



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

Case ID 1500167355

**Erf 27403, 4 Boston Avenue,
Riverton Elsie's River, Goodwood**

Development Management

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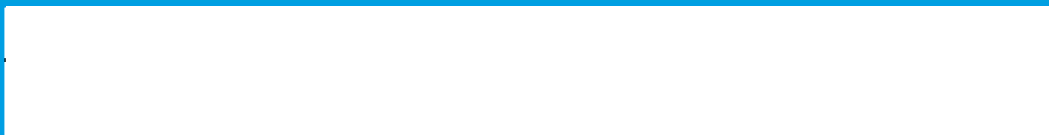
ERF 27403, GOODWOOD

APPLICATION FOR REZONING FROM GB2 TO GB5 AND A PERMANENT DEPARTURE

SUBMITTED TO THE CITY OF CAPE TOWN (TYGERBERG DISTRICT)

JUNE 2026

(Revision 1)



REGISTERED AT



The South African
Council for Planners
SACPLAN

ERF 27403, GOODWOOD

APPLICATION FOR REZONING FROM GB2 TO GB5 AND A PERMANENT DEPARTURE

ON BEHALF OF

JUNE 2026

(Revision 1)

IN ASSOCIATION WITH



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1.0 INTRODUCTION

1.1 PROPERTY AND APPLICATION DETAILS

Table 1 below provides a summary of the property and application details (the completed land use application form is attached as **Annexure 01**):

Table 1 – Summary of Property and Application Details	
Applicant	ARoux Town Planning
Property Description	Erf 27403, Goodwood
Property Address	4 Boston Avenue, Riverton Elsie's River
Registered Owner(s)	
Property Extent	1 107m ²
Municipality	City of Cape Town
Administration / District	Tygerberg District
Applicable Zoning Scheme	City of Cape Town Development Management Scheme (DMS)
Current Zoning	General Business Zoning 2
Overlay Zone(s)	PT2
Current Land Use	Shops and flats
Title Deed No.	
Title Deed Restrictions	None (see conveyancer certificate – Annexure 05)
SG Diagram	SG No. 10301-84 (Annexure 06)
Proposed Development / Land Use	Mixed Use – Shops and Flats
Application Components	• Rezoning from GB2 to GB5 • Permanent Departure to permit a street building line relaxation (designated metropolitan road – Elsie's River Halt Rd)
MSDF Designation	Urban Inner Core
Subject to PHRA / SAHRA	No. Existing buildings older than 60 years but identified as not being conservation worthy in the City of Cape Town Heritage Inventory. Therefore exempted from Section 34 of the NHRA.
Subject to NEMA	No
Unauthorised land use / building work	No
Policy Compliant	Yes

The Application

Application is hereby made to the City of Cape Town, in terms of the City of Cape Town Municipal Planning By-Law, as amended in 2025 (MPBL), with respect to **Erf 27403, Goodwood**, for the following:

- In terms of **Section 42(a)** of the MPBL: The **rezoning** of Erf 27403, Goodwood from General Business Zoning 2 (GB2) to General Business Zoning 5 (GB5);
- In terms of **Section 42(b)** of the MPBL: A **permanent departure** in terms of Item 121(2) of the City of Cape Town Development Management Scheme (DMS), to permit a building line relaxation of 0m in lieu of 5,0m from Elsie's River Halt Road (a designated metropolitan road).

The above application is made by **ARoux Town Planning** on behalf of _____ being the registered owner of Erf 27403, Goodwood. A power of attorney and company resolution are attached as **Annexure 02** and **03** respectively.

1.2 BACKGROUND

Erf 27403, Goodwood (“the property”) is located adjacent to Elsie's River Halt Road in Riverton, Elsie's River, Cape Town. The property measures 1 107m², is currently zoned General Business 2 (GB2), and contains an existing double-storey mixed-use building comprising shops on the ground (first) storey, with residential flats on the second floor.

The surrounding area includes several derelict and vandalised buildings and is in need of significant urban investment to improve its character and stimulate further economic activity. The City of Cape Town's spatial development frameworks encourage such renewal, having identified this location for mixed-use intensification with higher-density development and increased economic investment.

In August 2020, the City approved the consolidation and rezoning of the adjoining properties to the north (Erven 8619, 8620-RE and 30744, Goodwood, now Erf 36614, Goodwood) from GB2 to GB4 to facilitate a mixed-use development consisting of ground / first storey commercial units with residential floors, containing flats, above. Building plans for that development were recently submitted, with construction scheduled to commence later in 2026.

The developers of Erf 36614 acquired the subject property in 2024 with the intention of developing a second mixed-use building, acting as an extension to the development on Erf 36614. The property is zoned GB2 and therefore has existing land use rights to accommodate such a redevelopment.



Figure 1 – An aerial view of the property, and the adjacent development site.

BPAS Architects, who are also responsible for the design of the development on Erf 36614, prepared a site development plan for the subject property. The proposal consists of a six-storey mixed-use building with shops on the ground floor and residential units on the upper floors. The

design seeks to optimise the development potential of the site, but exceeds the permissible floor-space and height parameters of GB2 by more than 10%. As a result, a rezoning to a higher subzone is required. GB5 is therefore proposed, as it provides the necessary development rights to accommodate the proposed development and aligns the property's zoning with that of the adjacent Erf 36614.

ARoux Town Planning has been appointed as part of the multidisciplinary project team to prepare and submit the required land use application, and to facilitate the approval process with the City of Cape Town. This report, together with the supporting annexures, provides all relevant information to enable the Municipality to make an informed decision on the application.

It should be noted that the development will be implemented in a phased approach. "First-phase" building plans have been prepared for a three-storey version of the proposed building, which fully complies with the existing GB2 development rules, including the height and floor-space restrictions. Amended building plans for the full six-storey development will be submitted following approval of this rezoning application (should the application be successful).

1.3 STATUTORY INFORMATION OF THE PROPERTY

1.3.1 Title Deed

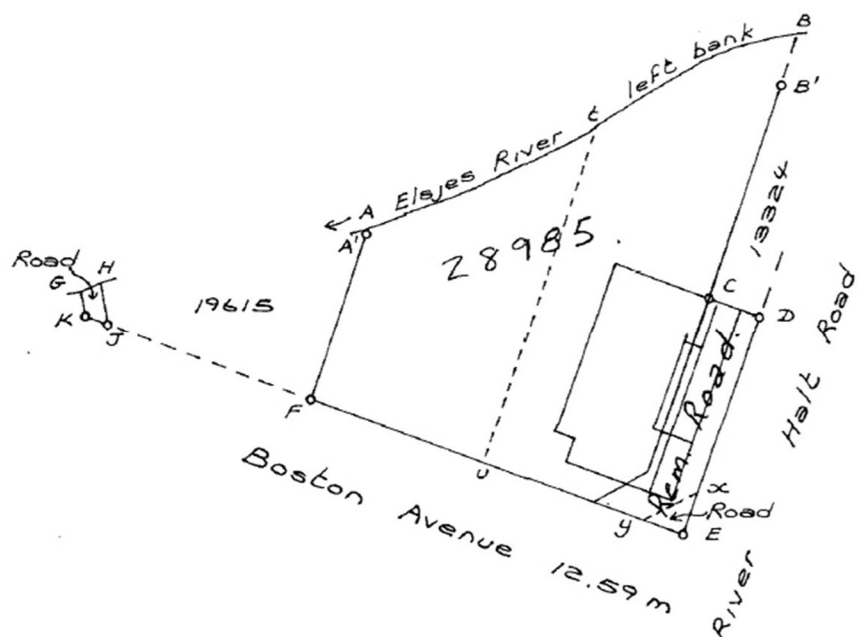
The property is officially registered as Erf 27403, Goodwood, which is a consolidation of Erven 8626 and 8627, Goodwood, registered in 1985. The property is 1107m² in size.

The property's title deed, with title deed number _____ confirms Prolexis (Pty) Ltd as the registered property owner (a copy of the title deed is attached as **Annexure 04**).

The property's title deed does not contain any conditions that would be restrictive to the proposed redevelopment of the site, as confirmed in the conveyancer certificate (attached as **Annexure 05**).

1.3.2 SG Diagram

The property's SG diagram, with SG Diagram No. 10301-84, is attached as **Annexure 06**. Also refer to **Figure 2**.



**Figure 2 – The SG Diagram
for Erf 27403, Goodwood
(SG No. 10301-84)**

In 1986, diagrams were approved to allow a subdivision and consolidation involving Erf 27403, Goodwood. This includes the following:

- **SG No. 6672-86:** The subdivision of Erf 27403, Goodwood into two portions, creating Erf 28985, Goodwood which forms the larger portion of the property (976m² in size), and Remainder Erf 27403 which forms the portion of the property forming part of the Elsie's Halt Road road reserve (131m² in size).
- **SG No. 6673-86:** The consolidation of Erf 28985, Goodwood (formed as part of the above subdivision) and Erf 28983, Goodwood, which forms a portion of land to the north of Erf 28985, between (what is now registered as) Erf 36614, and which previously formed part of the Elsie's Kraal River, to form Erf 28986, Goodwood, 1 083m² in size (refer to **Figure 3**).

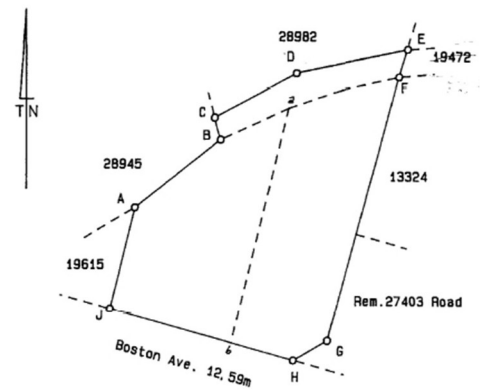


Figure 3 – The SG Diagram for Erf 28986, Goodwood

The boundaries of Erf 28985, Goodwood reflect the property's boundary walls as it exists on site today.

However, it has been confirmed in the Deeds Office that none of the above properties have been registered. Furthermore, following consultation with the City of Cape Town Property Holding Department, it was confirmed that Erf 28983 (the portion consolidated with Unregistered Erf 28985 and which previously formed part of the Elsie's Kraal River) is still owned by the City of Cape Town. Therefore, even though the SG diagrams remain valid, this property must first be formally acquired from the City and transferred to the owner of Erf 27403 before the consolidation can be registered.

Therefore, despite the subsequent approval of the abovementioned diagrams, Erf 27403, Goodwood remains the registered property, with boundaries as indicated on SG Diagram No. 10301-84.

Note that the subdivision of the property to create Remainder Erf 27403, Goodwood still needs to occur as this portion of land forms part of the road reserve and needs to be transferred to the City. A new approval for this subdivision is however not necessary as the 1986 diagram for the subdivision is still valid. The subdivision is in any event exempted from approval in terms of the MPBL by Section 67(1)(f) of the MPBL. The subdivision and transfer can be finalized following the approval of this application and can be imposed as a condition of approval if necessary.

Also note that the property owners still intent on purchasing Erf 28983 from the City and to consolidate this property with Erf 27403, thereby forming the property boundaries aligned with the diagram for Erf 28985. This process requires a separate application to the City's Property Holding Department and will be submitted after the submission of this land use application.

1.4 PRE-APPLICATION CONSULTATION

A pre-application meeting was held with the City of Cape Town on 24 May 2024 to discuss the proposed development. General input on the proposal was provided by the officials in attendance and the requirements for the application were clarified. A copy of the minutes of the meeting is attached as **Annexure 07**.

2.0 CONTEXTUAL ANALYSIS AND SITE DESCRIPTION

2.1 LOCALITY

The property is located in Riverton, Elsie's River, south of Goodwood and Parow, within the Tygerberg District of the City of Cape Town. This area is centrally positioned within the Cape Town metropolitan region, approximately 15 km east of the Cape Town CBD, 5 km west of the Bellville CBD, and 8 km northwest of Cape Town International Airport (refer to **Figure 4**).

The property benefits from access to major surrounding transport routes, including the Voortrekker Road corridor (east–west) and the N7 highway (north–south).

The property is situated at the intersection of Astra and Bolt Avenues, adjacent to Elsie's River Halt Road, approximately 200m south of its intersection with Voortrekker Road (refer to **Figure 5**).

The railway line running parallel to Voortrekker Road lies approximately 100 m north of the site. The Vasco and Elsie's River railway stations are located approximately 500m west and 150m east of the property respectively.

A Locality Map is attached as **Annexure 08**.

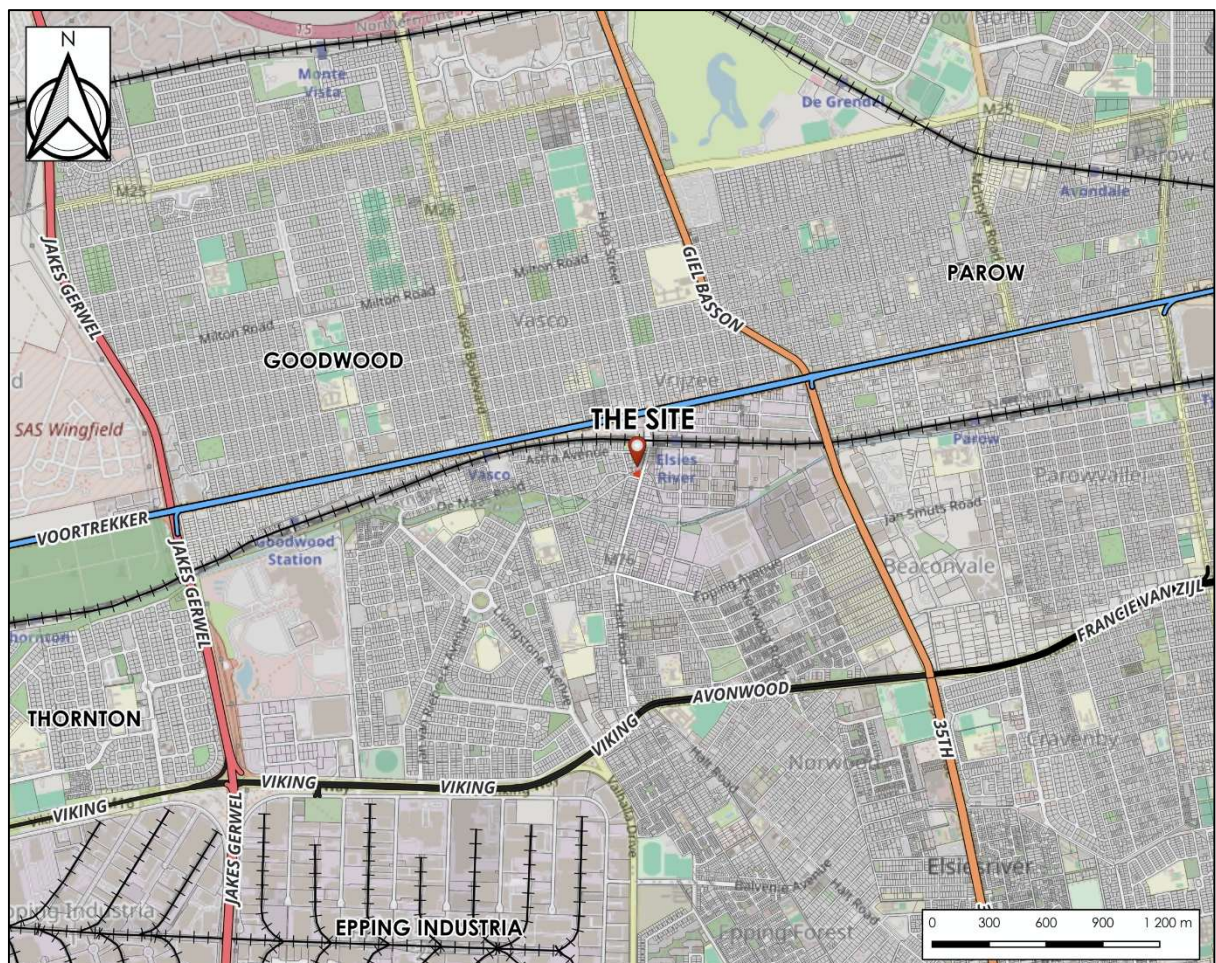


Figure 4 – Regional locality



Figure 5 – Local context

2.2 CHARACTER OF THE AREA

The property is located in Riverton, Elsies River, where the surrounding area reflects a mix of commercial activity and established residential neighbourhoods. The site is positioned at a transition point between these two environments. To the south, along Elsies River Halt Road, the character is predominantly commercial, with a range of small shops and businesses creating an active street environment that attracts both pedestrian and vehicle movement throughout the day. Most buildings in this corridor are one to two storeys in height, with ground-floor retail uses and, in some cases, residential flats above. However, many of these properties show signs of deterioration or disinvestment, and the area would benefit from commercial upgrades and new development to support local economic activity.

To the west of the property, the character changes to that of an established single residential neighbourhood. This area consists mainly of single- and double-storey dwellings occupied by a largely low- to middle-income community. It has a stable suburban feel, with smaller erven and a consistent scale of development. Residents in this area rely on the nearby commercial strip for shops, services and employment opportunities.

Overall, the broader Elsies River and Riverton area shows a mix of uses and a socio-economic profile typical of working-class communities in the Cape Flats and northern metro region. While the area remains well-located with good access to major roads and public transport, it also shows clear signs of ageing and would benefit from reinvestment and urban renewal. The site's position between the commercial corridor and residential neighbourhood makes it well-suited for mixed-use redevelopment that can contribute to local upliftment, improve the built environment, and support the community's economic and housing needs.

2.3 SURROUNDING LAND USES AND ZONINGS

The surrounding area contains a varied mix of land uses and zonings. A summary of the immediate context is provided below (also refer to **Figure 6**):

- **North:** Erf 36614 is zoned General Business 4 (GB4). This property, owned by the same developer as the subject property, is currently vacant but will be developed with a four-storey mixed-use building comprising ground-floor commercial space (424m² in total) and 81 residential units on the upper floors. Building plans have been submitted and construction is scheduled to commence in 2026. Remainder Erf 28945, zoned General Business 2 (GB2) and owned by the City of Cape Town, lies between Erf 36614 and Erf 27403.
- **Northwest:** The adjoining properties contain single- and double-storey dwelling houses and are zoned Single Residential 1 (SR1).
- **West:** Erven 19615, 19616, 19618 and Remainder 28945 are zoned Transport 2 (TR2). These City-owned properties currently function as an informal parking area.
- **South:** Properties along Elsie's River Halt Road accommodate mainly small retail activities and are zoned GB2, forming part of the local activity street.
- **East:** On the eastern side of Elsie's River Halt Road, most properties accommodate industrial uses and are zoned General Industrial 1 (GI1). Remainder Erf 9662 is zoned GB4 but remains vacant.

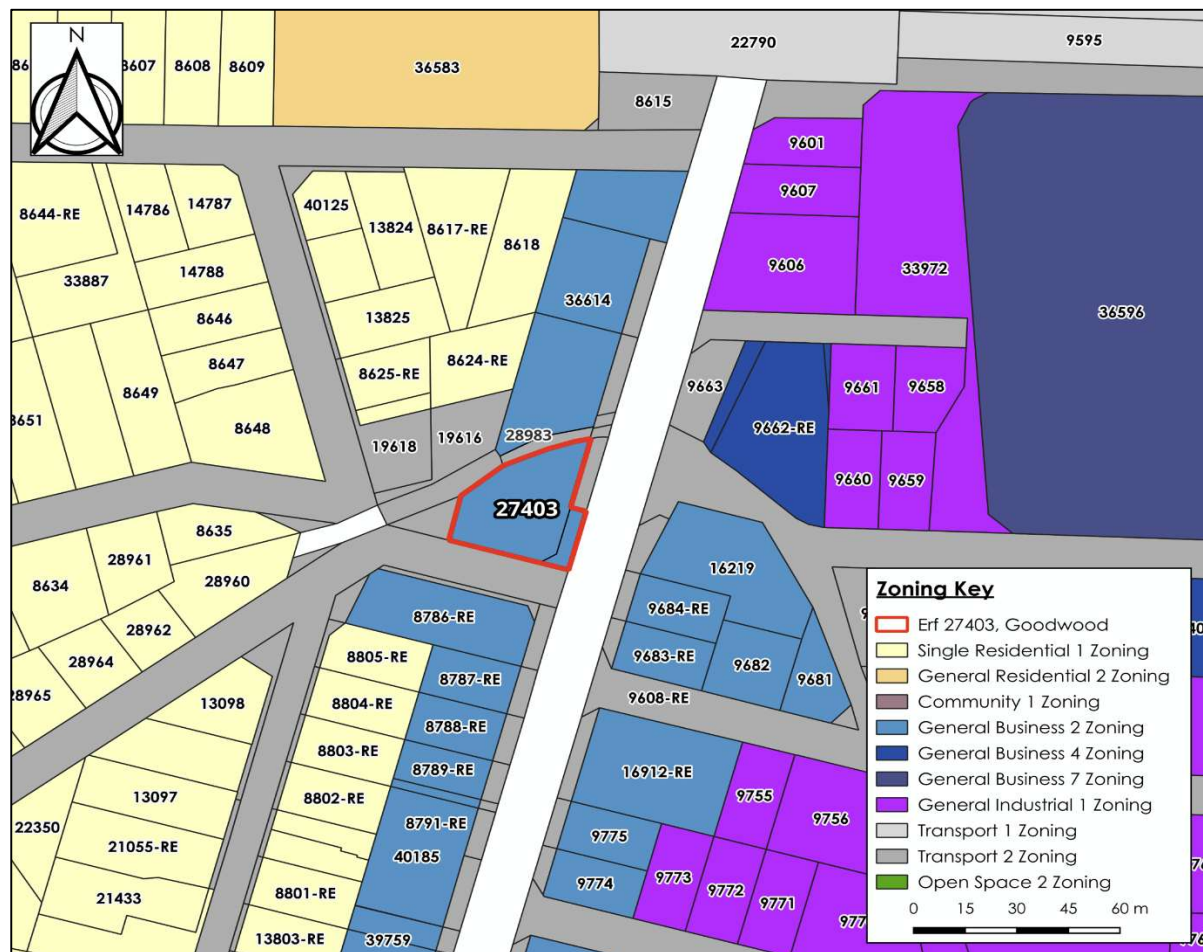


Figure 6 – Zoning Map

2.4 SITE DESCRIPTION

The property measures 1 107 m² and has a generally flat topography with a gentle slope from east to west. It contains an existing building positioned along both street boundaries (refer to **Figure 7**). The section of the building fronting Elsie's River Halt Road is two storeys high, while the portion along Boston Road is single storey. Commercial units occupy the ground / 1st storey, with residential units located on the second storey (refer to **Figure 8**).

A property diagram is attached as **Annexure 09**.



Figure 7 – Aerial Image of the site



Figure 8 – Street view of the existing building on the site.

3.0 THE PROPOSAL

3.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal entails the redevelopment of the property with a contemporary six-storey mixed-use building. The ground floor will accommodate retail shops, while the upper levels (second to sixth storeys) will comprise residential units (flats). All existing structures on the property will be demolished to allow for the new development (refer to **Figure 9**).

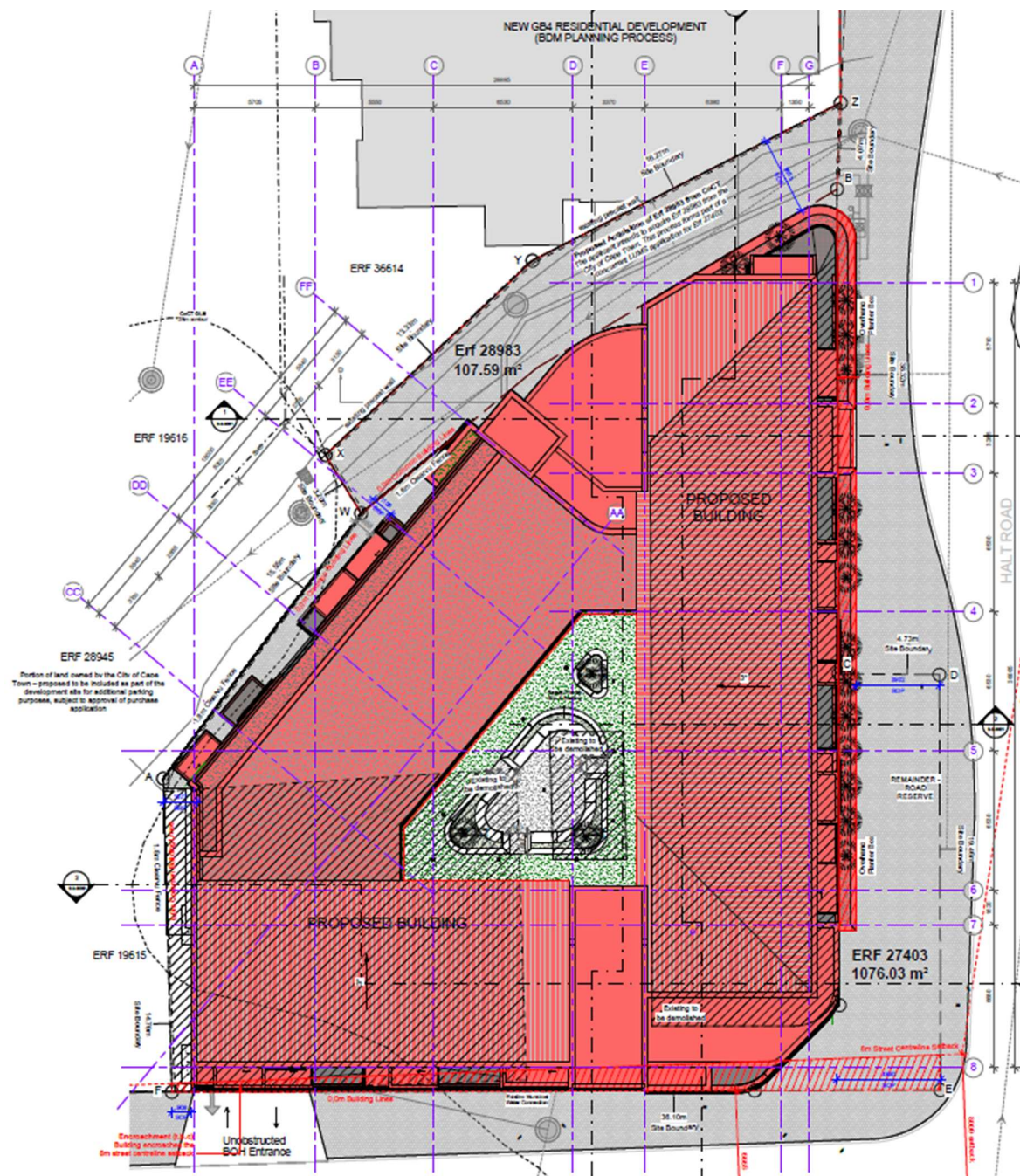


Figure 9 - The site plan of the proposed development

The building has been designed to create a strong and positive interface with the surrounding public realm (refer to **Figure 10**). It is positioned hard up against both street boundaries and wraps around the corner, reinforcing the urban street edge with its six-storey form. Along the common boundary, the height steps down to four storeys to ensure a more appropriate interface with the nearby residential properties. This massing strategy also enables the formation of an internal courtyard, improving natural light, ventilation and overall residential amenity.

The ground floor provides six retail units, each ranging from approximately 46m² to 54m², with direct access from the public sidewalk to activate the street edges. A total of 64 residential units is proposed on the upper floors, offering a range of housing options suitable for different household needs.

The main pedestrian entrance to the residential component will be located on Boston Avenue. Vehicular access from Boston Avenue will lead to a small forecourt area accommodating three parking bays, including one disabled parking bay. These spaces are intended for loading and short-term use.

As the property is located within a PT2 parking zone, no on-site parking provision is required due to the high level of accessibility to public transport. Beyond the three operational bays, no additional parking is proposed. However, the developer intends to apply to purchase or lease the adjoining TR2-zoned properties to the west (Erven 19615, 19616, 19618 and Remainder 28945), which may serve as a dedicated parking area in support of the development. This will however be subject to the approval of a separate application to the City of Cape Town Property Holding Department.

The Site Development Plan (SDP) for the proposed development is attached as **Annexure 10**.



Figure 10 - A 3D image of the proposed development, as viewed from the Halt Rd / Boston Ave corner.

3.2 DEVELOPMENT SUMMARY

The proposed development is summarised as follows:

- Total number of residential units: 64 units
- Total business floor space: 343m²
- Total business GLA: 303m²
- Total floor space (all land uses): 3 400m²
- Total off-street parking bays: 3 bays
- Maximum height: 19,3m

3.2 LANDSCAPE PLAN

Although the proposed development will cover the entire property, additional landscaping will be incorporated where possible to improve the quality of the urban environment. This includes new tree planting along the perimeter of the street boundaries, as indicated in the proposed Landscape Plan, attached as **Annexure 11**.

4.0 MOTIVATION

Section 99 of the City of Cape Town Municipal Planning By-Law, as amended in 2019 (MPBL), stipulates that when deciding whether or not to approve an application, the decision maker must consider all relevant criteria listed in Section 99(2) of the MPBL. The following sections is an assessment of the application in terms of the afore-mentioned criteria and serves as the motivation for the approval of this application.

4.1 COMPLIANCE WITH THE DEVELOPMENT MANAGEMENT SCHEME

4.1.1 Permitted Land Use

The proposed development provides for shops and residential units / flats. Both of these land uses are permitted as primary land use rights in the General Business zoning and are thus allowed on the property.

4.1.2 Assessment of compliance with DMS Development Rules

Table 2 below provides summary of the scale of the proposed development, as well as a summary of the development rules applicable to the GB2 – GB5 zonings.

Development Rule	Proposed Development	GB2 (existing zoning)	GB3	GB4	GB5
Floor Factor	3,07 (3,48*)	2,0	2,5	3,0	4,0
Coverage	82,85%	100%	100%	100%	100%
Max. Height	19,3m	15,0m	25m	25m	30m
Street boundary building line	0m on all street boundaries up to 19,3m height	0m up to 10m height; 4,5m above 10m			0m
Common boundary building line	0m	0m			0m

	Compliant
	Not compliant

* The proposed development's floor factor will increase from 3,07 to 3,48 after the portion of the property that forms part of the Elsies River Halt Road has been subdivided.

An assessment of **Table 2** shows that the proposed development exceeds both the floor factor and height restrictions applicable to the existing GB2 zoning, with both provisions being exceeded by more than 10%. As a result, the development cannot be accommodated under the current zoning, and the property must be rezoned to a higher GB subzone (as required by Item 9 of the DMS).

The following alternative subzones were considered:

- **GB3** - This subzone permits a maximum height of 25m, which is sufficient for the proposed development. However, the maximum permissible floor factor of 2.5 is exceeded by more than 10%, meaning the development cannot be approved under GB3. In addition, portions of

the building encroach the 4.5 m building line above 10 m height, which would require building-line departures.

- **GB4** - GB4 allows the same 25m height limit but increases the permissible floor factor to 3.0. Although the proposed floor factor of 3.07 still exceeds this limit, the deviation is less than 10%, meaning it may be accommodated through a departure application. However, similar to GB3, departures would still be required for building line encroachments above 10 m along the street boundaries.
- **GB5** - This subzone permits a floor factor of 4.0 and a maximum height of 30m, which comfortably accommodates the proposed development without requiring departures. GB5 also allows a 0m street boundary building line up to any height, meaning the proposed built form complies fully with the development parameters of this zoning category.

Based on the above, it is proposed that the property be rezoned to **GB5**. While GB5 allows higher development rights than those required for the proposal, the total height and floor area can be appropriately controlled through conditions of approval, specifically by requiring that all future development comply with the approved Site Development Plan (SDP). This ensures that development on the site remains contextually appropriate and consistent with the scale and character of the surrounding area.

Furthermore, rezoning to GB5 avoids the need for departures relating to either floor factor or building lines above 10m, making it the most suitable and efficient zoning option for the proposed development.

4.1.3 Assessment of compliance with other relevant DMS development rules

The proposed development complies with most additional zoning provisions in Chapter 14 of the DMS, including those relating to screening, retaining structures and boundary walls. One departure is however required, namely a departure from Item 121(2) of the DMS, to permit a building line relaxation of 5,0m to 0m on the Elsie's River Halt Road boundary, as this road is a designated metropolitan road, where 5,0m building lines apply. This departure is motivated in Section 4.2.4 below.

The proposed development also meets the requirements of Chapter 15 of the DMS, which deals with parking, loading and infrastructure. As the property falls within a PT2 area, no off-street parking is required to be provided, and the proposal therefore does not trigger any parking shortfalls. All other applicable requirements, such as access design and the provision of a suitably located refuse room, are also adhered to.

4.1.4 Motivation for building line departure

As noted above, a departure is required to permit a 0m building setback along the Elsie's River Halt Road boundary, in lieu of the prescribed 5,0m setback required by Item 121(2) of the DMS for metropolitan roads.

This departure is appropriate and will not create any adverse impacts. Portions of the adjoining properties were previously expropriated to widen the road reserve (including Remainder Erf 27403 and Erf 13324), meaning the subject property already sits a substantial distance from the main traffic lanes (refer to **Figure 11**). In addition, the site borders Astra Avenue where the road widens further.

Given this context, placing the building on the street boundary will not compromise safety and will reinforce the existing built form of 0m street boundary setbacks along Elsies River Halt Road.



Figure 11 - The local context, demonstrating the merits for a departure from the 5,0m street building line

4.2 CONSISTENCY WITH APPLICABLE SPATIAL DEVELOPMENT FRAMEWORKS

4.2.1 Cape Town Metropolitan Spatial Development Framework (2023)

The Cape Town Municipal Spatial Development Framework (MSDF) identifies four primary Spatial Transformation Areas (STAs) which establish the basis for growth management in the City, namely an Urban Inner Core, Consolidation Area, Discouraged Growth Area and Critical Natural Assets.

The site is situated within the **Urban Inner Core** (refer to **Figure 12**). A key principle of this spatial transformation area is a commitment by the City, public and private sectors to a coordinated, spatially targeted investment and land development to spatially transform and integrate the city form. The intensification and diversification of land uses in support of city growth is supported in this area.

The MSDF identifies three spatial strategies to direct decision-making that is binding on the City and that must be used to inform the City's capital budget expenditure to give effect to the implementation of the MSDF. These strategies are:

- **Strategy 1:** Plan for economic growth, and improve access to economic opportunities.
- **Strategy 2:** Manage urban growth, and create a balance between urban development, food security and environmental protection.
- **Strategy 3:** Building an inclusive, integrated, vibrant and healthy city.

The proposed development aligns closely with the spatial strategies and policy objectives of the Cape Town MSDF. By providing a high-density, mixed-use development in an established urban corridor, the proposal supports **Strategy 1** by promoting economic growth and increasing access to commercial and residential opportunities in a well-located area with excellent connectivity to public transport. The development optimises the use of an under-utilised site, contributing to a more compact urban form and supporting the efficient provision of services and infrastructure.

In terms of **Strategy 2**, the proposal promotes sustainable urban growth by intensifying development vertically rather than horizontally, making efficient use of land while limiting the impact on surrounding residential areas and the natural environment. The development also contributes to a safer and more vibrant public realm, while additional street-edge landscaping enhances the local streetscape.

The proposal also supports **Strategy 3** by creating an inclusive, integrated, and vibrant urban node. The mix of commercial and residential uses provides diverse housing and economic opportunities, encourages active street life, and promotes social interaction. By strengthening the mixed-use character of Elsies River Halt Road and integrating with the adjacent development on Erf 36614, the project contributes to a well-planned, sustainable, and socially cohesive community in line with the MSDF's vision.

The proposed development is therefore fully consistent with, and actively supports, the spatial strategies and guidelines set out in the MSDF.

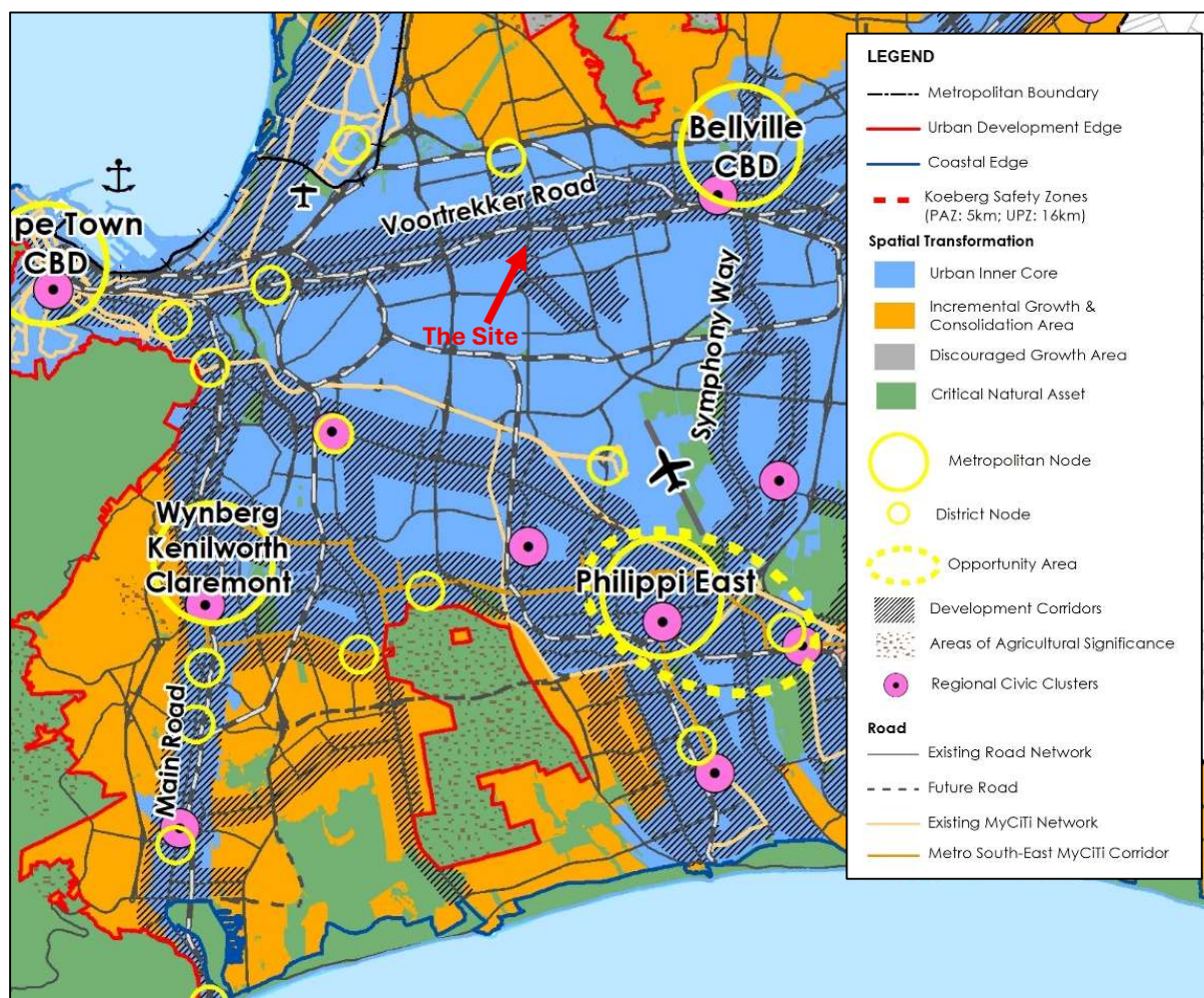


Figure 12 - Extract of the Cape Town MSDF Consolidated Spatial Plan Concept.

4.2.2 Tygerberg District Plan (2023)

The property is situated within Sub-District 4 (Greater Elsies River, Ruyterwacht, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishops Lavis, Malawi Camp) of the Tygerberg District Plan (refer to **Figure 13**).

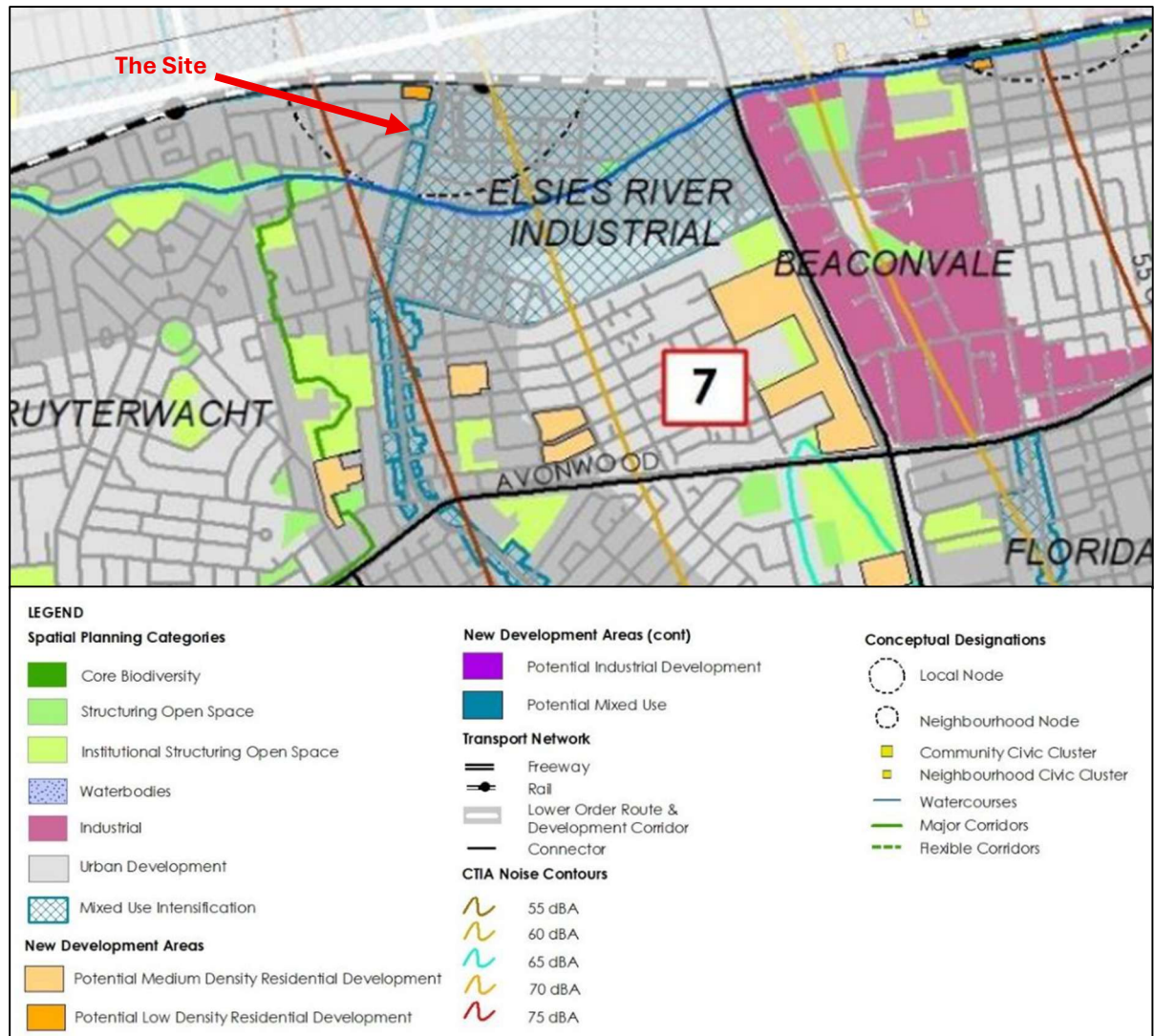


Figure 13 - Extract of the Sub-District 4 Spatial Plan

The District Plan provides the following **Local Objectives** for Sub-District 4:

- Facilitate land use intensification (density and diversity) along high accessibility routes and in close proximity to public transport.
- Encourage land use transformation where appropriate and feasible in derelict industrial areas that will be a catalyst for urban regeneration (e.g. in proximity of Elsies River Station).
- Facilitate safer pedestrian access across railway lines and high order mobility routes.
- Promote opportunities for business activities in close proximity to public transport routes, transport interchange precincts and services.
- Identify opportunities for establishment and support of SMMEs.
- Reinforce industrial activities in industrial areas to promote employment within the district.
- Support the upliftment and renewal of the area through public investment where possible.
- Maintain and improve the quality of existing open space systems and the interfaces.

In response to these Local Objectives, the District Plan sets out the following **guidelines and policy statements** that are relevant to the subject property and directly inform the proposed development:

- Promote high intensity development with mixed land use intensification including higher density residential development in areas surrounding the railway stations.
- Facilitate opportunities for commercial and higher density development along high order and public transport routes (e.g. Along Jan Van Riebeeck Road/35th Street and Halt Road) dependant on access management.
- Enhance pedestrian movement routes between the public transport interchanges such as Parow, Elsies and Vasco stations and places of employment.
- Promote the development of appropriately located vacant land in closer proximity to public transport access points for higher density residential development, which may include an element of commercial development.
- Encourage local business development along local streets displaying existing local business energy or the potential to accommodate local business development, where business activity can be reinforced, such as Owen Road, Halt Road, Connaught Road, Epping Avenue and Market Street. This type of activity usually occurs where access and direct erf frontages are allowed.
- Ensure appropriate interfaces of:
 - commercial activities with residential areas and
 - interfaces with places of amenity such as parks.
- Encourage and support the delivery of affordable housing (GAP Housing, Social Housing or any other appropriate housing typology) within areas of focused public sector investment.

The Proposed Development's Response

The proposed development is directly aligned with the District Plan's policy guidelines, particularly its call for high-density mixed-use development in areas close to railway stations and along key public transport routes such as Halt Road. By introducing a mix of residential and commercial uses at an appropriate urban scale, the proposal reinforces the existing local business energy along Halt Road and strengthens this corridor as a vibrant economic spine. The design provides appropriate interfaces with both public streets and nearby residential properties, ensuring a positive contribution to the surrounding urban environment. Importantly, the development also supports the District Plan's objective of expanding affordable residential opportunities in well-located areas with strong access to public transport and economic activity.

4.3 CONSISTENCY WITH MUNICIPAL POLICY AND STRATEGY

4.3.1 City of Cape Town Transport Orientated Development (TOD) Strategic Framework

The City of Cape Town Transit Orientated Development (TOD) Strategy was adopted by the City of Cape Town in 2016 and is seen as a planning, design and implementation approach that can be employed to address inefficiencies in the urban form of the City. Various programs and strategic interventions are proposed by the TOD Strategy to facilitate effective urban growth and travel demand management. Densification and land use intensification within walking distance from public transport facilities form an integral part of these strategies to ensure that the required population thresholds are achieved in these areas to ensure sustainable use of public transportation.

The proposed development aligns strongly with the principles and policy directives of the City of Cape Town's Transit-Oriented Development (TOD) Strategic Framework. The site is located

within an area of high accessibility to multiple modes of public transport, including rail, bus and minibus-taxi services, and falls within a PT2 zone, which is identified for higher-intensity, transit-supportive development. The property is also situated within a Mixed-Use Intensification Area as delineated by the City, where increased residential and economic activity is specifically encouraged to support more balanced, efficient and sustainable urban growth.

By increasing the residential density of the area, the proposal contributes to achieving the thresholds required to support viable, efficient and integrated public transport systems, thereby reinforcing the broader TOD objective of creating compact, connected and economically productive urban environments.

4.3.2 City of Cape Town Densification Policy

The Cape Town Densification Policy was approved by the City of Cape Town in February 2012 and identifies a number of policy statements that should guide all density-related land use decisions. The following policy statements are relevant to this application:

- **DP1** - The City aims to achieve a minimum average gross base density of 25du/ha in the next 20 to 30 years.
- **DP2** – The City will promote densification in all areas. Higher levels of densification will be encouraged at specific locations, particularly in areas with good public transport accessibility, at concentration of employment, commercial development and / or social amenities and in areas of high amenity.
- **DP3** – The intensification of all types of land uses, not just residential land uses, should be encouraged, and a better mix of land uses should be supported.
- **DP5** – A variety of erf and dwelling sizes are to be promoted in any one area. On smaller erven, the urban rather than suburban model of development should be encouraged.
- **DP6** – The determination of the appropriate location, height, scale, form and orientation of a higher-density development in a particular location should be guided by the density decision-making framework, including generic considerations (surrounding land use character, access to public spaces and amenities), spatial locations, applicable policy frameworks and contextual informants.

The proposed development is aligned with the policy guidelines of the Densification Policy as it ensures that a strategically well-located site which is currently underutilized is developed at an appropriate density in accordance with the City's spatial development framework and spatial vision. The proposal will contribute to the provision of a variety of housing typologies in the area and will assist in the area meeting the City's density targets.

4.3.3 City of Cape Town Urban Design Policy

The Urban Design Policy identifies a number of objectives, each with associated policy statements, which form the basis through which development applications will be assessed. **Table 3** below provides a summary of these objectives and demonstrates how the proposed development complies with these policies and objectives.

Table 3 - Urban Design Policy Objectives	
Objective Statement	The proposed development
Objective 1 – Ensure legible spatial structure.	The proposal responds effectively to the spatial structure of the area. The property is located within an emerging high-intensity mixed-use corridor, positioned at a prominent intersection that can form a local activity node. The proposed development will reinforce and enhance the mixed-use character of the corridor, supporting its function as a vibrant, high-density urban edge, while strengthening the continuity and intensity of built form along the street.
Objective 2 – Create good quality open space through placemaking.	The proposed building is oriented towards the adjacent public streets, creating a strong and positive interface with the surrounding public realm.
Objective 3 – Contribute to the creation of healthy and safe communities.	The building's design maximises passive surveillance over the streets, contributing to a safer environment for pedestrians and residents.
Objective 4 – Design streets as positive public space.	Commercial units (shops) are provided along the street boundaries, all with direct pedestrian access, creating an active and vibrant street frontage. The five storeys of residential units above the shops further enhance passive surveillance, improving safety and activity along the public streets.
Objective 5 – Promote intensity, diversity and adaptability of uses.	The development integrates a mix of commercial and residential uses, optimising the site's potential while allowing flexibility to adapt to future market conditions. The design also responds to the local microclimate, providing natural sunlight while offering protection from rain and wind.
Objective 6 – Ensure positive interfaces onto the public realm.	The building wraps along the street boundaries, reinforcing the public realm interface.
Objective 7 – Provide support to sites of informality.	The ground-floor shops also create opportunities for informal vendors to operate within a formal, structured environment.
Objective 8 – Value and enhance green open spaces	While the local area is fully urbanised and does not connect to existing green spaces or natural areas, additional tree planting along the street edges will enhance the streetscape and contribute positively to the urban environment.
Objective 9 – Respond to the character and identity of an area	The architectural design and visual language respond to the character of the surrounding area, supporting its economic revitalisation and strengthening the mixed-use identity of the corridor.

It is evident that the proposed development is in keeping with the policies and objectives of the City of Cape Town Urban Design Policy. The following is highlighted in this regard:

- The proposed development fits with the spatial structure of the area by reinforcing the emerging high-intensity mixed-use corridor and strengthening the function of this prominent local node.
- The building is oriented along the street boundaries and wraps around the street corner with 0m setbacks, creating a strong, positive interface with the surrounding public realm (refer to **Figures 14 and 15**).
- Ground floor shops with direct pedestrian access to the street will create a vibrant and active street environment, supporting commercial activity and placemaking.
- The five storeys of residential units above the ground floor are oriented towards the public streets, maximising passive surveillance and contributing to a safer urban environment.

- The mix of commercial and residential land uses ensures intensity, diversity, and adaptability, optimising the site's development potential while allowing flexibility for future changes in use.
- Provision is made for tree planting along the street boundaries, enhancing the streetscape and contributing to a more environmentally friendly urban environment.
- The architectural design responds positively to the character of the surrounding area, supporting economic revitalisation while integrating with the existing urban context.



Figure 14 - A 3D image of the proposal, as viewed from the east (Elsies River Halt Road)



Figure 15 - A 3D image of the proposal, as viewed from the south (Boston Avenue)

4.3.4 City of Cape Town Inclusive Economic Growth Strategy

The proposed mixed-use development supports the objectives of the Inclusive Economic Growth Strategy by stimulating investment in an area that has experienced long-term underinvestment and limited formal economic activity. The introduction of new commercial units creates opportunities for small and medium enterprises, strengthens the local economy, and encourages job creation during both the construction and operational phases. By intensifying land use on a strategically located, well-connected site, the development contributes to a more productive urban environment and promotes inclusive growth that benefits local residents and businesses.

4.3.5 City of Cape Town Social Development Strategy

The proposal aligns with the Social Development Strategy by enhancing the wellbeing, safety and opportunities available to the surrounding community. The development provides new, well-located housing options in close proximity to public transport, social facilities and employment areas, improving access for lower- to middle-income households. The redevelopment of an underutilised site into an active, street-facing building strengthens natural surveillance, contributes to a safer public environment, and supports the creation of a more dignified and vibrant neighbourhood. Through these improvements, the development advances social inclusion and contributes positively to the quality of life in the local community.

4.4 DESIRABILITY OF THE APPLICATION

The following is provided as motivation for the application's desirability, as required in Section 99(3) of the MPBL.

4.4.1 Socio-economic Impact

The proposed development and rezoning will have a positive socio-economic impact on the surrounding area. Riverton and the broader Elsies River environment show clear signs of underinvestment, particularly along Elsies River Halt Road where many commercial properties are ageing and in need of renewal. The introduction of a new six-storey mixed-use building will bring much-needed private investment into the area, supporting the broader regeneration of this activity corridor.

The inclusion of ground-floor commercial units will create new business opportunities and support local economic activity. These spaces are well-positioned along two public streets with high pedestrian and vehicular movement, strengthening the existing activity-street character and encouraging further economic uplift in the immediate surroundings.

The proposal also contributes meaningfully to housing delivery. By introducing new residential units in a centrally located, highly accessible area with excellent access to public transport, the development supports the provision of affordable and well-located accommodation. This aligns with spatial planning objectives promoting densification near transport corridors and nodes of economic opportunity. The mix of unit types further enhances the availability of housing for low- to middle-income households in an area where demand is high.

From a land-use efficiency perspective, the site is currently underutilised and does not achieve its economic potential under the existing GB2 zoning. The proposed rezoning to GB5 enables a development form that better responds to the strategic location of the property and optimises its

commercial and residential value. This represents a more appropriate and sustainable use of urban land.

Increased investment and activity on the site will help support a safer, more vibrant street environment. A well-designed building with active ground-floor interfaces contributes to improved natural surveillance and supports broader urban renewal objectives in this part of Elsies River.

4.4.2 Compatibility with Surrounding Land Uses

The proposed development is compatible with the surrounding land uses and aligns with the existing and emerging character of the area. The property's current GB2 zoning already permits business uses and residential units, meaning the proposed land uses are fully compliant with what is already allowed on the site. The rezoning to GB5 is therefore required only to accommodate these permitted uses at a higher development scale, rather than to introduce new or incompatible land uses.

The site occupies a strategic position along Elsies River Halt Road, adjacent to the intersection with Boston Avenue, where higher levels of activity and accessibility naturally support more intensive development. Within this context, the proposed six-storey mixed-use building represents an appropriate scale of development and can function as a minor focal point or local landmark along this corridor. Its orientation towards two public streets further strengthens its integration into the surrounding urban fabric.

To the immediate north, a high-density mixed-use development is being constructed on Erf 36614 by the same developer. The proposed development is intended to operate in conjunction with this neighbouring project, with opportunities for coordinated pedestrian routes, visual continuity and shared spaces. Together, these developments will contribute to a cohesive mixed-use environment that enhances the overall commercial and residential character of the area.

To the west, the TR2-zoned properties owned by the City of Cape Town, currently used informally for parking, may be incorporated into the functioning of the proposed development, subject to a successful lease or purchase application. Their potential use as a dedicated parking area would further support the integration of the proposed development with its surroundings, without compromising existing land uses.

Importantly, the design of the building has taken into account the adjacent single residential properties to the northwest. The portion of the building closest to these homes has been limited to four storeys in height, which complies with the existing 15m height restriction applicable under the current GB2 zoning. As a result, the rezoning will not introduce any additional height impact on these properties, and the step-down in height helps create a more sensitive transition between different land uses.

Overall, the proposal reinforces the established commercial and mixed-use character along Elsies River Halt Road and contributes positively to the built form and functional character of this activity corridor. It represents an appropriate, well-integrated and contextually responsive development within its immediate environment.

4.4.3 Impact on External Engineering Services

A Civil Engineering Report has been prepared by the project civil engineering consultants (KCE Consulting) and is attached as **Annexure 12**. The report makes the following conclusions:

Water and Sewer

- A suitable 160mm diameter municipal sewer main exists to the south of the site, which will provide a connection via the existing site connection for the proposed development.
- Capacity in the existing network and downstream Athlone wastewater treatment works (WWTW) are expected to be sufficient with no concerns raised during the evaluation.
- A suitable 100mm diameter water main exists to the east and north of the site and the pressure logging performed on the surrounding network confirms the viability of the existing connection and network.
- A new 110mm diameter link main will be installed from Halt Road to provide the required connection point for the development at the proposed access point.
- It is recommended that further pressure tests be undertaken for the rational fire design to determine if a boosted fire connection will be required. This is anticipated.

Roads

- No external upgrades are required once the access roadway is completed, triggered by the proposed change in rights for the property.
- Access to the development is proposed midway along Boston Avenue in the south western boundary of the site. The proposed access road will provide a shared access for the residents and visitors to the site.
- All road and stormwater connections are to be to the satisfaction of the relevant departments within City of Cape Town, and in line with the roads master plan document for the area.
- All internal services will be to the cost of the developer.
- The proposed access is via one incoming & one outgoing lane, one of which one will be a dedicated emergency lane, with a clearance of 4,2m allowed.
- The overall road width internally will be minimum 5m with an appropriate turning facility provided.
- A 12,5m minimum stacking distance is provided at the new proposed entrance.
- A Suitable refuse embayment will be provided.

Stormwater

- A Hybrid SUDS / attenuation is proposed to be used as the attention facility for the scheme.
- It is proposed that the on-site stormwater management be broken into three distinct treatment zones.
- No formal attenuation is required on site as the site falls well below the 4000m² threshold. However, Best Management Practices is proposed for stormwater runoff treatment/quality improvements.

- A formal connection has been provided into the existing municipal stormwater system in the northwestern corner of the site.
- There is a section of the existing stormwater network to the north that will be required to be relocated in order to provide safe working space for the structure.

It is thus evident that the proposed development can be accommodated within the existing municipal infrastructure and that it will not have an impact on external engineering services. It should also be noted that Development Charges (DC's) will be payable.

4.4.4 Impact on Safety, Health and Wellbeing of the Surrounding Community

The proposed development will have a positive impact on the safety, health and overall wellbeing of the surrounding community. The introduction of a substantial mixed-use investment on the site, together with the high-density development underway on the adjacent Erf 36614, will serve as a catalyst for the broader regeneration of this part of Elsies River. This area has long shown signs of underinvestment, and new, well-designed developments of this nature help elevate the quality of the built environment and contribute to a more stable and attractive neighbourhood.

Increased activity and the presence of residents, businesses and visitors will strengthen natural surveillance in the area. The six-storey building has been designed with active edges along both Elsies River Halt Road and Boston Avenue, ensuring that shopfronts and windows overlook the surrounding public streets. This creates a safer public realm through improved visibility and continuous passive monitoring of the street environment, thereby reducing crime and antisocial behaviour.

The design also prioritises pedestrian safety. Clear pedestrian access routes, secure entrances and controlled interfaces with the street contribute to an environment that is safer and more comfortable for residents and visitors. The redevelopment of the site replaces older structures that no longer contribute effectively to street safety with a modern building that actively engages with its surroundings.

In addition, the wellbeing of neighbouring residents has been carefully considered in the design. The portion of the building adjacent to the single residential properties to the northwest has been limited to four storeys, which complies with the existing 15m height restriction permitted under the current GB2 zoning. This ensures that the rezoning and proposed development do not introduce additional height-related impacts on privacy, sunlight access or sense of place for these residents.

Overall, the proposal is expected to improve safety, contribute to a healthier and more vibrant urban environment, and support the social wellbeing of the local community by replacing an underutilised property with a development that enhances both the built form and everyday activity patterns of the area.

4.4.5 Impact on Heritage

A review of historical aerial imagery indicates that the existing buildings on the property, or portions thereof, were likely constructed between 1953 and 1958 (refer to **Figure 16**). The structures visible on the 1968 aerial photographs closely resemble those currently on the site, confirming that the buildings are more than 60 years old and therefore fall under the protection of Section 34 of the National Heritage Resources Act.

However, despite their age, the buildings hold no heritage significance. The City of Cape Town's Heritage Inventory assigns no heritage grading to the property and explicitly records its Statement of Significance as: *"Late 20th century commercial structure with typical late century modern and functional character. No heritage value."* On this basis, the demolition of the existing structures will not result in any negative heritage impact.

Further to this, Gazette Notice P.N. 32/2025 (1 April 2025) confirms that a Section 34 permit from Heritage Western Cape (HWC) is not required, as the City of Cape Town's Heritage Inventory, approved by the Council of HWC, constitutes an adequate survey of the heritage value of all buildings within the municipal area. Buildings older than 60 years that are identified in the survey as not having cultural significance are formally exempted from the need to obtain a Section 34 permit. The existing structures on this property fall within this exemption.

The property is also not located within a Heritage Protection Overlay Zone, and no heritage-related restrictions therefore apply to the proposed redevelopment.



Figure 16 - The aerial image of the property, dated 1958

4.4.6 Impact on the Biophysical Environment

The property has been fully transformed and contains no remaining natural or environmental features. It is not connected to any ecological resources, nor does it form part of a broader biophysical or ecological network. As a result, the proposed redevelopment will have no impact on the biophysical environment.

Although the site itself has no environmental sensitivity, the proposal includes new tree planting along the street boundaries. This will soften the built form, contribute positively to the streetscape, and support a more environmentally friendly urban environment.

4.4.7 Traffic Impacts, Parking, Access and Other Transport Related Considerations

A Traffic Impact Statement (TIS) has been prepared by the project transport engineering consultants (Apex Transport Solutions) and is attached as **Annexure 13**. The TIS makes the following conclusions:

- The site is well served by the surrounding road network and is located within an intermediate roadside development environment, surrounded by general business, general industrial and single residential zoned properties.
- The proposed development can be expected to generate 71 daily vehicular trips, as well as 16 and 19 vehicular trips during the AM and PM peak hours, respectively.
- The proposed development is expected to generate high volumes of pedestrian/person trips, particularly during the peak periods, which originate from walking and public transport. The proposed development can be expected to generate 54 pedestrian trips during the AM peak hour period.
- Despite the increase in pedestrian trips, which will lead to more public transport trips, the additional trips to the area are low and will not result in increased public transport demand.
- The site is well-served by public transport and is located diagonally opposite the Elsie's River PTI. The site is also located <400m from the Voortrekker Road public transport corridor. The Elsie's River PTI consists of the Elsie's River train station, taxi rank and bus terminus. Elsie's River PTI and Voortrekker Road provide access to several destinations, such as Cape Town CBD, Bellville and Mowbray, to name a few.
- The NMT provision surrounding the site is adequate to serve the needs of pedestrians, with generous sidewalks surrounding the site. The adjacent sidewalks on Boston Avenue and Halt Road service road measure >3m in width. The Halt / Cosani Road signalised intersection also allows pedestrians to cross Halt Road safely, especially pedestrians walking to and from the Elsie's River PTI.
- There is an existing 3m wide vehicular access on Boston Avenue to an outbuilding/garage located approximately 16m from Halt Road. The access will be closed with the redevelopment.
- The proposed development will have a BOH access on Boston Avenue, via a new 5m wide CWC located approximately 32m from Halt Road. The 5m wide driveway is wide enough to accommodate two-way movement. The BOH access will provide access to 3 parking bays.
- Pedestrian access to the foyer and ground floor retail shops will be located on Halt Road, except for Shop 05, which shall have pedestrian access on Boston Avenue.
- The conventional parking requirements do not apply to the site as it is located within a PT2 area. In accordance with the MPBL, there is a zero-parking requirement for retail and residential developments within PT2 areas. However, provision shall be made for 3 on-site parking bays.
- In terms of loading, the MPBL indicates that business premises, i.e. the retail shops, with a floor area less than 1000m² need not provide off-street loading facilities. Therefore, the retail shops will continue to make use of the existing on-street loading facilities on Boston Avenue located directly opposite the site.

The TIS recommends that the proposed development be supported as it will have an insignificant impact on the surrounding road and public transport network.

4.5 IMPACT ON EXISTING RIGHTS

The proposed rezoning and redevelopment will not negatively affect the existing rights of surrounding property owners. The application does not introduce any new land uses that are not already permitted under the current GB2 zoning. Rather, it enables these permitted uses to be developed at a scale that is appropriate for this strategically located site. The rezoning therefore serves primarily to optimise the site's development and economic potential in a manner that strengthens the surrounding urban environment.

As demonstrated throughout this report, the proposed building form and height are compatible with the character of the area and will not create adverse impacts on neighbouring properties. The property does not directly abut any residential-zoned erven. The nearest residential properties, located to the northwest, are separated from the site by City-owned TR2 land. In addition, the portion of the building closest to these dwellings has been limited to four storeys, fully compliant with the existing 15m height restriction applicable under the current GB2 zoning. The rezoning to GB5 therefore does not impose any additional height-related impact on these properties.

The proposal will not affect the ability of surrounding property owners to use and enjoy their land in accordance with their existing rights. No overshadowing, privacy, traffic, or amenity impacts are expected that would interfere with the functioning of adjacent land uses. The development instead contributes positively to the overall streetscape and supports greater safety, economic activity and public realm improvement.

Furthermore, the title deed applicable to the subject property does not contain any conditions that grant special rights or protections to surrounding owners. The rezoning will therefore not infringe upon any title deed-based rights or entitlements.

4.6 CONSISTENCY WITH PLANNING LEGISLATION (SPLUMA & LUPA)

Both the Spatial Planning and Land Use Management Act No.16 of 2013 (SPLUMA) and the Western Cape Land Use Planning Act No.3 of 2014 (LUPA) specifies that, in considering and deciding a land use application, decision-making authorities must be guided by a set of development principles, including the principles of spatial justice, spatial sustainability, efficiency, good administration and spatial resilience.

The proposed development adheres to the development principles relevant to this application, as demonstrated below:

- **Spatial Justice:** The proposed rezoning and redevelopment promote spatial justice by introducing new residential and commercial opportunities in a previously disadvantaged community. By delivering well-located, transit-accessible housing and economic activity within walking distance of public transport and employment nodes, the proposal helps broaden access to opportunities for lower- to middle-income households. This contributes to a more inclusive, integrated and equitable urban environment.
- **Spatial Sustainability:** The proposal supports spatial sustainability by promoting a higher-density mixed-use development within an existing urban footprint, thereby limiting outward urban expansion and making efficient use of existing municipal services and infrastructure. The redevelopment of a fully transformed site also prevents ecological disturbance and aligns with policy directives encouraging compact, sustainable growth and the intensification of activity along key movement routes.

- **Efficiency:** The development makes efficient use of land, services and infrastructure by optimising a strategically located property with high accessibility to public transport. The mixed-use nature of the proposal supports more efficient patterns of movement, reduces dependency on private vehicles, and leverages existing road and service capacity.
- **Spatial Resilience:** By reinvesting in an area experiencing signs of decline, the proposal strengthens the long-term resilience of the surrounding neighbourhood. The introduction of new housing, businesses and street-facing activity contributes to a safer, more vibrant and economically stable environment. The flexible mixed-use design allows the building to adapt to changing market conditions over time, ensuring that the development remains viable and functional in the face of shifting social or economic circumstances.
- **Good Administration:** The application will follow a transparent, lawful and well-motivated process in accordance with the procedures set out in the Municipal Planning By-law, LUPA and SPLUMA. All relevant planning policies, zoning provisions and technical requirements have been considered, and the proposal aligns with the City's spatial planning frameworks and strategic objectives. The submission is supported by the necessary specialist inputs and is presented in a manner that enables informed, accountable decision-making by the competent authority.

5.0 CONCLUSION & RECOMMENDATION

It has been demonstrated that the proposed development aligns with all relevant planning policies and spatial development frameworks and will contribute positively to the surrounding urban environment.

The following is highlighted in conclusion:

- The proposal entails the demolition of the existing structures on the property and the redevelopment of the site with a six-storey mixed-use building, comprising commercial units on the ground floor and residential units on the upper floors.
- The property is currently zoned GB2. Although the proposed land uses are permitted under this zoning, the scale of the proposal exceeds the permissible height and floor factor of the GB2 subzone. The application therefore seeks rezoning to GB5 to accommodate the proposed development scale.
- The proposal complies with the spatial policies of the MSDF and the Tygerberg District Plan, supporting densification, mixed-use intensification, economic growth, and affordable housing delivery on a property within the Urban Inner Core with high accessibility to public transport. It is likewise aligned with all relevant municipal planning policies, including the City's Urban Design Policy.
- The proposed development will have a positive socio-economic impact, bringing private investment, new business opportunities, and well-located affordable housing to an underinvested area while making better use of an underutilised site.
- The proposal is compatible with its surrounding context. The current zoning already permits the proposed land uses, with the rezoning required solely to accommodate a higher development scale. The proposed building represents an appropriate scale of development and can serve as a minor focal point along this activity corridor.
- The proposed development will act as a catalyst for the broader regeneration of this part of Elsies River, which has long shown signs of underinvestment. It is expected to improve safety, support a more vibrant urban environment, and benefit the social wellbeing of the local community by replacing an underutilised property with an active, well-designed building.
- Sufficient infrastructure and service capacity exist to accommodate the proposed development, as confirmed in the civil engineering services report.
- The proposed development will not result in a negative traffic impact, as confirmed in the Traffic Impact Statement.
- The proposed development will have no heritage impact. Although the existing buildings are over 60 years old, the City of Cape Town Heritage Inventory confirms they hold no heritage significance.
- The proposed development will have no biophysical impact, as the site has no environmental sensitivity or ecological value. New street trees will nonetheless soften the built form and enhance the streetscape.

- The proposed rezoning will not negatively affect surrounding property owners. It introduces no new land uses, imposes no additional height impacts on nearby residential properties, and raises no overshadowing, privacy, or amenity concerns, while contributing positively to the streetscape and local economic activity.
- The application supports the development principles of LUPA and SPLUMA.

ARoux Town Planning recommends that this application for the rezoning of Erf 27403, Goodwood from GB2 to GB5, and the approval of a street building line departure, be considered for approval on the above merits.