



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500167602

**Remainder Erf 1419, 253 Main Road,
Three Anchor Bay, Sea Point East**

Development Management

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ERF 1419-RE, SEA POINT EAST

Application for Rezoning, Subdivision,
Permanent Departures and SDP Approval



July 2026

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TABLE OF CONTENTS

1.	INTRODUCTION AND BACKGROUND	3
2.	PROJECT CONTEXT	3
2.1.	Urban Context	3
2.2.	Site Description	5
2.3.	Zoning and Land Use	6
2.4.	Legal Context	7
2.5.	Heritage Considerations	8
3.	APPLICATION DETAILS	8
4.	DEVELOPMENT PROPOSAL	8
4.1.	Proposed Mixed-Use Redevelopment	8
4.2.	Land use, floor space and development envelope	9
4.3.	Landscaping	11
4.4.	Traffic Impact	13
4.5.	Access Arrangements	14
4.6.	Parking Provision	14
4.7.	Services	15
5.	MOTIVATION	16
5.1.	SPLUMA – Section 7 considerations	16
5.2.	Desirability of the proposed development i.t.o. s99 of the MPBL	17
5.3.	Impact of the application on existing rights	18
5.4.	Alignment with Policy	19
5.5.	Motivation for proposed rezoning from GR4 to GB7	24
5.6.	Motivation for height departure	25
5.7.	Motivation for departure to allow four carriageway crossings	26
6.	CONCLUSION AND RECOMMENDATIONS	26

LIST OF FIGURES

Figure 1: Locality Plan	3
Figure 2: Erf 1419-RE at the gateway into Sea Point along the Main Road corridor.	4
Figure 3: Tall buildings in Sea Point.	5
Figure 4: The Ritz hotel tower and mixed-use building located on erf 1419-RE.	5
Figure 5: Existing zoning.	6
Figure 6: SG Diagram.	7
Figure 7: Permissible development envelope applicable in terms of existing GB5 and GR4 zoning compared to proposed development envelope.	10
Figure 8: Artist's impression of view from Camberwell Road / Grimsby Road intersection.	11
Figure 9: Artist's impression of hotel entrance off Camberwell Road.	11
Figure 10: Artist's impression of view up Fort Road towards the mixed use building on Main Road in the foreground and the refurbished hotel tower in the background.	11

Figure 11: Artist's impression of the Main Road facade of the GB5 mixed-use building.....	12
Figure 12: Artist's impression of the GB5 mixed-use building's Main Road / Camberwell Road corner.	12
Figure 13: Artist's impression of the rear view of the GB5 mixed use building and new sky-bridge to the refurbished hotel tower.....	12
Figure 14" Extract from Map 5d "Consolidated Spatial Plan Concept".....	19
Figure 15: Extract from Table Bay District Plan.	20

ANNEXURES

Annexure 1	Application Form
Annexure 2	Power of Attorney
Annexure 3	Resolution & CIPC
Annexure 4	Previous LUM Approval
Annexure 5	Title Deed
Annexure 6	Conveyancers Certificate
Annexure 7	SG Diagram
Annexure 8	Proposed Plan of Subdivision
Annexure 9	Proposed SDP
Annexure 10	Landscape Design Motivation and Proposed Landscaping Plan
Annexure 11	Traffic Impact Assessment
Annexure 12	Civil Services Report
Annexure 13	Electrical Services Report
Annexure 14	Stormwater Management Plan
Annexure 15	Pre-submission Consultation Record

1. INTRODUCTION AND BACKGROUND

Nigel Burls & Associates has been appointed by the owner of Erf 1419-RE, OKU Cape Town (Pty) Ltd, to prepare and submit an application for the rezoning of a portion of the property in order to accommodate the existing 75m high hotel tower and to allow for various improvements to the property so as to transform it into a functioning top tier hotel and mixed-use offering.

The property accommodates the iconic Ritz hotel which first opened in 1972, comprising 25 storeys with its signature revolving restaurant at the top. The existing hotel tower which rises to a height of approximately 75m has arguably become one of the defining features of Sea Point's skyline, being located at the gateway into Sea Point as one approaches along Main Road from the city centre.

The Ritz Hotel closed in 2015 in much need of repair and refurbishment. Following extensive refurbishment, the hotel reopened in 2017 but closed again in 2018 following operational and legal difficulties. The vacant building was illegally occupied during Covid and subsequently condemned for human habitation. Following legal proceedings, the building was again vacated.

The property was purchased in 2025 by OKU Cape Town (Pty) Ltd, owned by OKU Hotels, an international hotel group with successful hotel operations across various parts of the globe. The current application seeks to secure the development rights necessary to thoroughly refurbish the hotel tower and to expand the hotel offering in order to allow for the property to once again become a successful venture.

2. PROJECT CONTEXT

2.1. Urban Context

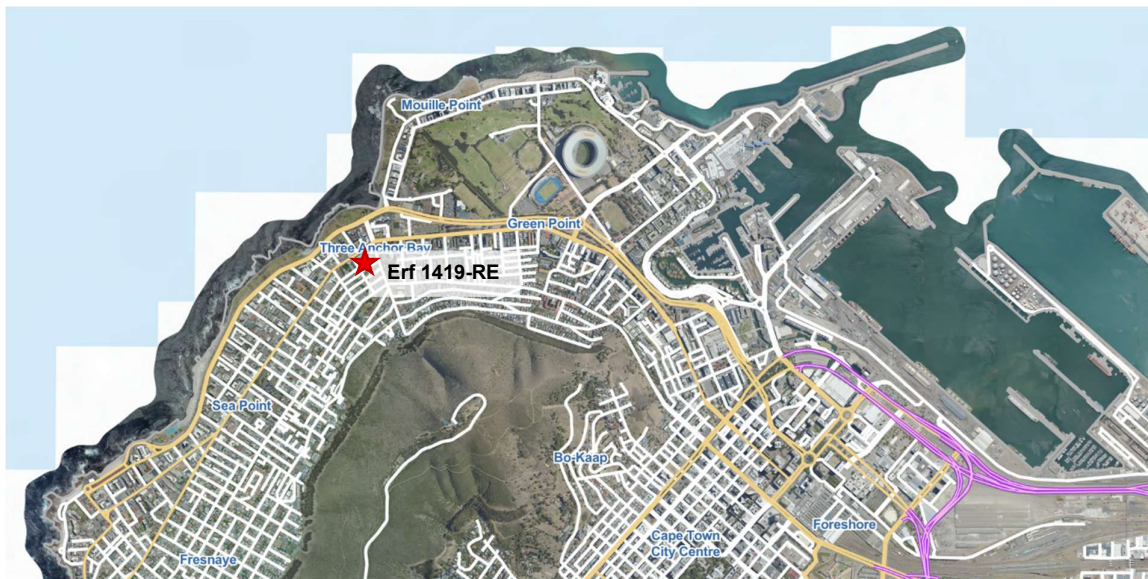


Figure 1: Locality Plan.

Erf 1419-RE is located on the Atlantic Seaboard in the suburb of Three Anchor Bay at the start of Main Road, just past the Glengariff Street intersection. This location marks a change in the nature of the streetscape, as one moves from the wider Somerset Road reserve characterised by high rise blocks on the mountain side and open space towards Green Point Park, towards the narrower Main Road reserve characterised by high rise buildings and intense land uses along both sides of the road. As such, the property is located at a distinct gateway precinct into Sea Point, which itself is characterised by high density and mixed-use intensity along the Main Road corridor. This transition is clearly illustrated in Figure 2 below.



Figure 2: Erf 1419-RE at the gateway into Sea Point along the Main Road corridor.

The existing hotel tower on erf 1419-RE is one of a handful of high-rise buildings in Sea Point, which were approved and constructed during a previous dispensation under zoning schemes that have since been replaced by the City of Cape Town Development Management Scheme, which significantly exceed the maximum permissible height in terms of their current zonings. These include the Twin Towers (16 storeys) located between Main Road and Beach Road in front of The Ritz tower (25 storeys), The Towers (20 storeys) located on Main Road above the Checkers Centre, and Pavilion Place (26 storeys) located immediately behind the Sea Point Swimming Pool (refer to figure 3). Over the decades, these buildings have become characteristic landmarks within the Sea Point landscape.

Erf 1419-RE is located within the Main Road activity corridor, sitting on the upper side of Main Road within the band between Main Road and High Level Road, where the land begins to slope up at a higher gradient and heights of buildings begin to change from the highest along Main Road, decreasing in height and massing higher up the slope.



Figure 3: Tall buildings in Sea Point.

2.2. Site Description

Erf 1419-RE covers one half of a city block and has three street frontages, being Main Road to the north-west, Grimsby Road to the south-east and Camberwell Road to the south-west. The property measures approximately 6587m² in extent and slopes up in a south-easterly direction.



Figure 4: The Ritz hotel tower and mixed-use building located on erf 1419-RE.

The property itself accommodates two existing buildings – the 25-storey hotel tower and associated amenities including swimming pool and structured parking along the Grimsby Road edge, and a three-storey mixed-use building (retail at ground level and office above) located along the Main Road boundary. The hotel building and the mixed-use building are linked via a sky bridge at the third storey level. Both buildings and the site as a whole have been largely vacant for some time and in a state of disrepair. The property also accommodates a number of mature trees, most of which will be retained.

Vehicular access to the property takes place via a series of carriageways off Camberwell Road and Grimsby Road. There are two existing carriageway crossings on Camberwell Road which serve as ingress and egress to the hotel arrival area and to the structured parking, and four existing carriageway crossings off Grimsby Road, two of which serve as ingress and egress to the parking that exists on the roof of the parking structure, one which provides access to a service yard, and one providing access to the hotel back-of-house. All of the existing access points are intended to be retained in the redevelopment of the property.

2.3. Zoning and Land Use

Erf 1419-RE currently has a split zone comprised of GB5 that covers the footprint of the mixed-use building along the Main Road edge (the zoning line steps back to accommodate the profile of the existing building), and GR4 covering the remainder of the site where the hotel tower is located. The GB5 zoning along Main Road with GR4 zoning at the rear, moving to GR2 further up the slope is characteristic of the strip of development between Main Road and High Level Road.

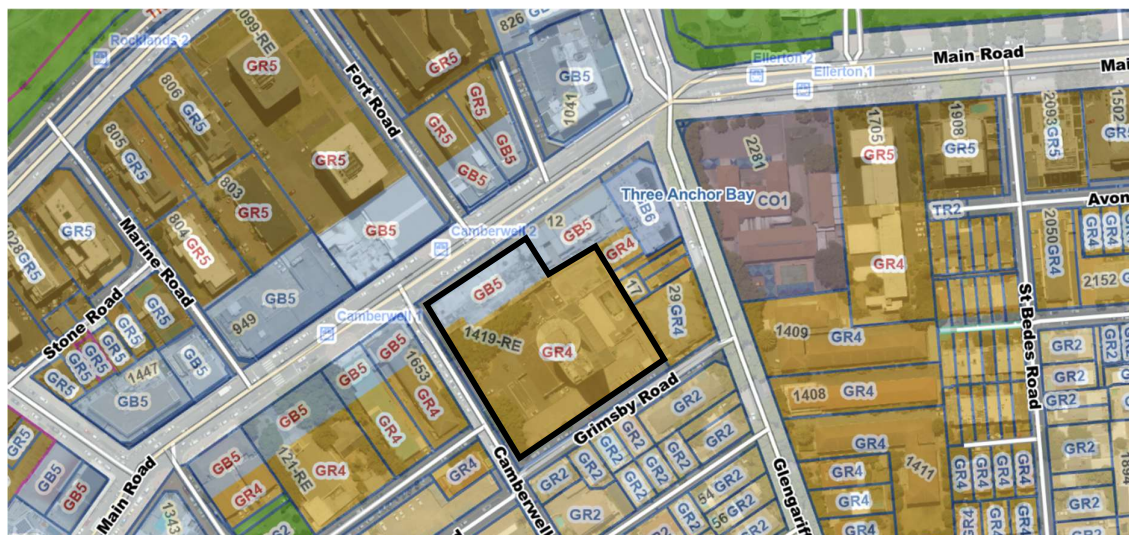


Figure 5: Existing zoning.

The existing “hotel” use is not permitted as a primary use right in the GR4 zone, and the current height of the hotel tower exceeds the permitted height in terms of the GR4 zone.

The City of Cape Town’s archives were perused in order to ascertain whether previous planning authorisation was granted for the “hotel” use and its height, and no previous approvals were found in this regard.

The zoning scheme which was applicable to the site prior to the 2015 Cape Town Municipal Planning By-law and Development Management Scheme was the Cape Town Zoning Scheme. In terms of this scheme, “residential buildings” were permitted as of right in the General Residential zone. Since the

Figure 6: SG Diagram.

2.5. Heritage Considerations

Having been completed in 1972, the building is less than 60 years old and therefore its redevelopment as proposed does trigger a requirement in respect of the National Heritage Resources Act (NHRA). The building is a late 20thC development and graded Not Conservation Worthy in terms of the City Of Cape Town Heritage Audit. There is therefore no requirement for a Section 34 permit.

In respect of the s38 triggers, while the site exceeds 5000m² in extent, the current proposal does not constitute a change in the character of the site, therefore no requirement in respect of s38 of the NHRA is triggered.

The property is not located within an existing or proposed Heritage Protection Overlay Zone.

3. APPLICATION DETAILS

Application is hereby made in respect of the Cape Town Municipal Planning By-law for the following:

- In terms of s42(a) for the rezoning of the General Residential 4 portion of erf 1419-RE to General Business 7;
- In terms of s42(b) for a permanent departure from item 60(d)(i) of the Development Management Scheme to permit (the existing) height of 75m for the hotel tower in the GB7 zone in lieu of 60m;
- In terms of s42(b) for a permanent departure from item 140(2)(b) of the Development Management scheme to permit (the existing) four carriageway crossings along the Grimsby Road boundary in lieu of 2;
- In terms of s42(d) for the subdivision of erf 1419-RE to allow for the creation of an electrical substation servitude in favour of the City of Cape Town as indicated on the proposed Plan of Subdivision drawing no. SP-01-01 dated 10/06/2026 (refer to Annexure 8);
- In terms of s42(i) for the approval of a Site Development Plan being drawings SDP_000 to SDP_018 and GB5_SDP_001 to GB5_SDP_011 by Daffonchio Architects (refer to Annexure 9) and a Landscaping Plan being drawings 26708-OKU-PLN-LP001 to 26708-OKU-PLN-LP004 (refer to Annexure 10).

4. DEVELOPMENT PROPOSAL

4.1. Proposed Mixed-Use Redevelopment

The current redevelopment proposal is comprised of two components as expressed in the proposed SDP in Annexure 9.

The first component is the proposed improvements to the portion to be rezoned to GB7, which comprises the existing hotel tower and various additional uses ancillary and / or complementary to the

primary hotel use, including a renovated and expanded swimming pool, a new gym and spa centre, a covered yoga deck, and an expanded forecourt and arrival area. In addition to the retention of the hotel suites on the 9th to 22nd storeys of the hotel tower, the proposal allows for the 4th to 8th storeys within the tower to be converted to residential apartments. The existing restaurant on the 23rd and 24th storeys is retained. The 25th storey is occupied by various services related to the building. The proposal also includes the retention of the existing parking structure along the Grimsby Road edge.

The second component of the SDP is the proposed mixed-use building along the Main Road edge. The building accommodates retail at ground level, hotel reception and lounge at 2nd storey level with a parking garage accommodating 25 parking bays at this level which is accessed directly from the existing circulation space in front of the hotel tower, co-working office and conferencing space on the 3rd storey, apartments on the 4th and 5th storeys, hotel suites on the 6th and 7th storeys, and a swimming pool, terrace, bar and restaurant on the 8th storey. The existing sky bridge linking the mixed-use building and the hotel tower is proposed to be relocated to the 8th storey of the mixed-use building so as to provide direct access from the hotel tower to the 8th floor ("rooftop") guest facilities.

It is important to note that the second component of the SDP described above for the redeveloped mixed-use building along Main Road **is for information purposes only, since the intention is to develop this building entirely within its existing zoning parameters and in accordance with the LUM approval** (case no. 1500135500 dated 13 January 2026) which grants a permanent departure from item 121(2) of the DMS permitting the building to be setback 0m in lieu of 5m from a designated metropolitan road (Main Road). A building plan application has been submitted for this component and is not subject to approval of the current SDP. The proposed redevelopment of this building makes use of both the "hotel floor space concession" allowed for in terms of item 60(g) of the DMS and the urban design contribution allowed for in terms of item 60(i). The total floor space proposed for this building does not exceed that which is permissible in terms of the GB5 floor factor plus "hotel floor space concession" and urban design contribution, as permitted.

4.2. Land use, floor space and development envelope

The following land uses are proposed for the full redevelopment of erf 1419-RE:

RETAIL	1154.6m ²	
CONFERENCE AREA	499.5m ²	
CO-WORKING OFFICE	431m ²	
HOTEL ROOMS	5321m ²	151 Units
HOTEL FACILITIES & SERVICES	5605m ²	
RESIDENTIAL	1881m ²	44 Units
HOTEL	GB5	GB7
Standard Rooms	24	79
Suites	4	38
Super Suites	2	4
TOTAL UNITS	30	121
RESIDENTIAL	GB5	GB7
1 Bedroom	6	12
2 Bedroom	8	12
3 Bedroom	6	0
TOTAL UNITS	20	24

Figure 7: Permissible development envelope applicable in terms of existing GB5 and GR4 zoning compared to proposed development envelope.

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Figure 8: Artist's impression of view from Camberwell Road / Grimsby Road intersection.



Figure 9: Artist's impression of hotel entrance off Camberwell Road.



Figure 10: Artist's impression of view up Fort Road towards the mixed use building on Main Road in the foreground and the refurbished hotel tower in the background.



Figure 11: Artist's impression of the Main Road facade of the GB5 mixed-use building.



Figure 12: Artist's impression of the GB5 mixed-use building's Main Road / Camberwell Road corner.

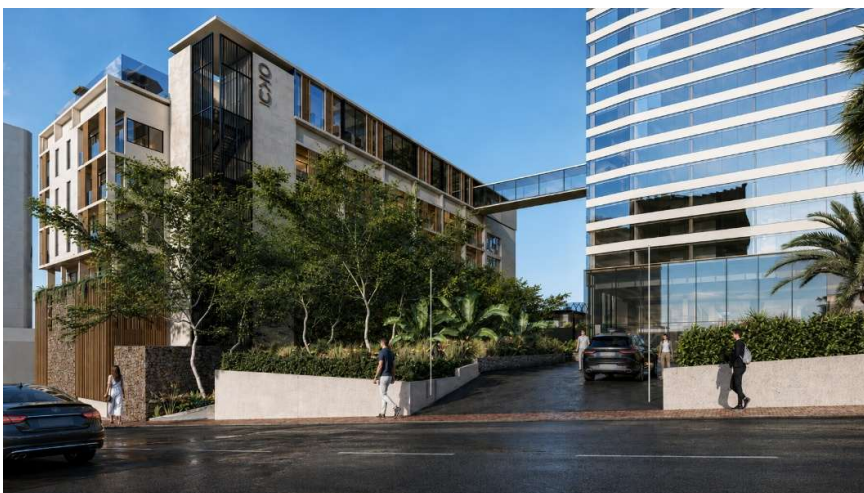


Figure 13: Artist's impression of the rear view of the GB5 mixed use building and new sky-bridge to the refurbished hotel tower.

4.3. Landscaping

The proposed Landscaping Plan in Annexure 10 has been informed by a detailed tree survey, which indicates that the majority of the mature trees are in good to very good condition, have generally been well maintained from a horticultural perspective, and make an important contribution to the site's landscape character, shade provision and sense of arrival. The Landscaping Plan therefore responds to the existing mature trees particularly along the Camberwell Street edge, the urban Main Road frontage, the interface with the existing dwellings opposite Grimsby Road, and the need to create a high-quality arrival experience that supports the architectural redevelopment. While some of the existing trees are proposed to be removed, the retention of the remaining trees is pivotal to the landscape concept.

As noted in the Landscape Design Motivation Report in Annexure 10, the landscape approach is expressed as follow:

- Intentionally urban, restrained and textural, avoiding overly decorative or flower dominant planting and instead focuses on green structure, foliage contrast, layered planters and warm material tones.
- The design has been informed by the presence of mature *Ficus microcarpa* and *Celtis sinensis* trees along the road frontage which are to be retained and protected as far as possible.
- The landscape concept is based on a warm, earthy and contemporary coastal hotel character. The planting palette uses bold foliage, architectural accents, trailing greenery and shade-tolerant planting to soften the building edges and create a lush but controlled landscape response.
- The public facing areas along Main Road and Camberwell Road are treated as important urban interfaces. The landscape design supports these edges through upgraded paving, retained existing trees and planting within the development.
- Within the site, planting is used to soften hard edges, screen selected areas and create a layered landscape around the gym, wellness centre, pool and terrace spaces.
- The landscape design supports both the public interface and the internal hotel experience without relying on excessive ornamental planting.

4.4. Traffic Impact

A Traffic Impact Assessment was undertaken to determine the traffic impacts the proposed development may have on the surrounding road network. The assessment is based on a comparison of the existing and proposed land uses, and the extent to which the increase in land use intensity due to the current application results in additional trip generation. This is assessed against projected future 2031 conditions to account for the cumulative impact of the proposed redevelopment and the forecasted growth in background traffic. Refer to the TIA in Annexure 11 for the detailed analysis and findings in this regard. The TIA concludes as follows:

- The proposed redevelopment results in a more balanced mix of land uses while reducing the overall scale of hotel accommodation from what is currently provided and replacing the existing office component with residential, leisure and hospitality uses.
- The proposed development is estimated to generate 142 two-way vehicle trips during the AM peak hour and 230 two-way vehicle trips during the PM peak hour, representing a marginal reduction of 3 and 7 peak hour trips, respectively, compared with the existing development.
- Notwithstanding the marginal reduction in peak hour trip generation, the full traffic generation of the proposed development was assessed against the 2031 future assessment horizon, incorporating background traffic growth and cumulative future traffic demands within the study area.
- The SIDRA capacity analyses indicate that the additional traffic generated by the proposed development will have a low impact on the operational performance of the surrounding road network. All study intersections are expected to continue operating at acceptable Levels of Service under future 2031 conditions.
- Overall, the proposed redevelopment is considered acceptable from a traffic engineering perspective. The anticipated traffic impacts are low, the surrounding road network will continue to operate satisfactorily under future conditions, and no intersection upgrades or traffic mitigation measures are required as a direct consequence of the proposed development.

4.5. Access Arrangements

The existing vehicular access into the site is proposed to be retained in the redevelopment. Access takes place as follows:

- Two carriageway crossings off Camberwell Road – one serving the main entrance / motor court and the other which will provide access into the new parking area proposed within the mixed-use building on the GB5 portion;
- Four carriageway crossings off Grimsby Road – separate ingress and egress carriageway crossings into the parking area on the roof of the existing parking structure, one carriageway crossing into a service yard, and one carriageway crossing that leads to a back of house area.

While the spacing between the carriageway crossings is in accordance with the DMS, a departure to allow four carriageway crossings off Grimsby Road in lieu of two will be required in order to regularise the existing arrangement.

The TIA in Annexure 11 indicates that the existing access configuration is considered appropriate and is expected to continue operating satisfactorily under future traffic conditions.

4.6. Parking Provision

The site is located in a 'PT2 area', in terms of which the DMS prescribes a nil minimum off-street parking requirement. This is in recognition of the fact that the site is exceptionally well served by public transport,

including MyCiTi, Golden Arrow bus services and minibus taxis operating along Main Road. In addition, the site's central location and surrounding pedestrian infrastructure promote walking and the use of on-demand e-hailing services, reducing dependence on private vehicles.

Nevertheless, provision is made in the proposed redevelopment of the site for over 150 parking bays, mostly within the historic framework of the hotel tower. The only new introduction of parking will be to the GB5-zoned mixed-use building, where 25 bays will be provided.

4.7. Services

Refer to the Civil Services Report in Annexure 12.

4.7.1. Water

The estimated demand for the proposed redevelopment is 207.16 kL/day compared with 161.03 kL/day for the existing scheme. The peak day demand is 248.59 kL/day and the peak hour demand is 4.88 L/s.

The water supply reticulation will be sized to cater for the development peak water demand. The existing 100 mmØ connection in Camberwell Road remains adequate at concept stage, subject to confirmation of municipal pressure, head and fire-flow requirements. This will be upgraded if necessary.

4.7.2. Sewer

The estimated sewer flow for the proposed development is based on an average water demand. The revised demand is estimated at 181.85 kL/day, or approximately 2.10 L/s. Applying a 30% wet-weather allowance yields a peak wet weather flow of 2.74 L/s which is an increase of 0.80L/s compared to existing estimates.

The sewer reticulation will be sized to cater for the development peak flow. A minimum 160 mmØ gravity sewer connection remains anticipated at each of the two connections, subject to confirmation of levels, gradients and downstream capacity.

4.7.3. Electricity

Refer to the Electrical Services Report in Annexure 13.

The site currently has an existing 1000A (700kVA) low-voltage (LV) supply, which is currently still active and switched on. The calculated maximum demand for the proposed development is 693 kVA. The existing supply of 700 kVA is adequate for the required calculated maximum demand. The City of Cape Town has an existing at 11 kV substation and transformer on the property from which the existing LV supply will supply a new LV Main DB and COCT metering cubicle.

The current application includes a subdivision to allow for the registration of a servitude in favour of the City of Cape Town to cover the existing electrical substation.

4.7.4. Refuse

Refuse from the development will be collected in dedicated refuse rooms within the two buildings and will be wheeled out for weekly kerbside collection.

4.7.5. Stormwater Management

The proposed development is a brownfield redevelopment with no increase in overall site catchment area. Formal attenuation is not proposed due to the site's proximity to the ocean / coastal receiving environment. The stormwater strategy instead focuses on improved water quality and runoff slowing through source controls, including litter and silt trapping, a 15 kL rainwater harvesting tank serving the GB5 roof, increased planted / landscaped areas, and diversion of 50% of the GB7 parking roof to an existing planter with an overflow to the main stormwater system. The estimated 1:10 year peak runoff to the GB7 building is 63.9 L/s and 36.9 L/s for the GB5 building. The existing connection will be reviewed and upgraded to a 375mmØ as required. Refer to Annexure 14: Stormwater Management Plan for additional information in this regard.

Internal stormwater shall be collected and reticulated to the existing municipal stormwater connections serving the GB5 and GB7 portions of the site. Most of the stormwater shall remain directed as per the existing condition to the connection in Camberwell Road, while the kerb outlet condition along Main Road will be maintained with no additional flow being added.

5. MOTIVATION

5.1. SPLUMA – Section 7 considerations

Section 7 of SPLUMA and section 59 of the LUPA contain development principles that must be taken into account in the consideration of a development application.

5.1.1 Spatial justice

The current application seeks to allow for the revival of a complex property, which is currently largely vacant and derelict, by an operator with the global track record and resources necessary to operate a property of this nature. The successful redevelopment of this property will result in the creation of a significant number of employment opportunities in an area that has a high residential density and excellent access to various modes of public transport.

5.1.2 Principle of efficiency

The proposal adheres to the principles of efficiency through the efficient use of land in an area where service reticulation networks have adequate capacity, and well-functioning public transport operates.

5.2.3 Spatial sustainability

The proposed redevelopment within the urban area results in the cumulative effect of reducing pressure on the urban edge and limiting urban sprawl.

5.2.4 Principle of good administration

The application has followed due process.

5.2. Desirability of the proposed development i.t.o. s99 of the MPBL

The proposed redevelopment of Erf 1942 is deemed to be desirable for the following reasons:

5.2.1. Socio-economic impact

The proposed development will have a positive socio-economic impact through the creation of a significant number of jobs both during construction as well as during the operation phase of the development.

5.2.2. Compatibility with surrounding land uses

The proposal seeks to retain the existing hotel use, expand the offering of services and uses that are ancillary to and complementary of the primary hotel use, and to introduce residential apartments in both the mixed-use building on Main Road and in the hotel tower. The more public uses, like retail and office, are concentrated in the mixed-use building on Main Road, while the uses that are more geared towards hotel guests are located around the hotel tower in the more private portion of the property. The additional improvements are concentrated in the area around the hotel tower, far from the property boundaries so as to mitigate any impact on the surrounding properties. The proposed mix of uses and their positioning within the site is entirely compatible with the surrounding environment, which itself is characterised by more intense uses along Main Road, and quieter residential streets further back.

5.2.3. Impact on external engineering services

The proposal results in a marginal increase in the engineering services capacity required, compared to the scale of the development that currently exists on the property. As such, the proposed redevelopment is not anticipated to have a significant impact on external engineering services.

5.2.4. Impact on safety, health and wellbeing of surrounding community

The proposed redevelopment will result in the revival of a property that is currently largely vacant and in a state of disrepair. The use of the property for hotel purposes will introduce a 24-hour presence, which will significantly benefit the surrounding community, both in terms of increasing the security in the area as well as the passive surveillance over the surrounding public streets. The property will be landscaped to further improve the visual amenity in relation to this iconic site.

5.2.5. Impact on heritage

The existing buildings on the property are not older than 60 years, and neither is the property located in an existing or proposed Heritage Protection Overlay Area. As such, no impact is anticipated on any heritage resources.

5.2.6. Impact on the biophysical environment

The proposed redevelopment is on a site that is currently entirely built upon or covered by a hard surface and will therefore have no impact on the biophysical environment. While some of the existing trees on the property are proposed to be removed, the majority are proposed to be retained in the redevelopment of the site.

5.2.7. Traffic, access and transport related considerations

The Traffic Impact Assessment that was undertaken for the site indicates that the proposed redevelopment results in a more balanced mix of land uses which will have a low impact on the operational performance of the surrounding road network. The existing access arrangements are proposed to remain in place and are not anticipated to have any negative impacts on the operation of the adjoining Camberwell Road and Grimsby Road.

5.3. Impact of the application on existing rights

The current application seeks to regularise the use and form of the existing hotel tower and to broaden the offering of complementary uses on the site, hence the requirement to rezone the GR4 portion of the property to GB7. The purpose of the GB7 zone (as opposed to a lower GB sub-zone) is merely to accommodate the height of the hotel tower, being the highest sub-zone available and from which the requisite height departure can be sought. All additional improvements that are proposed within the GR4 portion of the property are entirely accommodated within the envelope (height and setbacks) that is currently permitted in terms of the existing GR4 zone. The proposed floor factor of 2.0 is only marginally higher than the permitted 1.5, and all the additional floor space being proposed is concentrated around the base of the hotel tower, as far away as possible from the property's boundaries. For all these reasons, the proposed rezoning to GB7 is not anticipated to have any negative impact on existing rights.

The redevelopment of the existing building within the GB5 portion of the site is being undertaken entirely within the existing rights applicable to that portion of the property and is similarly not anticipated to have any impact on existing rights.

5.4. Alignment with Policy

5.4.1. TOD Strategic Framework

The TOD Strategic Framework sees TOD as a planning, design and implementation approach that can be employed to address inefficiencies in the urban form of the city by optimising movement patterns to enable social equality and economic development. The Strategic Framework describes the process of achieving this as a transversal one, addressing urbanisation, urban growth and service delivery, and regards transport as the catalyst to achieving operational efficiencies in the urban environment.

The Strategic Framework identifies tools and mechanisms that can be employed by various role players at various scales to ensure that the city moves towards a more sustainable, compact and equitable urban form, amongst which is the imperative to influence the land use distribution across the metropolitan area to achieve a balanced multi-directional flow through appropriate distribution of attractors and generators of traffic.

The Strategic Framework sets down the objectives of TOD in Cape Town, which include maximising locational efficiency so that people can walk, cycle and use public transport which is achievable through a “comprehensive approach to land use density, mix and intensity”. Other objectives include providing a mix of housing, shopping, recreational and transportation choices, as well as creating a sense of place.

The proposed mixed-use redevelopment of the site is strongly in support of the existing range of public transport modes in the area and will support the walkability of the neighbourhood by providing a positive interface to a high pedestrian traffic NMT route. As such, the proposed redevelopment is aligned with the principles promoted in the TOD Strategic Framework.

5.4.2. Municipal Spatial Development Framework 2023

The property is designated in the MSDF as “Urban Inner Core” and is inside of the demarcated urban edge. It is located outside of any precautionary risk areas and the City’s biodiversity network. The property is located within the Main Road “development corridor”.

Figure 14" Extract from Map 5d "Consolidated Spatial Plan Concept".



According to the MSDF, development corridors are “typified by intensified and diversified land use – they reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment”.

The following policy guidelines are of relevance to the current application:

- P 9: Plan for incremental land use intensification and diversification in support of inward growth predicated on the public transport infrastructure
- P13: Protect and enhance scenic route sightlines and places of scenic value, including destination places.
- P15: Enable resource-efficient land development by leveraging the protection of renewable resources to improve cohesion between natural environmental resources and inclusive economic growth.
- P16: Direct urban growth away from risk areas and activities.
- P23: Support the integrated intensification and diversification of land uses in identified areas, supportive of inward spatial growth, economically and incrementally.

The proposed redevelopment constitutes appropriate intensification in support of existing public transport infrastructure. It allows for optimum utilisation of urban land, a rare resource, in an area that has services capacity and plentiful access to public amenities.

The form and height in relation to the hotel tower, which has arguably become an iconic landmark in the area, will not be exceeded in any way as a result of the current application and will therefore have no additional impact on scenic route sightlines and places of scenic value.

For these reasons, the proposed development is entirely in alignment with the MSDF.

5.4.3. Table Bay District Plan 2023



Figure 15: Extract from Table Bay District Plan.

Erf 1419-RE is located in Sub-District 1 of the Table Bay District (refer to extract in the figure above). In terms of the District Plan, the site is designated for “urban development” which is defined as “buildings

and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for the proper functioning of urban areas and amenity and recreation". In this regard, the following principles are of relevance to the current application:

- Support the incremental intensification over time of urban areas where appropriate. This should be guided by suitability of the area for land use intensification, such as surrounding neighbourhood character and density; access to public transport; proximity to places of employment, services and social facilities; proximity to public open space, and infrastructure availability (existing and planned). In this regard, the provisions of the City's approved Densification Policy also apply.
- Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development and redevelopment proposals.
- Encourage resource efficient design and promote net zero carbon buildings and precincts in alignment with City Urban Design Policy.

In alignment with these principles, the proposed redevelopment constitutes appropriate intensification in keeping with the character of the receiving urban environment, and in an area that enjoys good access to public transport and is in close proximity to areas of employment and public amenities. The character of the surrounding area have formed an integral input into the design, resulting in a building that is contextually appropriate and set back from the property boundaries as far as possible so as to mitigate any negative impact.

With respect to Sub-District 1 in particular, the District Plan indicates the following development guidelines. The design response with respect to the proposed development is set out alongside:

Development Guideline	Design Response
Promote a positive interface between the private and public spaces.	The proposed development activates the Main Road edge by providing active frontages along its full length and the building's main pedestrian access off this edge. The Camberwell and Grimsby Road public street interfaces are similarly improved through appropriate landscaping.
Retain maximum flexibility in land use mix on Main Road which may include the protection of existing fine grain commercial historical fabric and the historic residential fabric behind that.	The current application will broaden the land use mix along Main Road, introducing residential uses within the redeveloped building, without increasing the massing beyond what the existing rights permit. Similarly, the land use mix in relation to the remainder of the site is broadened without materially impacting the massing of the site and the historic residential fabric behind it.

Facilitate the taking up of existing rights in a way that allow sensitive interfaces between different building scales, forms and land uses.	The proposed mixed-use building along Main Road is entirely within the development parameters applicable to the GB5 zoned portion of the property. While the GB7 zoning is unprecedented in the area, the reason for this zoning is to accommodate, with departure, the height of the existing hotel tower. The remaining improvements within this portion of the property fall entirely within the envelope (height and setbacks) that currently apply in terms of its GR4 zoning. All additional built improvements are concentrated around the base of the hotel tower so as to be as far away as possible from surrounding buildings so as to maximally mitigate any potential impacts.
Retain variety in built form and residential densities and protect the diversity of housing types in the area.	The current application does not seek to significantly alter the development envelope beyond that for which the rights are already in place. The retention of the iconic hotel tower will assist in retaining the variety in built form in the area.
Support mixed use intensification along Somerset Road and Main Road with sensitive interfaces between taller buildings and smaller buildings behind. Building heights should transition from the tallest along the main road and then decrease towards the mid-block/second block.	The principle supported by this guideline is retained in the proposed redevelopment of the site. The additional improvements are concentrated around the hotel tower, as far away from the site's boundaries as possible, so as to mitigate any impact on the surrounding area. Furthermore, those improvements are entirely accommodated in terms of height and setbacks by the GR4 parameters that are currently applicable to the rear portion of the site. In relation to the redeveloped building along Main Road, mixed use intensification will be achieved without exceeding the development parameters already applicable to this portion of the property in terms of its GB5 zoning.

Support increased residential densities along public transport routes and in the vicinity of public transport stops.	The addition of 44 residential units on the property is directly in support of this policy. s
Avoid blank facades and solid, high boundary walls along prominent routes.	The redevelopment of the site provides an active street edge along the full length of Main Road and appropriately landscaped edges along the remaining street frontages.
Encourage intensification of mixed use activity with residential dwellings as dominant use in order to improve transit demand and active public/ pedestrian interfaces along Main Road and Regent Road.	Residential units have been added to both the mixed use building along Main Road and within the hotel tower in support of this guideline.
Limit extensive run-off as a result of excessive impermeable surfacing.	The current redevelopment proposal will not result in any additional hardening of surfaces beyond that which already exists on the property. The application is accompanied by a Stormwater Management Plan for the site to ensure that run-off is managed in accordance with the City's policies in this regard.
Ensure positive interfaces between development and public open spaces and encourage passive surveillance.	The design provides ample opportunities for passive surveillance overlooking Main Road and the public streets around the site.
Retain access and visual linkages to the sea and mountain.	The current application will not increase the massing on the site to any extent that would compromise existing visual linkages to the sea and mountain.
Maintain the aesthetic character and destination value of the Atlantic Seaboard.	The current application seeks to regularise the rights pertaining to the iconic hotel tower which has become a well-recognised landmark and feature of the Atlantic Seaboard skyline.

5.4.4. Inclusive Economic Growth Strategy

The proposal is consistent with the strategy as it ensures that growth is environmentally sustainable in the long term by intensifying development within the urban area where service capacity is available. It also provides employment opportunities during the construction and in the long term in terms of the commercial uses that will be created.

5.4.5. Urban Design Policy for the City of Cape Town 2024

The current proposal affects two of the Mandatory Policy Triggers in respect of the Urban Design Policy in that it includes an SDP for a development of more than 12 units, commercial development exceeding a bulk of 1000m², and development in a Transit Accessible Precinct. The compliance of the proposal with the relevant objectives of this policy is discussed below:

- **Objective 1: Ensure legible spatial structure** – The proposed building ensures a legible spatial structure by retaining the hotel tower which is an important landmark in the landscape. Legibility of the spatial structure is also ensured through the implementation of the mixed-use building providing an active edge along the Main Road boundary.
- **Objective 3: Contribute to the creation of healthy and safe communities** – The intensification of land use on the site, the provision of activities with a 24-hour presence and the introduction of residential units will assist in increasing the passive surveillance afforded by the site over the surrounding public realm, thereby contributing to the safety of the surrounding community.
- **Objective 4: Design streets as positive public spaces** – The redevelopment along Main Road will assist in making the street more people-centric by retaining the existing canopy to ensure pedestrian comfort and introducing an additional colonnaded space, which will be a multi-functional spill-out space from the retail / restaurant offering at street level.
- **Objective 5: Promote intensity, diversity and adaptability of uses** – The proposed mixed-use redevelopment constitutes appropriate intensification of use in an area of high amenity without resulting in any significant negative impacts on the receiving urban environment.
- **Objective 6: Ensure positive interfaces onto the public realm** – The redeveloped mixed-use building along Main Road will provide an active street edge along its full length and will include the main pedestrian entrance to the building. The remaining street edges are proposed to be landscaped to provide an appropriate edge to the residential streets that form the public realm along those edges.
- **Objective 9: Respond to the character and identity of an area** – The proposed redevelopment, while not resulting in any significant change in the nature and character of the land use and form associated with the site, will contribute positively to the surrounding character by transforming a vacant and largely derelict site into a vibrant mixed-use development with positive interfaces along all public frontages. The redevelopment, besides the existing hotel tower, will not result in a form and envelope that exceeds that which is already permitted in terms of the current zoning rights.

5.5. Motivation for proposed rezoning from GR4 to GB7

The proposed rezoning from GR4 to GB7 is desirable for the following reasons:

- The rezoning to GB7 is required in order to regularise the existing hotel use, which the General Business zone accommodates as a primary right, and the existing height of the hotel tower, as GB7 is the highest available subzone of the General Business zone.
- The redevelopment proposal does not seek to expand the envelope of the hotel tower in any

significant way, other than the introduction of a new façade treatment to address various structural and fire regulation compliance issues, an additional balustrade and wind screen on the existing 24th storey and an additional screen on the existing 25th storey to screen off rooftop services. None of these additional improvements are of a scale that would be perceivable from any vantage point in the surrounding area.

- The additional improvements on the GB7 portion of the property are concentrated around the base of the hotel tower, as far away as possible from the property's boundaries in order to mitigate any negative impact on the surrounding land uses.
- The additional improvements referred to above are fully accommodated within the height and setbacks applicable in terms of the property's current GR4 zoning and are therefore of negligible impact in any event.
- The resultant floor factor for the GB7 portion of the property is less than 2.0 (factoring in the applicable hotel floor space concession), as opposed to a floor factor of 1.5 which applies in terms of the GR4 zoning. The proposed floor factor of 2.0 is magnitudes lower than the floor factor of 12 applicable to the GB7 sub-zone. The application for the approval of a Site Development Plan as part of the current planning application seeks to impose a limit on the amount and form of floor space that may be developed on the site, in recognition of the fact that a floor factor of 12 would be highly inappropriate in this context.
- Since the proposed rezoning would result in a marginal increase in floor space from that which is currently approved and is accompanied by a mix of land uses that results in a more balanced traffic generation pattern than the uses that are currently accommodated, the rezoning will not result in any significant impact on traffic flows in the surrounding network.
- Similarly, the impact on existing engineering services will be negligible.
- The uses envisaged for the GB7 portion are predominantly residential and hotel centred, with ancillary low-impact uses, such as the hotel gym, spa and restaurant. As such, they are of a nature that would not have a negative impact on the predominantly residential uses along Camberwell and Grimsby Roads.
- The proposed redevelopment that would result from the rezoning is in alignment with all applicable policies.
- The proposed rezoning will allow for the revival of an Atlantic Seaboard icon and landmark, which will contribute to the amenity and vibrancy of the area, will result in significant job creation both during and after construction, and will increase the economic resilience of the area.
- The redevelopment of the property which is only possible by means of the proposed rezoning will have a positive impact on property prices in the area in that it will transform a long-derelict site into a vibrant and desirable destination.

5.6. Motivation for height departure

The height departure that is required is technical in nature in that it merely seeks to regularise height of the existing hotel tower, for which approval would have most likely been granted prior to the

considerable investment being made in the construction of the Ritz hotel in the late 1960's / early 1970s. Since the rezoning of the portion of the property on which the hotel tower is located is to the highest General Business sub-zone, which has a maximum permissible height of 60m, a height departure is required in order to regularise the existing 75m high tower. The redevelopment proposal does not seek to increase the height of the tower beyond its existing height.

Being located at the gateway into Sea Point, and being part of a series of tall buildings historically developed in the area that act as landmarks, the current height of the hotel tower is appropriate in this context.

5.7. Motivation for departure to allow four carriageway crossings

A departure is to regularise the existing four carriageway crossings off Grimsby Road, where the DMS only permits two from any street boundary that is greater than 30m in length.

The existing four carriageway crossings are not anticipated to have any negative impact on the operation of Grimsby Road and the movement of traffic along it for the following reasons:

- The existing spacing between the carriageway crossings and from the nearest carriageway crossing to the street intersection are greater than the minimum required in terms of the DMS (12m and 10m required respectively), and therefore the presence of four carriageway crossings along the full 83m length of the Grimsby Road edge is unlikely to result in an unsafe situation;
- The DMS permits two carriageway crossings over a property boundary length of 30m. The proposed 4 carriageway crossings over 83m would have a lesser impact than two 30m-wide properties with 2 carriageway crossings which would be permitted as of right;
- All of the carriageway crossings serve low-volume ingresses and egresses, being into and out of a small parking area, a service yard and a back of house area respectively;
- The pattern of use of these carriageway crossings is likely to be spread throughout the day, without any concentration of traffic arriving or leaving that would create traffic congestion in Grimsby Road or the surrounding network;
- Grimsby Road is a low-traffic road, where movement into and out of the carriageway crossings is unlikely to result in any traffic impact.

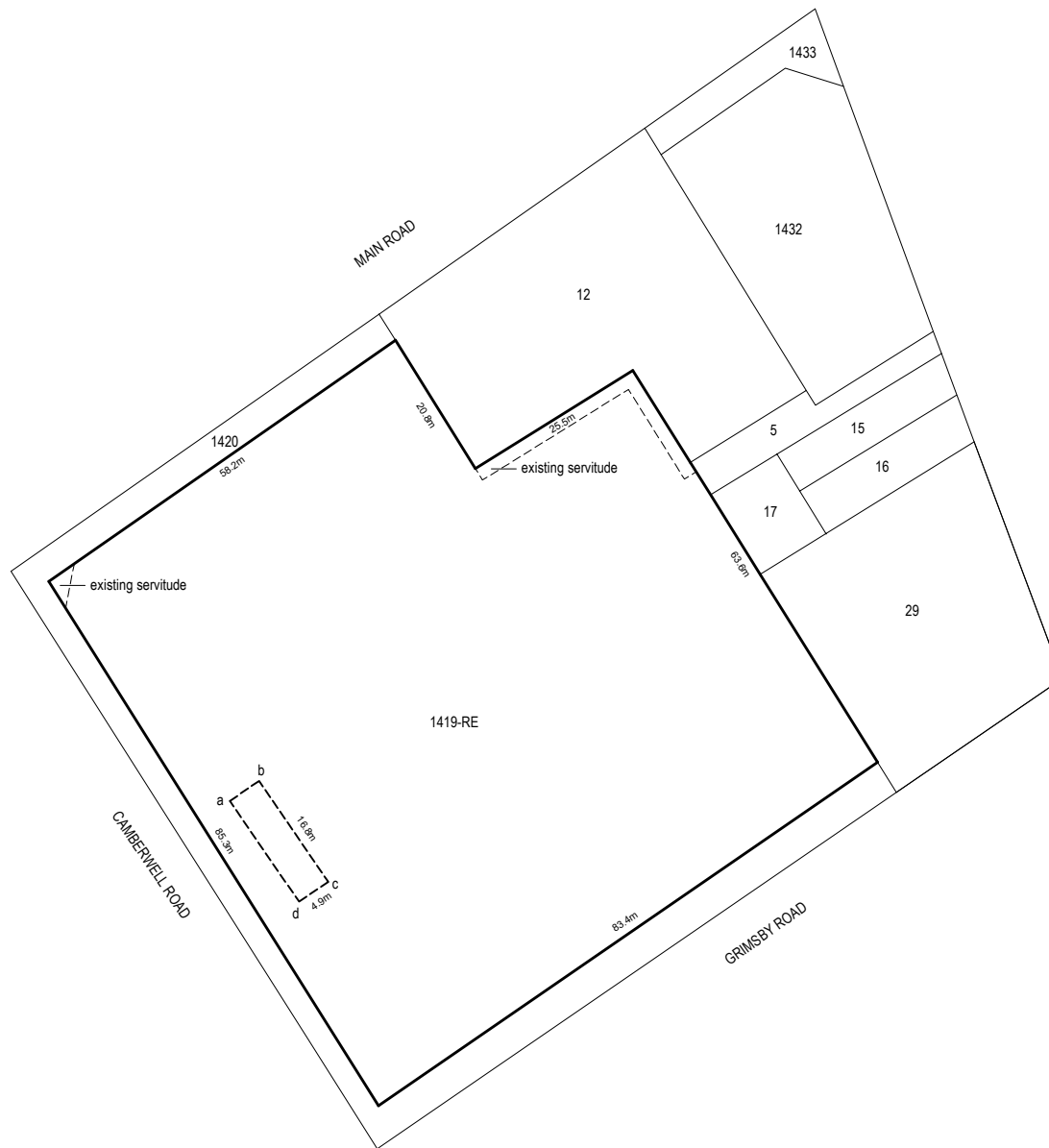
6. CONCLUSION AND RECOMMENDATIONS

The current application seeks to regularise an existing use and form on a portion of the property, and in doing so, to allow for the revival of an iconic landmark within the Atlantic Seaboard. The proposed additional improvements around the hotel tower are accommodated entirely and well within the height and setbacks applicable in terms of that portion of the property's GR4 zone, while the redevelopment of the mixed-use building along Main Road will take place entirely within the development parameters applicable in terms of the existing GB5 zone and previous LUM approval. As such, the proposed

redevelopment is of a nature that will have no negative impact on the surrounding area from a visual and massing perspective as well as in terms of impact on traffic and engineering services, while positively contributing to the area's vibrancy and amenity, its passive surveillance and public street interface.

For the reasons set out in detail in this motivation report, we request that the following applications be considered favourably:

- In terms of s42(a) for the rezoning of the General Residential 4 portion of erf 1419-RE to General Business 7;
- In terms of s42(b) for a permanent departure from item 60(d)(i) of the Development Management Scheme to permit a height of 75m for the hotel tower in the GB7 zone in lieu of 60m;
- In terms of s42(b) for a permanent departure from item 140(2)(b) of the Development Management scheme to permit four carriageway crossings along the Grimsby Road boundary in lieu of 2;
- In terms of s42(d) for the subdivision of erf 1419-RE to allow for the creation of an electrical substation servitude in favour of the City of Cape Town as indicated on the proposed Plan of Subdivision drawing no. SP-01-01 dated 10/06/2026;
- In terms of s42(i) for the approval of a Site Development Plan being drawings SDP_000 to SDP_018 and GB5_SDP_001 to GB5_SDP_011 by Daffonchio Architects and a Landscaping Plan being drawings 26708-OKU-PLN-LP001 to 26708-OKU-PLN-LP004.



ERF 1419-RE, SEA POINT EAST

Notes:
1. The figure *a b c d* represents proposed electrical substation servitude in favour of the City of Cape Town.
Servitude to be registered on an as-built basis.


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Project:
ERF 1419-RE, SEA POINT EAST

Drawing:
PLAN OF SUBDIVISION

Drawn: MK

Date: JUNE 2026

Scale: 1:500 @A4

Project Number ...	Drawing Number SP-01-01	Revision A
CAD Filename:		Plot Date: 11/08/2026
XREF Filenames:		