



Wednesday, 26 March 2025

To whom it may concern

ZONING SCHEME EXTRACT
City of Cape Town Municipal Planning By-Law, 2015

On the date reflected above, Council's records indicated the property(ies) listed below to be zoned for the following purposes:

Property Description	Erf 1 Roggebaai
Physical Address	12 Hertzog Boulevard, Foreshore
Base Zoning	Utility
Subzoning	UT
Overlay Zoning (if applicable)	Cape Town CBD Overlay Area; PT2
Primary land uses permitted	See Attached
Other previously approved use rights (if any)	2018 City Approval
Road widening / new road schemes (if any)	N/A

The following must be noted when reading the zoning extract:

- The above zoning is subject to various development parameters and land use restrictions which are contained in the Development Management Scheme, a copy of which is either attached or available on request at your nearest district planning office.
- This document is provided for information purposes only.
- It is further noted that the above information doesn't necessarily include reference to all previous land use approvals, restrictions, exclusions, departures or may not reflect lapsing of approvals. The reader is advised to also check the records of any other previous approvals, consents, exclusions, departures granted from the previous zoning scheme regulations or current development management scheme or whether an approval not exercised has lapsed as well as the title deed for other restrictions that might impact on the development of the property.
- Use of the property in accordance with the above specified zoning does not exempt the owner/occupier from compliance with any other legal or statutory requirement affecting the property.

Yours faithfully

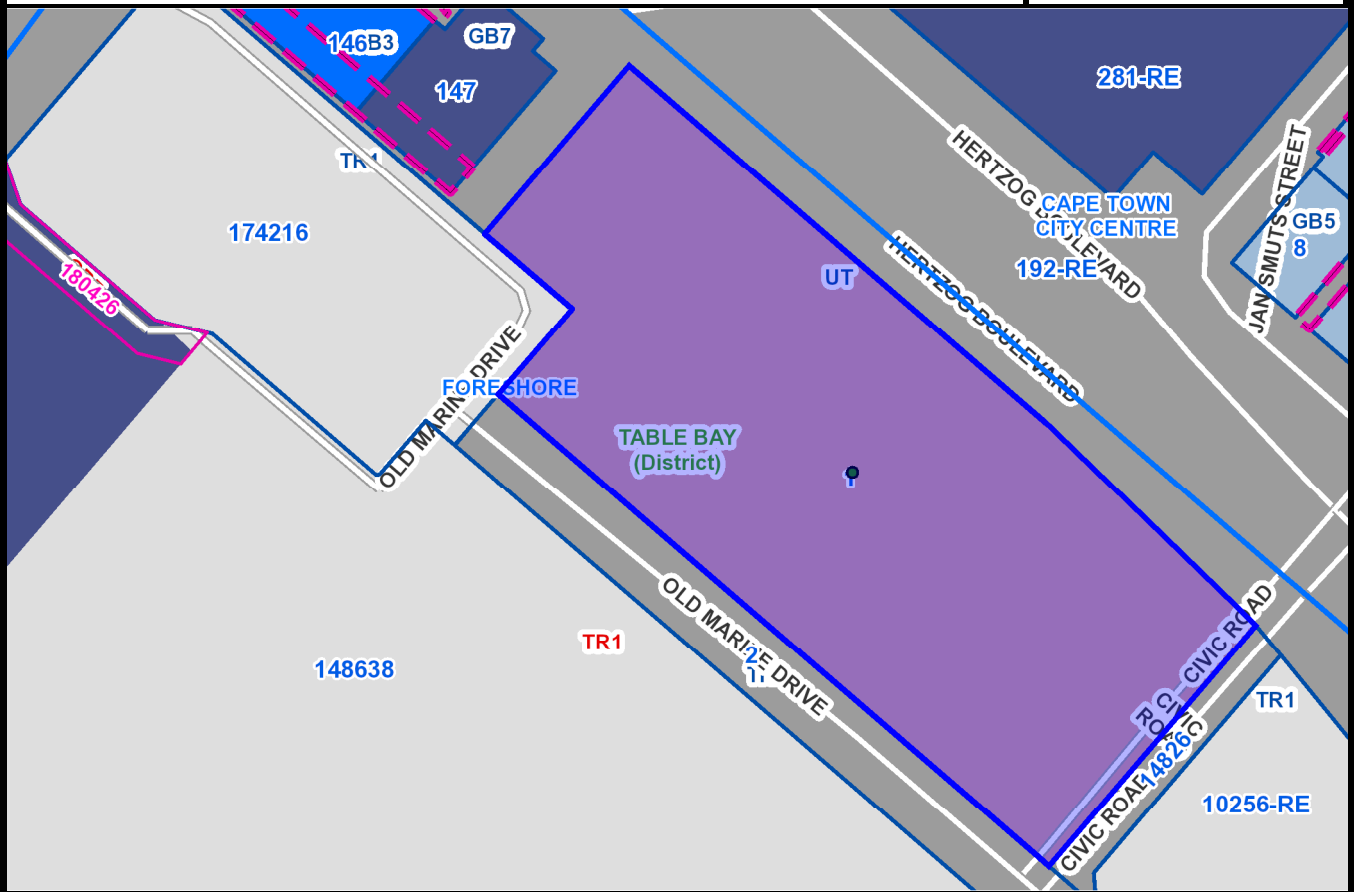
for **DIRECTOR: DEVELOPMENT MANAGEMENT**

TABLE BAY DISTRICT. MEDIA CITY BUILDING
2ND FLOOR. CNR ADDERLEY STREET AND HERTZOG BOULEVARD, CAPE TOWN 8000. PO BOX 4529

www.capetown.gov.za

ZONING MAP Development Management

ANNEXURE :



Zoning Legend

General Business 5		GB5
Utility		UT
Transport 1 : Transport Use		TR1
Transport 2 : Public Road and Public Parking		TR2
General Business 3		GB3
Community 2 : Regional		CO2
General Business 7		GB7
Open Space 2 : Public Open Space		OS2

Erf: 1

Allotment: ROGGEBAAI

District: TABLE BAY

Suburb: FORESHORE

Ward: 115

Sub Council: 16



1:2 756

Disclaimer: The City of Cape Town makes no warranties as to the correctness of the information supplied. Persons relying on this information do so entirely at their own risk. The City of Cape Town will not be liable for any claims whatsoever, whether for damages or otherwise, which may arise as a result of inaccuracies in the information supplied.

Generated by:

Date: 2025-03-26

File Reference:



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.

UTILITY, TRANSPORT AND NATIONAL PORT ZONINGS	FLOOR FACTOR	COVERAGE	MAXIMUM HEIGHT ABOVE EXISTING GROUND LEVEL	BUILDING LINES		STREET CENTRELINE SETBACK	OTHER PROVISIONS
				Street boundary	Common boundaries		
UTILITY ZONING (UT) PRIMARY USES Utility service, authority use, rooftop base telecommunication station, freestanding base telecommunication station, minor freestanding base telecommunication station and minor rooftop base telecommunication station CONSENT USES Cemetery, informal trading, funeral parlour, crematorium, urban agriculture, airport, wind turbine infrastructure and helicopter landing pad	As determined by a site development plan (Refer to item 81)						

CHAPTER 11.: UTILITY, TRANSPORT AND NATIONAL PORT ZONINGS

(items 80 - 96)

Government facilities, whether national, provincial or municipal, should be zoned according to their use, not ownership. For example, municipal offices should be zoned an appropriate business zoning. However, certain government activities cannot be classified into other zonings, and can be included in the Utility zoning. This zoning also accommodates uses and infrastructure required for utility services that are not necessarily owned by an organ of state.

Transport zonings are designed to facilitate efficient operation of the various transport systems. There is a close relationship between transportation and development, and appropriate development can help to promote public transport. Provision is made for controlled mixed-use development in certain transportation zones, provided the operation of the transport system is not compromised. At times transport systems run along defined corridors but at different height levels, and there are opportunities for air rights and underground rights, whereby appropriate development can be constructed at a different level to the transport system without compromising the operation thereof.

The National Port Zoning has been included to provide for the provisions contained in the National Ports Act, 2005 (Act 12 of 1005).

Part 1: Utility Zoning (UT)

(items 80 - 81)

The UT zoning provides for utility services such as electrical substations and water reservoirs, which may be supplied by a municipal, government or private agency; and makes provision for government or authority uses, such as prisons and military bases, that are not covered by another use or zoning category.

80 Use of the property

The following use restrictions apply to property in this zoning:

- (a) Primary uses are utility service, authority use, rooftop base telecommunication station, freestanding base telecommunication station, minor freestanding base telecommunication station and minor rooftop base telecommunication station.

- (b) Consent uses are cemetery, informal trading, funeral parlour, crematorium, urban agriculture, airport, wind turbine infrastructure and helicopter landing pad.

81 Development rules

The following development rules apply:

- (a) The City may require a site development plan for a primary use, and shall require a site development plan for a consent use application.
- (b) The site development plan as approved by the City shall constitute the development rules for a primary use if applicable, and a consent use.
- (c) The provisions for a site development plan in item 123 shall apply.

- ~~(c) Except with the written approval of the City, no alteration, addition, rebuilding, renovation, renewal, erection of fences, or other work (other than work within a building), and no deviation from or change in the colours of the exterior fabric of any building or of any free standing wall or fence shown on the approved building plans shall be undertaken or made.~~
- ~~(f) In addition to paragraphs (a) to (e), the following provisions shall apply to the area:~~
 - ~~(i) A building which is a group house or a group of dwelling houses may exceed two storeys in height but shall not exceed three storeys in height; and~~
 - ~~(ii) Parking and garaging areas for business zoned properties shall be provided on the land unit of every building in accordance with the provisions of Chapter 15 of this development management scheme, provided that, notwithstanding the provisions of said Chapter, there shall be provided on every such land unit a parking area comprising not less than~~
 - ~~(aa) one bay for every 20 m² of actual floor space of all shops erected thereon; and~~
 - ~~(bb) one bay for every 30 m² of actual floor space of all business buildings erected thereon.~~

~~181 Specific provisions: Hout Bay Local Area (LAO/11)~~

- ~~(1) The area depicted on Plan LAO/11 is subject to the provisions in this item.~~
- ~~(2) No subdivision of land that is zoned Single Residential SR1 shall be permitted with an erf size of less than the minimum erf size specified in Plan LAO/11.~~

~~182 Specific provisions: Noordhoek Local Area (LAO/12)~~

- ~~(1) The area depicted on Plan LAO/12 is subject to the provisions in this item.~~
- ~~(2) No subdivision of land that is zoned Single Residential SR1 shall be permitted with an erf size of less than the minimum erf size specified in Plan LAO/12.~~

~~183 Specific provisions: Muizenberg Local Area (LAO/13)~~

- ~~(1) The area depicted on Plan LAO/13(i) is subject to the provisions in this item.~~
- ~~(2) All properties situated within this area and zoned Single Residential Zoning 1 (GR1) have the additional use right of a second dwelling, subject to the conditions listed in item 53 of the development management scheme.~~

~~184 Specific provisions: Landudno Local Area (LAO/14)~~

- ~~(1) The area depicted on Plan LAO/14 is subject to the provisions in this item.~~
- ~~(2) For the purposes of determining existing ground level for determining the height limitation in sub item (3), the topographical maps issued by the former Divisional Council of the Cape in May 1981, being sheets 6064A, 6064B, 6164B and 6165A, will be used. In case of any dispute, the City shall determine the existing ground level for the purposes of administering the development management scheme.~~
- ~~(3) No part of any building or structure on a property zoned Single Residential Zoning 1 (GR1) shall be built higher than 8 m above any point on the existing ground level, as determined in sub item (2).~~
- ~~(4) Notwithstanding sub item (3), portions of double pitched roofs above a level halfway between the eaves and the top of the roof shall not be included in the determination of height, provided that the pitch of the roof exceeds 20°.~~

185 Specific provisions: whole of the Cape Town CBD Area (LAO/4)

- (1) The area depicted on Plan LAO/4 is referred to as the Cape Town CBD area and is subject to the provisions in this item.
- (2) The following provisions apply to the whole of the Cape Town CBD area, as depicted on Plan LAO/4:

- (a) except in the case of service stations, the provisions of items 137, 138, 139, 142, 143 and 144 of the development management scheme (relating to parking and loading requirements) do not apply;
- (b) notwithstanding the provisions of the development management scheme relating to floor factor, land that is zoned GB7:
 - (i) shall be subject to the floor factor specified on Plan LAO/4 for the land unit concerned, unless there is no such specification, in which case the provisions of the development management scheme shall apply.
[Para. (b) substituted by s. 88 (a) of City of Cape Town: Municipal Planning Amendment By-Law, 2019]
- (bA) Notwithstanding the provisions of the development management scheme relating to floor factor, land that is zoned MU3:
 - (i) shall be subject to the floor factor specified on Plan LAO/4 for the land unit concerned, unless there is no such specification, in which case the provisions of the development management scheme shall apply; and
 - (ii) the floor factor may be increased by 30%, provided at least 30% of the building floor space remains in use as flats.
[Para. (bA) inserted by s. 88 (b) of City of Cape Town: Municipal Planning Amendment By-Law, 2019]
- (c) notwithstanding the provisions of the development management scheme relating to height and building lines, land zoned MU3 with a floor factor of 6,8 or more shall be subject to the same height and building line requirements as for GB7;
- (d) where it is proposed to erect a hotel that contains at least 30 guest bedrooms:
 - (i) the following portions of such hotel shall be disregarded when calculating the total floor space of the building:
 - (aa) rooms used by residents and guests as dining rooms, banqueting rooms, bars, restaurants, ballrooms, games and sports rooms, lounges, sitting rooms, reading rooms, writing rooms and conference rooms;
 - (bb) public foyers and areas comprising public or communal stoeps, verandahs, balconies, terraces or sun decks used by hotel residents or guests;
 - (cc) barber shops, hairdressing salons, florists and similar shops within the hotel for the exclusive use of hotel residents;
 - (dd) offices forming part of the hotel premises, used solely for the administration or management of the hotel;
 - (ee) kitchens, sculleries, laundries and similar service facilities forming part of the hotel premises;
 - (ff) storerooms ancillary to the hotel;
 - (gg) staff quarters ancillary to the hotel, including corridors, stairs and other means of access within such staff quarters, appurtenant kitchens, dining rooms, recreation rooms, laundries and other such rooms for the exclusive use of staff;
 - (ii) Any rooms which are not specifically referred to in sub-paragraph (i) shall be included in the floor space calculation of the building; and
 - (iii) If, in the opinion of the City, a room is primarily for the use of persons other than hotel residents, staff or visitors, such room shall also be included in the floor space calculation of the building, notwithstanding that it may be referred to in sub-paragraph (i).
- (e) The street centreline setback shall not apply to land zoned General Business, General Residential or Mixed Use.
- (f) Except with the approval of the City, no parking bays at ground floor (first storey) or second storey level on the land unit, either outside or within a building, shall be located closer than 10 m to the street boundary, in order to enhance amenity at street level.

~~which create/enclose an angle of less than 135 degrees must be visually permeable;~~

~~(g) All boundary walls that face a public street, public road or public open space and exceed 1,5m in height, when measured from the existing ground level on the public street or public open space side of the boundary wall to the top of the boundary wall, must comply with the following visual permeability requirements:~~

~~(aa) general business, industrial, risk industry and utility zonings: a minimum of 60% of the total vertical area of the boundary wall, excluding any visually permeable gates or garage doors; and~~

~~(bb) in all other zonings: a minimum of 25% of the total vertical area of the boundary wall, excluding any garage doors or visually permeable gates.~~

~~(Item 138B inserted by s. 74 of City of Cape Town Municipal Planning Amendment By-Law, 2016)~~

CHAPTER 15.: PARKING, LOADING AND INFRASTRUCTURE

(items 137 - 145)

Part 1: Conventional parking requirements

(items 137 -139)

137 Off-street parking requirements

The following parking requirements shall apply unless otherwise stated elsewhere in this development management scheme:

- (a) In cases where parking requirements are not stipulated for a particular use, or in terms of a specific condition imposed by the City, parking shall be provided at a minimum ratio in accordance with the table titled 'Minimum off-street parking requirements'. Where the requirements in this table contradict each other, the most restrictive parking requirement shall apply. The City shall determine off-street parking requirements for land uses not stipulated in the table 'Minimum off-street parking requirements'.
- (b) The second column in the table headed 'Standard areas' refers to requirements that apply to areas with standard parking needs, or where public transport is not specifically promoted or available. The column headed 'PT1 areas' refers to areas where the use of public transport is promoted, but where the City considers the provision of public transport inadequate or where the use of motor vehicles is limited. The column headed 'PT2 areas' refers to areas where the use of public transport is promoted and the City considers the provision of public transport good, or where the use of motor vehicles is very limited.
- (c) The City may approve and shall maintain a plan or plans which indicate the areas it deems to be PT1 and PT2 areas. Such plans shall be recorded in Annexure C and may be amended from time to time upon approval by the City as required.
- (d) If an area has not been specifically identified by the City as a PT1 or PT2 area, then the parking requirements for standard areas shall apply.
- (e) Through the provisions of Chapter 17, the City may develop overlay zonings to set maximum parking requirements for specific areas and/or determine different parking requirements for specific areas, depending on motor vehicle usage or ownership.
- (f) Off-street parking space shall be provided:
 - (i) on the property for which parking is required;
 - (ii) subject to the City's approval, in public parking facilities available in the vicinity; or
 - (iii) in accordance with item 138 below.

138 Alternative parking supply

As an alternative to compliance with the off-street parking requirements in terms of this development management scheme, with the approval of the City, an owner may:

- (a) acquire an area of land sufficient for the relevant parking requirements elsewhere, in a location approved by the City; or

(b) acquire permanent rights to a parking facility or portion of a parking facility elsewhere, in a location approved by the City;
and shall register a notarial tie or servitude against such land or parking facility to link the properties concerned for the purpose of parking, and the owner shall cause the parking concerned to be constructed and maintained in accordance with the City's approval. The cost of registration of the notarial tie or servitude shall be borne by the owner.

Minimum off-street parking requirements

[Table substituted by s. 53 of City of Cape Town: Municipal Planning Amendment By-Law, 2016]

[Table substituted by s. 75 of City of Cape Town: Municipal Planning Amendment By-Law, 2019]

Land use	Standard areas	PT1 areas	PT2 areas
Main dwelling house (SR1 Zoning)	2 bays per dwelling unit (1 bay per dwelling for erven < 350 m ²)	1 bay per dwelling unit	Nil
Main dwelling house (SR2 Zoning)	1 bay per dwelling unit (Nil per dwelling for erven < 100 m ²)	Nil	Nil
Second dwelling	1 bay per 2 nd dwelling unit	1 bay per 2 nd dwelling unit	Nil
Third dwelling on land unit larger than 650m ²	1 bay per 3 rd dwelling unit	1 bay per 3 rd dwelling unit	Nil
Group dwelling	1,75 bays per dwelling unit, plus 0,25 bays per dwelling unit for visitors	1 bay per dwelling unit, plus 0,25 bays per dwelling unit for visitors	Nil
Flats	1,25 bays per dwelling unit, plus 0,25 bays per dwelling unit for visitors	1 bay per dwelling unit, plus 0,25 bays per dwelling unit for visitors	Nil
Bed & breakfast establishment	1 additional bay per guest room	1 additional bay per guest room	Nil
Boarding house, guest house	1 bay per bedroom for the first 10 bedrooms, thereafter 0.5 bays for each bedroom in excess of 10	1 bay per bedroom for the first 10 bedrooms, thereafter 0.25 bays for each bedroom in excess of 10	Nil
Backpackers lodge	1 bay per 10 beds plus associated reduced (based on parking sharing) requirement for any ancillary land uses open to general public	1 bay per 10 beds plus associated reduced (based on parking sharing) requirement for ancillary land uses open to general public	Nil
Hotel	0,5 bays per bedroom, plus associated reduced (based on parking sharing) requirement for any ancillary land uses open to general public	0,5 bays per bedroom, plus associated reduced (based on parking sharing) requirement for any ancillary land uses open to general public	Nil
Retirement home, orphanage	0,25 bays per resident	0,25 bays per resident	Nil

Land use	Standard areas	PT1 areas	PT2 areas
Crèche	Nil. Facilities with more than 34 learners must be able to accommodate an informal stop and drop facility on-street. Pro-forma Traffic Management Plan to be submitted detailing planned operations of the stop and drop facility	Nil. Facilities with more than 34 learners must be able to accommodate an informal stop and drop facility on-street. Pro-forma Traffic Management Plan to be submitted detailing planned operations of the stop and drop facility	Nil
School	1 bay per classroom and office, plus stop & drop facility. Capacity for stop and drop facility to be provided at a rate of 1 bay per 20 learners. If facility cannot be accommodated on street, provision must be made to accommodate the equivalent amount of bays required for this facility off-street	1 bay per classroom and office, plus stop & drop facility. Capacity for stop and drop facility to be provided at a rate of 1 bay per 20 learners. If facility cannot be accommodated on street, provision must be made to accommodate the equivalent amount of bays required for this facility off-street	Nil
Place of instruction (post-school level)	0,1 bays per student, plus 1 bay per classroom and 1 bay per office	0,1 bays per student, plus 1 bay per classroom and 1 bay per office	Nil
Library, museum	2 bays per 100 m ² floor space	1,5 bays per 100 m ² floor space	Nil
Place of assembly, place of worship, place of entertainment, funeral parlour	1 bay per 6 seats or persons, calculated at 1,4 m ² floor space = 1 person	1 bay per 8 seats or persons, calculated at 1,4 m ² floor space = 1 person	Nil
Sport stadium	1 bay per 4 seats or persons (or as per transport management plan)	3 bays per 20 seats or persons (or as per transport management plan)	Nil
Recreation or sports complex	1 bay per 8 seats or persons	1 bay per 10 seats or persons	Nil
Gymnasium, health club	7 bays per 100 m ² GLA	7 bays per 100 m ² GLA	Nil
Hospital (general and private)	1 bay per bed, plus 3 bays per consulting room	1 bay per bed, plus 2 bays per consulting room	Nil

Land use	Standard areas	PT1 areas	PT2 areas
Clinic, medical consulting rooms, veterinary practice	Base ratio of 2.5 bays per consulting room for facilities comprising a maximum of 5 consulting rooms. For larger facilities, consecutively add 0.5 bays for each consulting room in excess of 5 consulting rooms, up to a maximum ratio of 5 bays per consulting room for facilities with 10 or more such rooms	Base ratio of 2.5 bays per consulting room for facilities comprising a maximum of 5 consulting rooms. For larger facilities, consecutively add 0.5 bays for each consulting room in excess of 5 consulting rooms, up to a maximum ratio of 5 bays per consulting room for facilities with 10 or more such rooms	Nil
Shops (excluding supermarket)	3 bays per 100 m ² GLA	2 bays per 100 m ² GLA	Nil
Supermarket, shopping centre	4 bays per 100 m ² GLA	2,5 bays per 100 m ² GLA	Nil
Restaurant	6 bays per 100 m ² GLA	4 bays per 100 m ² GLA	Nil
Offices	4 bays per 100 m ² GLA	2,5 bays per 100 m ² GLA	Nil
Conference centre	6 bays per 10 seats	4 bays per 10 seats	Nil
Motor showroom	2 bays per 100 m ² GLA	2 bays per 100 m ² GLA	Nil
Motor repair garage, service station	4 bays per service bay, plus 4 bays per 100 m ² GLA, minimum 8 bays	4 bays per service bay, plus 4 bays per 100 m ² GLA, minimum 8 bays	4 bays per service bay
Motor fitment centre	2 bays per service bay	2 bays per service bay	2 bays per service bay
Industry	1,5 bays per 100 m ² GLA for facilities up to 3000m ² GLA. 1 bay per 100m ² GLA for facilities larger than 3000m ² GLA	0,5 bays per 100 m ² GLA for facilities up to 3000m ² GLA. 1 bay per 100m ² GLA for facilities larger than 3000m ² GLA	Nil
Warehouse, storage building	1 bay per 100 m ² GLA	1 bay per 100 m ² GLA	Nil
Self-storage	0,2 bays per 100m ² GLA	0,2 bays per 100m ² GLA	Nil

139 Combined parking requirements

Where two or more uses combine to share a common parking area, the City may approve parking requirements that are less than the sum of the parking required for individual uses provided that:

- The City is satisfied that the utilisation of the same parking area by the different use types or activities in the zonings will not result in a concurrent use of the parking area; and
- bays intended for combined uses may not subsequently be reallocated to other uses without the approval of the City.

~~Part 2: Site access and parking layout requirements~~ (items 140 – 141)

~~140 Site access and exits~~

- ~~The following site access requirements shall apply:~~