The TIA concludes that the development is supportable subject to the recommended infrastructure upgrades and a revised TIA once finalised SDP land uses are confirmed.

8.4.4 Impact on safety, health and well-being of the surrounding community

The proposal transforms underutilised municipal land into a mixed-use precinct, replacing conditions that present safety vulnerabilities for pedestrians and public transport users. Co-locating housing, government offices, retail and community facilities within walking distance of the PTI supports TOD principles and reduces travel burdens. Active ground floor uses and public open spaces (civic square, central park, courtyards) with active land uses at ground level promote passive surveillance, social cohesion and well-being. The Church Street extension improves east-west permeability and pedestrian connectivity across the CBD.

8.4.5 Impact on engineering services

i) Water and Sewer

The City confirmed bulk supply and treatment capacity are sufficient (671 kl/d water; 649 kl/d wastewater). Existing 100mm and 150mm mains are inadequate. A new 160mm HDPE water main along Church Street extension is required, linking Charl Malan Street and Robert Sobukwe Road. All portions, including Portion 4, must connect to this main. Separate water connections are required for Portions 1 and 2.

For sewer, Portions 1 and 2 must connect to a new 150mm sewer in Church Street extension. Portion 4 requires dual connections to Charl Malan Street (150mm) and Robert Sobukwe Road (225mm) via directional drilling. The City agreed to separate sewer connections for each portion, with all costs for the developer.

ii) Stormwater

The site is fully impermeable. The Stormwater Strategy (Zutari, September 2025) recommends on-site SUDS, permeable paving and landscaped open spaces to manage runoff at precinct level. Full attenuation will be addressed through a future regional off-site facility.

iii) Electrical Infrastructure

An Electrical Capacity Assessment (Zutari, October 2025) calculated a total load of 5.8 MVA (Portion 1: 3.5 MVA; Portion 2: 2.3 MVA). The City's Energy Directorate confirmed (October 2025) that capacity can be made available through MV network rearrangements, subject to the developer providing a 20m x 14m primary substation site, incorporated in the subdivision as a dedicated erf on the north-eastern corner adjacent to Robert Sobukwe Road (Portion 3). Energy efficiency measures and a full electrical reticulation design report are required prior to construction.

All engineering services can be made available subject to the respective departments' conditions, to be addressed at detailed design and SDP stages.

8.4.6 Impact on heritage

The application does not fall within a Heritage Protection Overlay Zone, and the majority of the site is ungraded. While the existing structures older than 60 years may trigger demolition permit requirements under Section 34 of the NHRA, HWC confirmed (4 May 2026) that no further action under Section 38 is required, and a Heritage Impact Assessment is not required. The proposal therefore has limited direct heritage impact, and future redevelopment will remain subject to statutory demolition permit processes to ensure compliance with heritage legislation.

8.4.7 Impact on biophysical environment

The site is fully transformed and impermeable, with no remnant natural vegetation, watercourses, wetlands, Critical Biodiversity Areas or ecological corridors. The biophysical impact of the proposal is negligible. The development will improve the biophysical quality of the site through landscaped open spaces, indigenous water-wise planting, tree canopy and SUDS.

8.4.8 Conditions of approval that can mitigate impact

The following conditions are recommended:

- Development to be implemented in accordance with the “*Urban Design and Development Requirements*” document (Zutari & @P May 2026).
- For each portion, a Site Development Plan shall be submitted to and approved by the City before building plan submission, indicating servitudes as discussed in this document and stormwater SUDS provisions and landscaping plans. Servitudes must be registered prior to building plan approval.
- The 20m x 14m primary substation erf shall be registered to the City.
- Separate water, sewer and electricity connections for Portions 1 and 2 shall be installed from the new Church Street extension water main prior to any construction works commencing on these portions.
- The Church Street extension shall be constructed as part of the development, construction to be completed prior to occupation of Portion 1 and/or Portion 2, in accordance with the TIA.

- Vehicular access to parking shall be restricted to Church Street extension only and only one access/egress to Portion 1 is permitted. Construction of the basement parking on Portion 1 is mandatory.
- Sidewalks improvements and landscaping to be implemented in accordance with the UD&DR by the developers of Portions 1 and 2 respectively.
- Energy efficiency measures to be incorporated in accordance with the City's Energy Directorate requirements.
- A Construction Environmental Management Programme (CEMP) shall be implemented and an Environmental Control Officer appointed for the duration of construction.

8.5 Impact on existing rights (S99(2)(e))

The proposal will have no adverse impact on the existing rights of surrounding properties. No development rights of adjacent landowners are diminished by the rezoning and subdivision. The only directly adjacent property is the Eskom Provincial Headquarters (Erf 24027) to the north; the proposal is compatible with the Eskom building in terms of scale, setback and land use. The zoning of the remainder to TR2 formalises the Church Street extension and Robert Sobukwe road widening, thereby improving vehicular flow, traffic circulation and general road capacity in the CBD. The proposed building line departures along Church Street extension is internal to the development and will not have an adverse impact on the existing rights of any external parties.

8.6 Motivation for consolidation (S99(2)(f))

The consolidation of Erf 11141 with the larger Erf 26364 is a necessary precursor to the structured subdivision and redevelopment of the site in accordance with the Urban Design Guidelines. The consolidated land parcel (Portion X) enables coordinated planning and layout design across the precinct, supporting integrated movement systems, mixed-use intensity and spatial restructuring.

The consolidation is required specifically to enable subdivision into smaller development parcels. The consolidation itself will thus not result in one large development parcel and will enable a more functional future layout for smaller development parcels and public roads, which increase pedestrian and vehicular permeability in the precinct when compared to the existing configuration of the component erven. The scale, design and massing of the development proposals are informed by the proposed subdivision into smaller land parcels and impact on surrounding properties are therefore vastly reduced and more appropriately managed within a coordinated precinct framework.

8.7 Other National and Provincial Laws: SPLUMA and LUPA (S99(2)(g))

8.7.1 Spatial Justice Principle

The proposal advances spatial justice by unlocking well-located City-owned land for approximately 1 140 affordable residential units within walking distance of the Bellville PTI and rail station, employment centres and social services. Consolidating government services in an accessible hub improves service delivery for lower-income, transit-dependent residents. The development of a prominent underutilised CBD site contributes to redressing inherited spatial inequalities.

8.7.2 Spatial Sustainability Principle

The proposal is spatially compact, located on a well-serviced site within an established urban node. All bulk services can be made available. High-density mixed-use development optimises existing infrastructure and avoids urban sprawl. Sustainability is further promoted through indigenous landscaping, SUDS, energy efficiency requirements and a pedestrian-first design that reduces car dependency.

8.7.3 Spatial Efficiency Principle

The proposal optimises the use of the site, existing infrastructure and public transport network by co-locating government offices, affordable housing, retail and community facilities within a PT2 priority area, 400m from the Bellville PTI. No new bulk infrastructure is required beyond the electrical substation and the Church Street extension. Consolidation and subdivision eliminate cadastral fragmentation and enable efficient, coordinated precinct delivery.

8.7.4 Spatial Resilience Principle

The proposal promotes resilience through a diverse mix of uses, high-density development and pedestrian-orientated TOD principles. Concentrated housing and government functions strengthen spatial efficiency, while proximity to the PTI and major employment nodes reduces transport costs for lower-income residents and supports long-term adaptability.

8.7.5 Good Administration Principle

The good administration principle requires that the application follows the correct procedures as prescribed in law.

CHAPTER 9. CONCLUSION

The Bellville Government Precinct represents a significant and timely opportunity to transform underutilised City-owned land in the heart of Cape Town's second-largest metropolitan node into a vibrant, high-density, mixed-use precinct, thereby accelerating urban regeneration of this prioritised area.

Apart from consolidating multi-sphere government offices adjacent to the Bellville PTI, the proposal also introduces ±1 140 affordable residential units close to the Bellville PTI and rail station, thereby promoting TOD development in line with the City's policies.

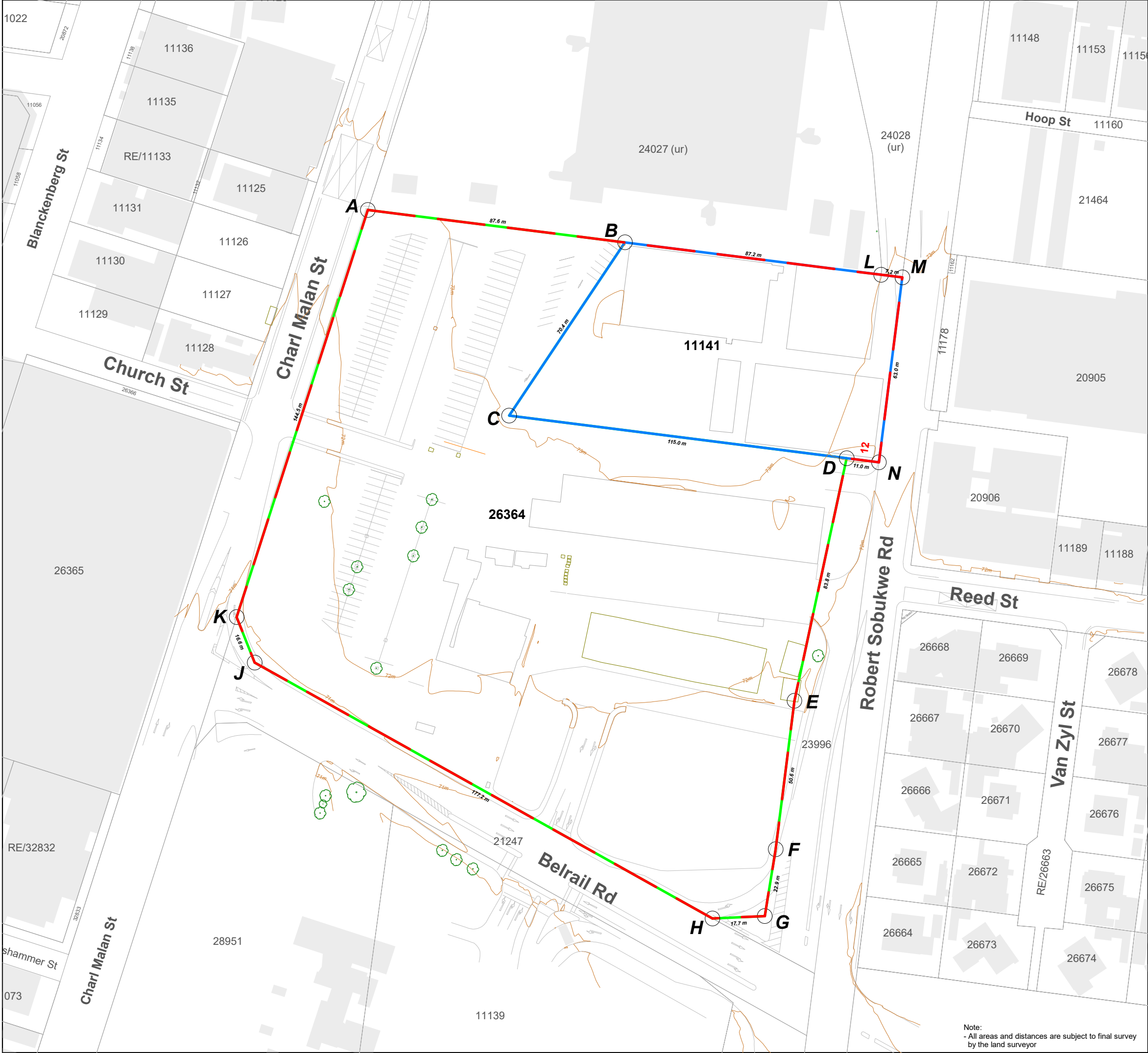
The urban design concept delivers a high-quality public realm anchored by a central park, civic square and active ground floor uses, directly implementing the vision of the Bellville CBD LSDF and the broader Bellville Future City Masterplan. The development is consistent with all applicable spatial development frameworks, from the MSDF to the Tygerberg DSDF and the Bellville CBD LSDF, all of which identify this site as a priority opportunity area for exactly this type of intervention.

Engineering services assessments confirm that all bulk services can be made available, and the TIA confirms the development is supportable from a transport and infrastructure perspective.

The application complies with the assessment criteria of Section 99(2) of the MPBL in all respects: the proposal is consistent with applicable SDFs and City policies, compatible with surrounding development, desirable on socio-economic grounds, and satisfies the relevant SPLUMA and LUPA principles. All applicable requirements of the MPBL have been met. It is accordingly submitted that the application for consolidation, rezoning to subdivisional area, subdivision and departures should be approved.

APPLICATION PLANS:

2. Consolidation Plan (P0265-CONS Rev 0 June 2026)
by @Planning



SUBJECT PROPERTY DETAILS			
ERF	FIGURE	SIZE (±)	ZONING
26364	ABCDEFGHIJK	29 007 m ²	TR1
11141	BLMNDC	6 939 m ²	GI1

PROPOSED CONSOLIDATION			
PORITION	FIGURE	SIZE (±)	ZONING
Portion X	ABLMNDEFGHJK	35 946 m ²	GI1 & TR1

Proposed Consolidation

- Erf 11141
- Erf 26364
- Consolidated Erf (new Ptn X)
- Street numbers (City's Business Systems)

Site information

- Permanent structures (topo)
- Temporary structures (topo)
- Surrounding structures (GIS)

References:

- Topo-survey, Joubert & Brink Surveys, April 2025 (No. 25043)
- Base (Urban Design), Zutari, March 2026
- Robert Sobukwe Corridor Conceptual Design, Zutari, June 2022 (508136-WP07-DRG-RU-LY)
- City Stormwater Network (508136-COCT-DRG-RU-SL-01)
- City Water and sewer wayleave (508136-COCT-DRG-RU-SL-03)
- City Bulk water wayleave (508136-COCT-DRG-RU-SL-09)
- City Electricity wayleave (508136-COCT-DRG-RU-SL-02)
- Street numbers from City Business Services (29 June 2026)

PROJECT NAME:

**BELLVILLE GOVERNMENT
PRECINCT**

SUBJECT PROPERTIES:

Erf 11141 & 26364, Bellville

Consolidation Plan

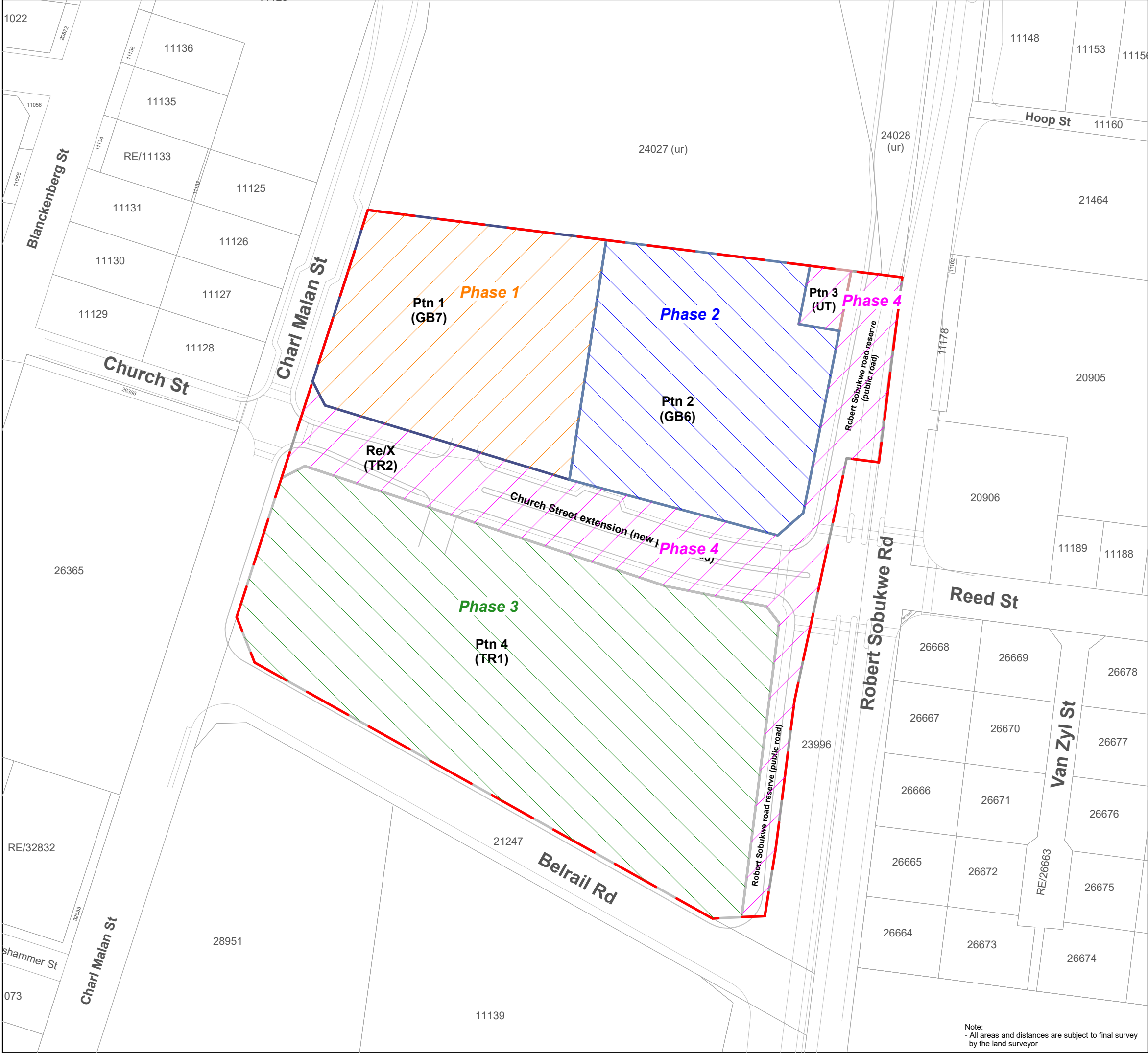
Date: June 2026
Plan No.: P0265-Cons
Revision: 0
Scale: 1 : 1250 (on A3)
Drawn by: GG

Note:
- All areas and distances are subject to final survey by the land surveyor

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APPLICATION PLANS:

4. Phasing Plan (P0265-PHASE Rev 0 June 2026)
by @Planning



SUBJECT PROPERTY DETAILS				
PORTION	FIGURE	SIZE (±)	ZONING	
New Ptn X	ABCDEFGHJKLM	35 946 m²	Subdivisional area	

PROPOSED SUBDIVISION				
PORTION	FIGURE	SIZE (±)	ZONING	PHASES
Ptn 1	ANPQR	6 430 m²	GB7	Phase 1
Ptn 2	NBSTUVWP	6 804 m²	GB6	Phase 2
Ptn 3	STUX	285 m²	UT	Phase 4
Ptn 4	KLMYZA1B1C1D1	15 503 m²	TR1	Phase 3
Remainder Ptn X	CDEFGHJD1C1B1 A1ZYRQPWWUX	6 924 m²	TR2	Phase 4

Proposed Subdivision:

- Consolidated Erf (new Ptn X)
- Portion 1 (GB7)
- Portion 2 (GB6)
- Portion 3 (UT)
- Portion 4 (TR1)
- Remainder Ptn X (TR2)

References:

- Topo-survey, Joubert & Brink Surveys, April 2025 (No. 25043)
- Base (Urban Design), Zutari, March 2026
- Robert Sobukwe Corridor Conceptual Design, Zutari, June 2022 (508136-WP07-DRG-RU-LY)
- City Stormwater Network (508136-COCT-DRG-RU-SL-01)
- City Water and sewer wayleave (508136-COCT-DRG-RU-SL-03)
- City Bulk water wayleave (508136-COCT-DRG-RU-SL-09)
- City Electricity wayleave (508136-COCT-DRG-RU-SL-02)
- Street numbers from City Business Services (29 June 2026)

PROJECT NAME:

BELLVILLE GOVERNMENT PRECINCT

SUBJECT PROPERTIES:

Erf 11141 & 26364, Bellville

Phasing Plan

Date: June 2026
Plan No.: P0265-Phase
Revision: 0
Scale: 1 : 1250 (on A3)
Drawn by: EL

Note:

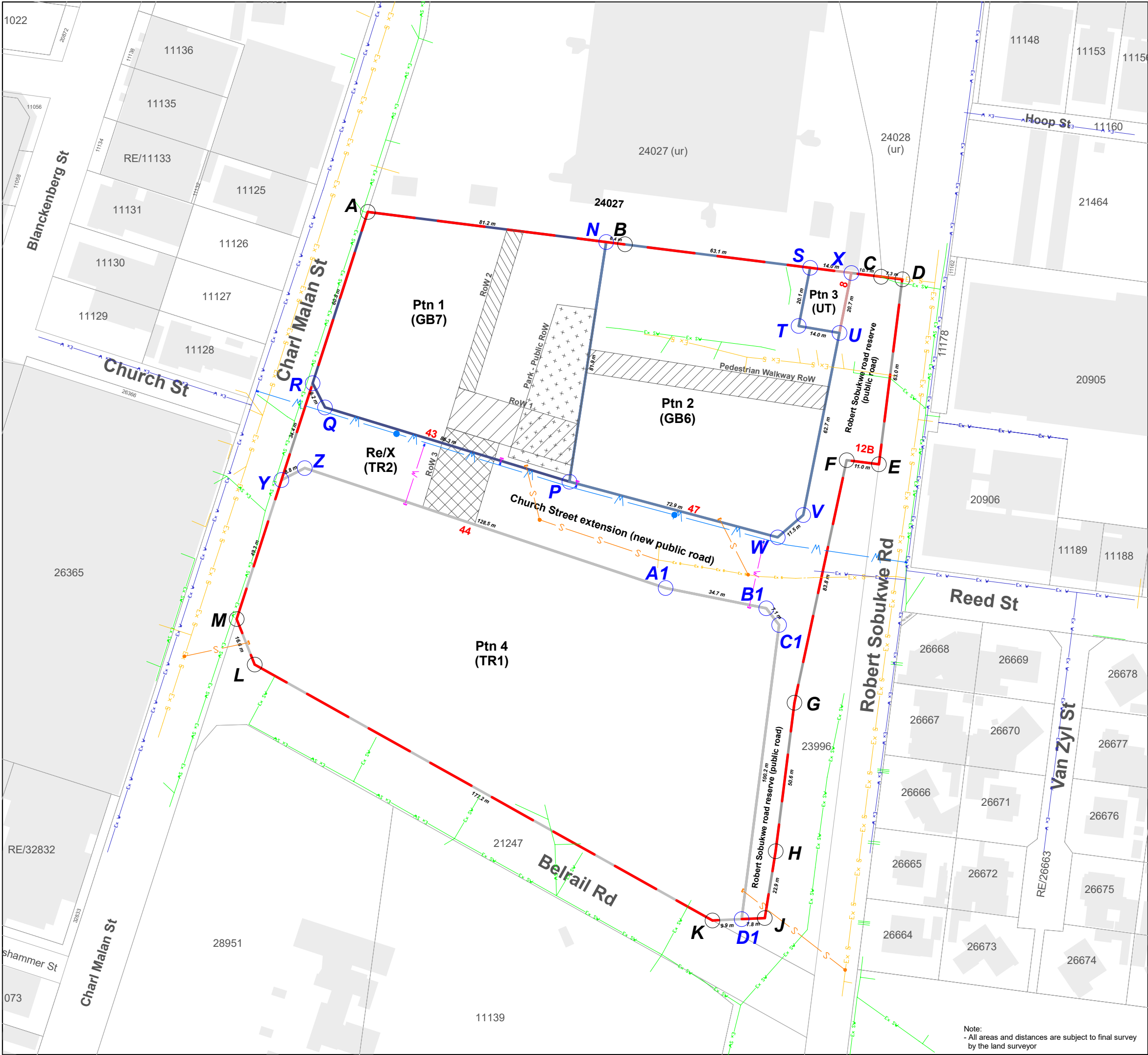
- All areas and distances are subject to final survey by the land surveyor

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ANNEXURE A

APPLICATION PLANS:

3. Subdivision Plan (P0265-SUBD Rev 0 June 2026) &
Zoning Plan (P0265-SUBD&ZON Rev 0 June 2026)
by @Planning



SUBJECT PROPERTY DETAILS				
PORTION	FIGURE	SIZE (±)	ZONING	
New Ptn X	ABCDEFGHIJKLM	35 946 m²	Subdivisional area	

PROPOSED SUBDIVISION				
PORTION	FIGURE	SIZE (±)	ZONING	PHASES
Ptn 1	ANPQR	6 430 m²	GB7	Phase 1
Ptn 2	NBSTUVWP	6 804 m²	GB6	Phase 2
Ptn 3	STUX	285 m²	UT	Phase 4
Ptn 4	KLMYZA1B1C1D1	15 503 m²	TR1	Phase 3
Remainder Ptn X	CDEFGHJD1C1B1 A1ZYRQPWWUX	6 924 m²	TR2	Phase 4

Proposed Subdivision:

- Consolidated Erf (new Ptn X)
- Portion 1 (GB7)
- Portion 2 (GB6)
- Portion 3 (UT)
- Portion 4 (TR1)
- Remainder Ptn X (TR2)
- Street numbers (City's Business Systems)

Site information

- Surrounding structures (GIS)

Indicative servitudes at basement level:

- RoW 1: Vehicle right of way over Ptn 1 in favour of Ptn 2
- RoW 2: Vehicle right of way over Ptn 1 in favour of Erf 24027
- RoW 3: Vehicle right of way over Ptn 1 in favour of Ptn 4

Indicative servitudes at ground level:

- Park - Public RoW: Over Ptn 2 to secure public access to the public park
- Pedestrian Walkway RoW: Over Ptn 2 to secure public access through the site to the public park on Ptn 1

Services

- Existing Water
- Existing Sewer
- Existing Stormwater
- Proposed Water (160mm dia.)
- Proposed Water (100mm dia.)
- Proposed Sewer

References:

- Topo-survey, Joubert & Brink Surveys, April 2025 (No. 25043)
- Base (Urban Design), Zutari, March 2026
- Robert Sobukwe Corridor Conceptual Design, Zutari, June 2022 (508136-WP07-DRG-RU-LY)
- City Stormwater Network (508136-COCT-DRG-RU-SL-01)
- City Water and sewer wayleave (508136-COCT-DRG-RU-SL-03)
- City Bulk water wayleave (508136-COCT-DRG-RU-SL-09)
- City Electricity wayleave (508136-COCT-DRG-RU-SL-02)
- Street numbers from City Business Services (29 June 2026)

PROJECT NAME:

BELLVILLE GOVERNMENT PRECINCT

SUBJECT PROPERTIES:

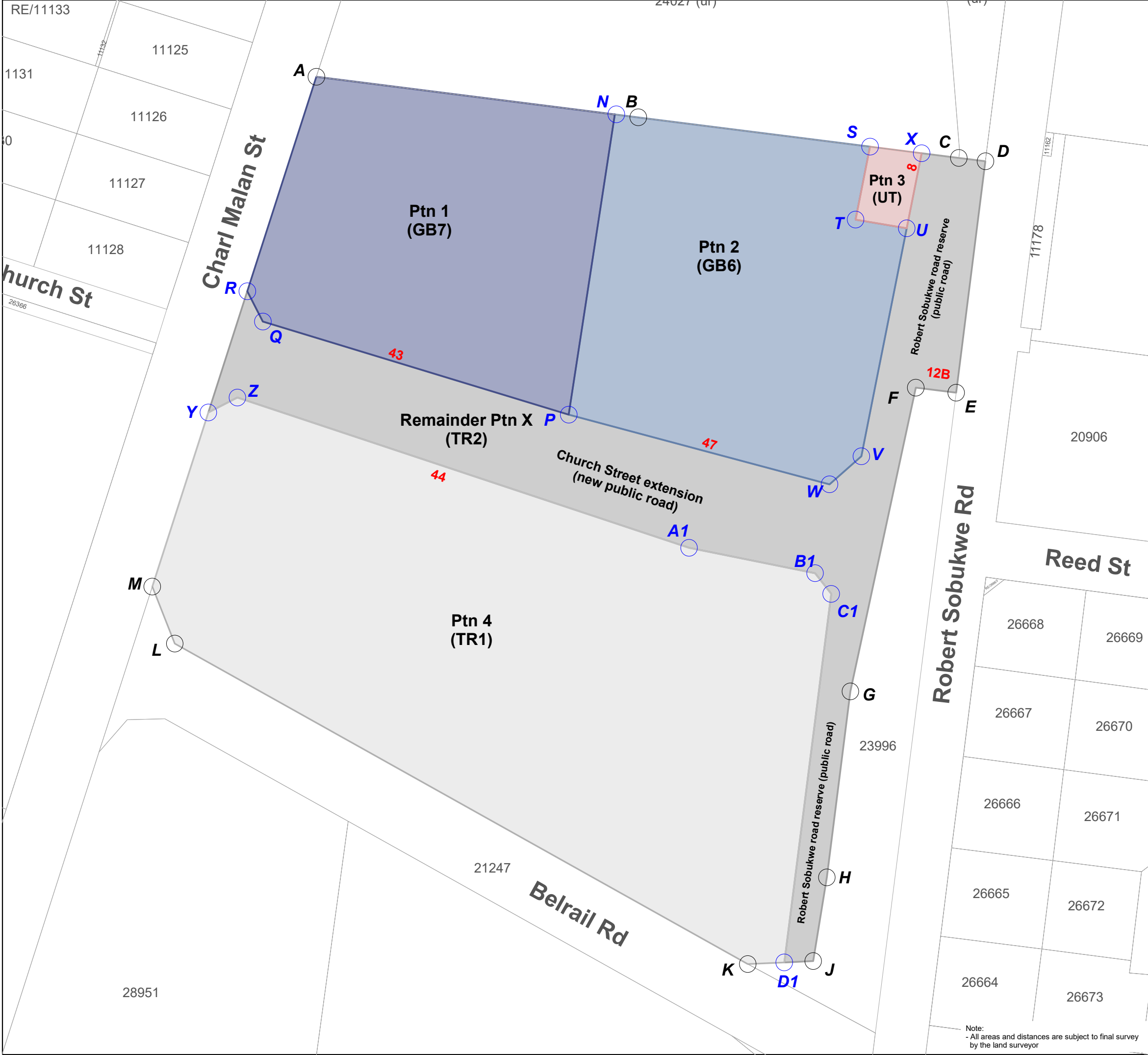
Erf 11141 & 26364, Bellville

Subdivision Plan

Date: June 2026
Plan No.: P0265-Subd
Revision: 0
Scale: 1 : 1250 (on A3)
Drawn by: GG

N

Note:
- All areas and distances are subject to final survey by the land surveyor



SUBJECT PROPERTY DETAILS

PORTION	FIGURE	SIZE (±)	ZONING
New Ptn X	ABCDEFGHJKLM	35 946 m²	Subdivisional area

PROPOSED SUBDIVISION

PORTION	FIGURE	SIZE (±)	ZONING	PHASES
Ptn 1	ANPQR	6 430 m²	GB7	Phase 1
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Ptn 3	STUX	285 m²	UT	Phase 4
Ptn 4	KLMYZA1B1C1D1	15 503 m²	TR1	Phase 3
Remainder Ptn X	CDEFGHJD1C1B1A1ZYRQPWWUX	6 924 m²	TR2	Phase 4

Proposed Zoning:

Portion 1 (GB7)

Portion 2 (GB6)

Portion 3 (UT)

Portion 4 (TR1)

Remainder Ptn X (TR2)

x

 Street numbers (City's Business Systems)

References:

- Topo-survey, Joubert & Brink Surveys, April 2025 (No. 25043)

- Base (Urban Design), Zutari, March 2026

- Robert Sobukwe Corridor Conceptual Design, Zutari, June 2022 (508136-WP07-DRG-RU-LY)

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- City Electricity wayleave (508136-COCT-DRG-RU-SL-02)

- Street numbers from City Business Services (29 June 2026)

PROJECT NAME:

BELLVILLE GOVERNMENT
PRECINCT

SUBJECT PROPERTIES:

Erf 11141 & 26364, Bellville

Subdivision & Zoning Plan

Date:

Plan No.:

Revision:

Scale:

Drawn by:

June 2026

P0265-Subd&Zon

0

1 : 1000 (on A3)

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Note:

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