



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500163175

**Erf 22287, 1 Rochester Road,
West Beach, Milnerton**

Development Management

This cover page is added by the City of Cape Town as part of our standard branding and document-management process. It does not indicate that the City authored, verified or endorses the submission. All application documents remain the responsibility of the applicant and the City assesses them as submitted. Any errors or discrepancies will be addressed through the normal land use assessment process.

All rights reserved. No part of this data may be reproduced or transmitted without written permission from the Development Management Department of the City of Cape Town. This document is available on the City of Cape Town website (www.capetown.gov.za/LandUseNotices) for a limited time. Please do not host the document independently; you may link to it from the City's site. Documents downloaded from any other website cannot be verified for authenticity.

Spaces, V&A Waterfront, Dock Rd Junction
Cnr Stanley & Dock Roads
Cape Town

Erf 22287 Milnerton

(1 Rochester Road, West Beach)

Prepared by:
FJC Consulting
– Mr. J. Francis

Prepared For:
City of Cape Town Municipality
– Mr. R. Allie

Prepared on behalf of:
Eyethu Masiti Construction
Mr. A. Peter

Date:
April 2026

Definitions

Executive Summary

SECTION ONE: INTRODUCTION

- 1.1 Background Information
- 1.2 The Client
- 1.3 The Consultants
- 1.4 The Application
- 1.5 The Purpose of the Report

SECTION TWO: PROPERTY DETAILS

- 2.1 Property Description
- 2.2 Ownership
- 2.3 Extent
- 2.4 Zoning
- 2.5 Existing Land Use
- 2.6 Access
- 2.7 Title Deed / Restrictive Conditions
- 2.8 Services
- 2.9 Servitudes
- 2.10 Heritage
- 2.11 Environmental Management
- 2.12 Overlay Zones

SECTION THREE: LAND USE APPLICATION

- 3.1 Proposed Rezoning – LB1
- 3.2 Municipal Approval _ Koeberg UPZ
- 3.3 Development Controls – GR3
 - 3.3.1 Floor Factor
 - 3.3.2 Height
 - 3.3.3 Building Lines
 - 3.3.3.1 Street Boundary Building Line
 - 3.3.3.2 Common Boundary Building Line
 - 3.3.4 Garages & Carports
 - 3.3.5 Parking and Access
 - 3.3.5.1 Parking
 - 3.3.5.2 Access
 - 3.3.6 Loading
 - 3.3.7 Screening

SECTION FOUR: MOTIVATION

- 4.1 Description of Surrounding Area and Uses
- 4.2 Criteria i.t.o Section 99(1) of the MPBL
 - 4.2.1 Compliance with the requirements of the MPBL
 - 4.2.2 Compliance / Consistency with the MSDF

- 4.3 Criteria i.t.o Section 99(2) of the MPBL
 - 4.3.1 Applicable Spatial Development Frameworks
 - 4.3.2 Relevant criteria contemplated in the DMS
 - 4.3.3 Applicable Approved Policy or Strategy to guide decision making
 - 4.3.3.1 Integrated Development Plan (IDP)
 - 4.3.3.2 Densification Strategy
 - 4.3.3.3 Social Development Strategy (SDS)
 - 4.3.3.4 Inclusive Economic Growth Strategy (IEGS)
 - 4.3.3.5 TOD Strategic Development Framework
 - 4.3.4 Impact on Existing Rights
- 4.4 Criteria i.t.o Section 99(3) of the MPBL
 - 4.4.1 Socio-Economic Impact
 - 4.4.2 Compatibility with Surrounding Uses
 - 4.4.3 Impact on the External Engineering Services
 - 4.4.4 Impact on Safety, Health, and Wellbeing
 - 4.4.5 Impact on Heritage
 - 4.4.6 Impact on the Biophysical Environment
 - 4.4.7 Impact on Traffic / Parking / Access
 - 4.4.8 Conditions that can mitigate an adverse impact
 - 4.4.9 Would approval grant the development rules of the next subzone
- 4.5 SPLUMA & LUPA
 - 4.5.1 The Principle of Spatial Justice
 - 4.5.2 The Principle of Spatial Sustainability
 - 4.5.3 The Principle of Efficiency
 - 4.5.4 The Principle of Spatial Resilience
 - 4.5.5 The Principle of Good Administration
- 4.6 Summary

SECTION FIVE: CONCLUSION

Figures

Figure 1:	Locality Plan
Figure 2:	Locational Context
Figure 3:	Nothing Sheet
Figure 4:	Zoning Plan
Figure 5:	Aerial View
Figure 6:	Servitudes
Figure 7:	Overlay Zone

Diagrams / Photos / Illustrations

Diagram 1:	Proposed Height
Diagram 2:	PT2 Parking Area
Diagram 3:	Locational Context
Diagram 4:	MSDF Extract
Diagram 5:	Blaauwberg District Plan (Sub-District 3)

Tables

Table 1:	Buildings Permitted in the Residential Use Zone (R1)
Table 2:	Buildings Permitted in the Local Business Use Zone (LB1)
Table 3:	Minimum off-street parking requirements
Table 4:	Spatial Planning Category: Urban Development

Annexures

Annexure A:	Power of Attorney
Annexure B:	Title Deed
Annexure C:	General Plan
Annexure D:	Noting Sheet
Annexure E:	Site Development Plan
Annexure F:	Traffic Engineers Parking Study
Annexure G:	Application Form

Definitions

For the purpose of this application, and unless it appears otherwise in the text, the terms used herein are as follows:

Property Concerned

The property concerned is **Erf 22287 Milnerton** and is located at **1 Rochester Road, West Beach**.

Client

The Client being represented in this matter is the registered owner of the property concerned, being

Consultants / Applicants

FJC Consulting Town Planners & Land Surveyors (**Mr Jody Francis**), acting for the Client in this matter.

Application

Application is hereby made:

- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Rezoning** of the subject property from Residential (R1) to Local Business (LB1) to permit its use as offices.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2015) for the Municipal Approval associated with the proposed change in use (Rezoning and Permanent Departures) **within the 5–16 km Urgent Protective Action Planning Zone (UPZ)**.
- In terms of **Section 42(b)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Permanent Departure** associated with the renovation and use of the existing building on the subject property as offices.
 - o Permanent Departure from the required 3,0m **common boundary building** line along the **western** common boundary on both the ground and the first floor to be 2,7m in lieu of 3,0m.
 - o Permanent Departure from the required 3,0m **common boundary building** line along the **southern** common boundary on the ground floor only, to be 0,0m in lieu of 3,0m.
 - o Permanent Departure from the required 3,0m **common boundary building line** along the western common boundary, to permit the existing **outbuilding** (existing braai room) to be 2,7m from the western common boundary and 2,5m from the southern common boundary, in lieu of 3,0m.
 - o Permanent Departure from the required onsite **Parking** provision of 10 bays to permit the provision of 8 bays.

Development Management Scheme (DMS)

The Development Management Scheme in terms of the City of Cape Town's Municipal Planning By-Law (2025), being the management scheme applicable to the property concerned.

Planning By-Law / MPBL

The City of Cape Town's Municipal Planning By-Law (2025).

MSDF

The Municipal Spatial Development Framework

District Plan / LSDF

The Blaauwberg District Plan (2023) / The Blaauwberg Road Local Spatial Development Framework

Local Authority / Council

City of Cape Town Municipality (District B – Blaauwberg)

Executive Summary

Date: April 2026

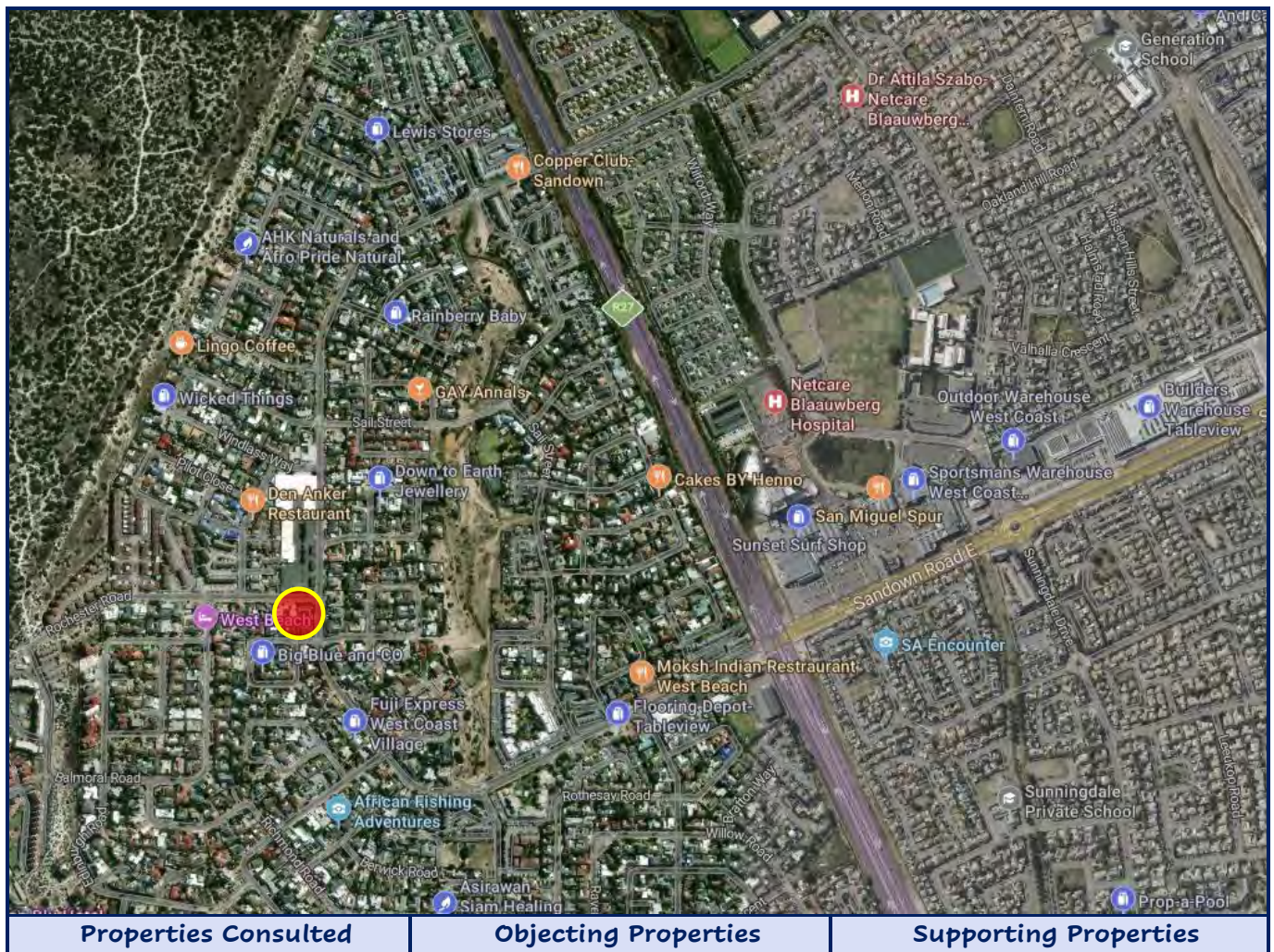
To:

Subject: Application in terms of Section 42(a), Section 42(b) and Section 42(i) of the Municipal Planning By-Law for the Rezoning, Municipal Approval and Permanent Departures necessary to permit the proposed change in use of the subject property (Offices).

1. Application Summary

- 1.1 Existing Zoning: Residential (R1)
- 1.2 Proposed Zoning: Local Business (LB1)
- 1.3 The Application: For the Rezoning, Municipal Approval and Permanent Departures to permit the use of the subject property as offices.
- 1.4 Date of Application: April 2026
- 1.5 Recommendation:

All original documentation will be available to your committee.



Section One – Introduction

1.1 Background Information

The subject property, Erf 22287 Milnerton, is located along Sandown Road, an increasingly important movement corridor within the Blaauwberg area of Cape Town. While historically characterised by a predominantly residential context, the corridor is evolving to accommodate a broader mix of land uses in response to ongoing urban growth.

Recent residential expansion in West Beach has increased demand for conveniently located non-residential uses, including commercial and service-related activities. However, such opportunities remain limited along accessible routes such as Sandown Road.

The proposed development responds to this demand by introducing an appropriately scaled non-residential component aligned with the corridor's emerging function. This approach is consistent with the principles of the City of Cape Town Municipal Spatial Development Framework, which promotes mixed-use development and the intensification of activity streets. In doing so, the proposal supports a more integrated and sustainable urban environment while reinforcing Sandown Road's role as a developing activity spine.

The development is designed to integrate with its surroundings, complementing the existing urban fabric while accommodating future growth. In this regard, it responds to both the immediate needs of the West Beach area and its longer-term spatial and economic trajectory.

1.2 The Client

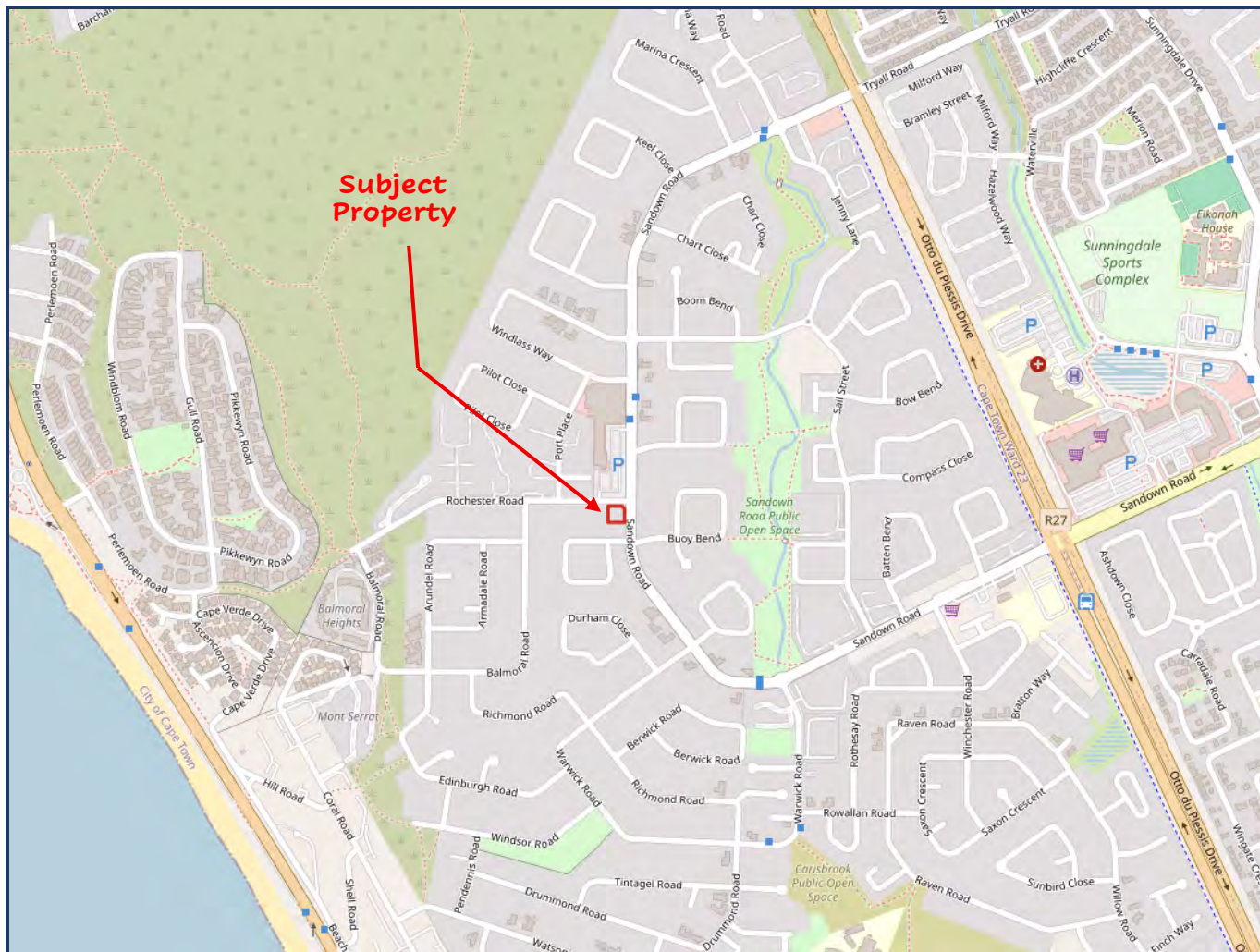
The Applicant acts under Power of Attorney (see **Annexure A**) for the registered owner of the subject property, being:

1.3 The Consultants

The Consultants in this matter are:



Represented herein by **Mr. Jody Francis**.



 TOWN PLANNING & LAND SURVEYING	Project: Erf 22287 Milnerton	Title: Rezoning, Municipal Approval & Departures	Date: Apr '26
	Legend:	North: 	Figure: 1 Locality Plan

1.4 The Application

Pursuant to the above, application is herewith made for the approval, by the City of Cape Town Municipality for the land use application submitted in favour of Erf 22287 Milnerton.

Application is made:

- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Rezoning** of the subject property from Residential (R1) to Local Business (LB1) to permit its use as offices.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2015) for the **Municipal Approval** associated with the proposed change in use (Rezoning and Permanent Departures) within the **5–16 km Urgent Protective Action Planning Zone (UPZ)**.

- In terms of **Section 42(b)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Permanent Departure** associated with the renovation and use of the existing building on the subject property as offices.
 - o Permanent Departure from the required 3,0m **common boundary building** line along the **western** common boundary on both the ground and the first floor to be 2,7m in lieu of 3,0m.
 - o Permanent Departure from the required 3,0m **common boundary building** line along the **southern** common boundary on the ground floor only, to be 0,0m in lieu of 3,0m.
 - o Permanent Departure from the required 3,0m **common boundary building line** along the western common boundary, to permit the existing **outbuilding** (existing braai room) to be 2,7m from the western common boundary and 2,5m from the southern common boundary, in lieu of 3,0m.
 - o Permanent Departure from the required onsite **Parking** provision of 10 bays to permit the provision of 8 bays.

1.5 The Purpose of the Report

The purpose of this report is to inform Council, officials, and interested and affected parties of the application submitted in respect of the subject property. It provides the necessary background and contextual information to support an understanding of the site, its surroundings, and the nature of the proposal.

The report further sets out a planning motivation in support of the proposed development, outlines the specific details of the application, and assesses its alignment with relevant spatial planning policies and principles.

In doing so, it aims to facilitate an informed, transparent, and efficient evaluation of the application by the relevant authority.

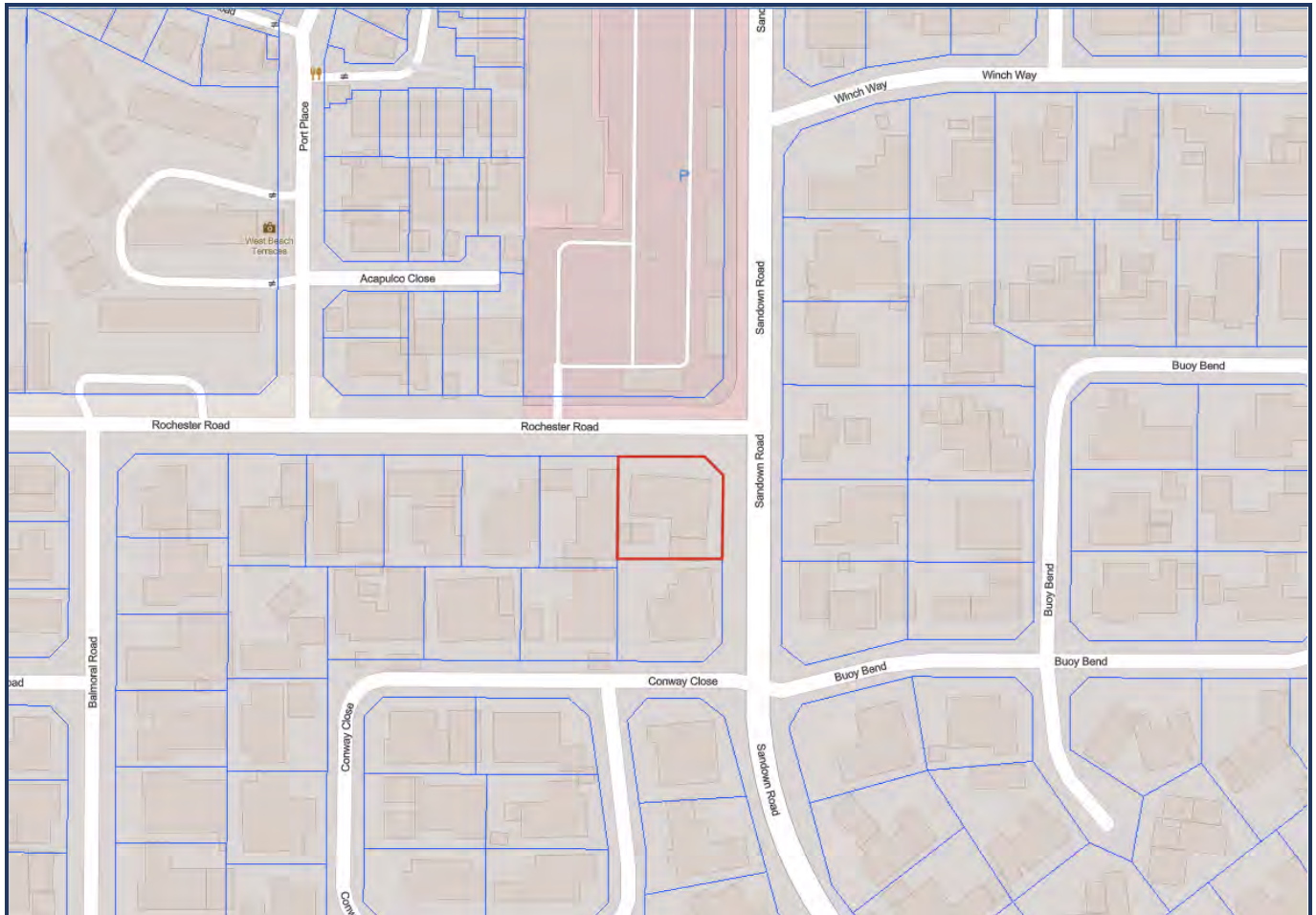
Section Two – Property Details

2.1 Property Description

With regard to the description of the property concerned, Title Deed describes the property as:

(see Annexure B),

**Erf 22287 Milnerton, in the City of Cape Town
Division Cape, Province of the Western Cape**



 TOWN PLANNING & LAND SURVEYING	Project: Erf 22287 Milnerton	Title: Rezoning, Municipal Approval & Departures	Date: Apr '26
	Legend:	North: 	Figure: 2 Locational Context

2.2 Ownership

With regard to the Ownership of the subject property identified in 2.1 above, and as confirmed by title deed the registered owner is:

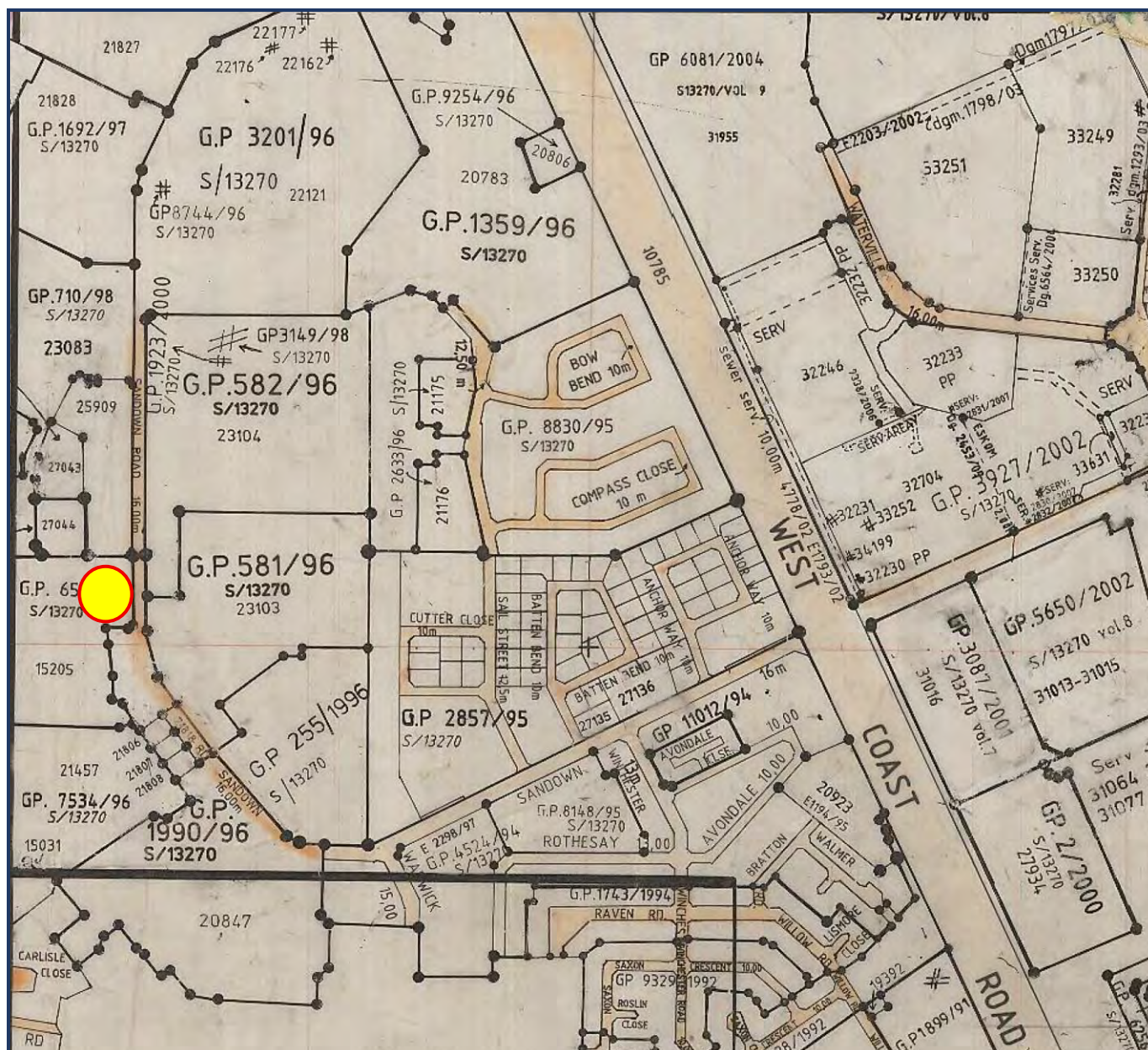
Represented herein by Mr. Andile Peter.

Extent

Regarding the extent of the property concerned, the Title Deed and General Plan (see **Annexure C**) confirm the extent of the subject property to measure:

767m²

Seven Hundred and Sixty-Seven Square Meters



Project:

Erf 22287 Milnerton

Title:

Rezoning, Municipal Approval & Departures

Date:

Apr '26

Legend:

North:



Figure:

3

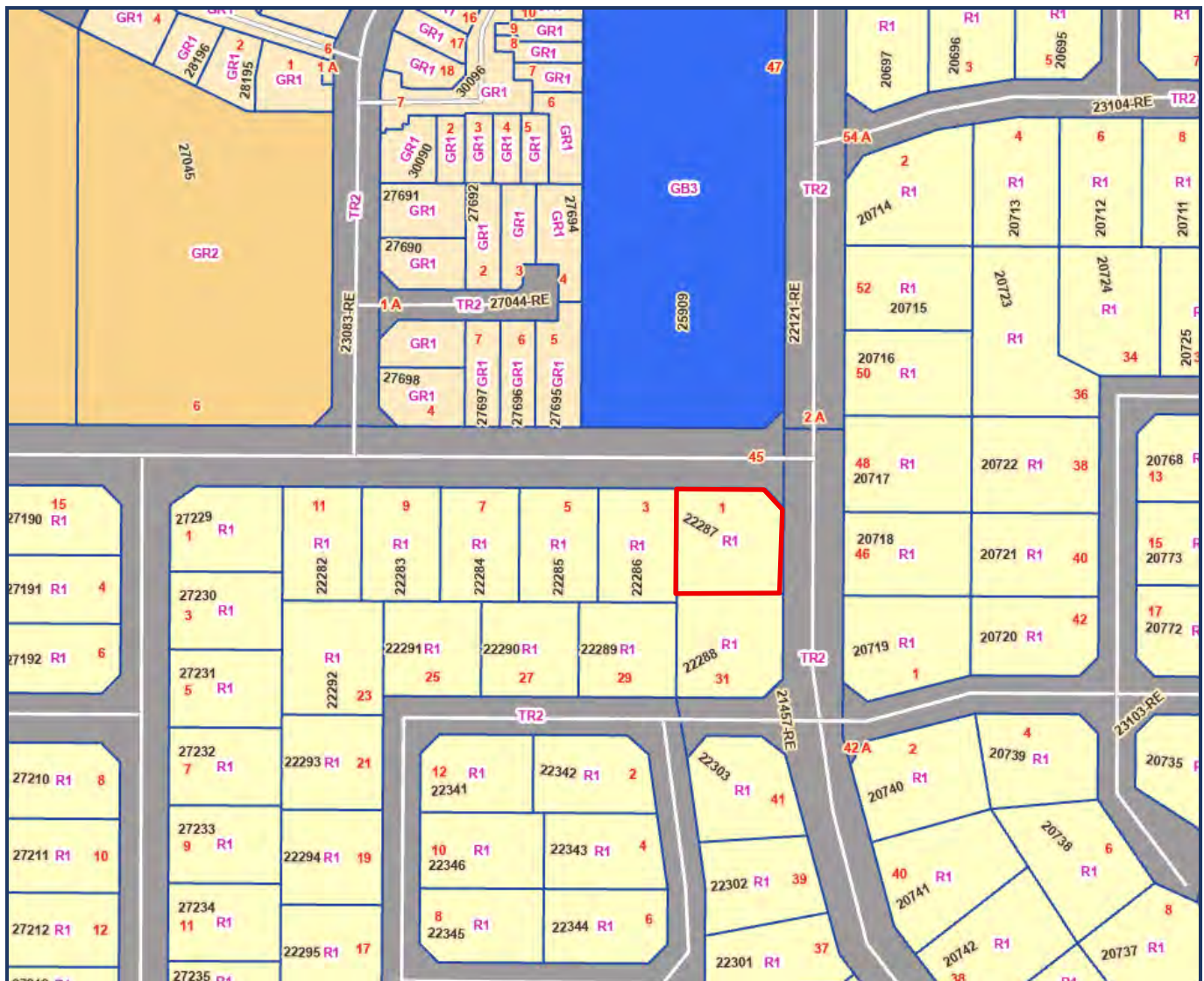
Noting Sheet

2.4

Zoning

In terms of the zoning of the subject property, investigation with the City of Cape Town (see **Figure 4**), revealed that in terms of the Development Management Scheme, the subject property is zoned:

Residential (R1)



 FJC CONSULTING TOWN PLANNING & LAND SURVEYING	Project:	Title:	Date:
	Erf 22287 Milnerton	Rezoning, Municipal Approval & Departures	Apr '26
Legend:		North:	Figure:
Residential (R1) General Residential (GR1)		 North	 4 Zoning Plan
 General Residential (GR2)  General Business (GB3)			

2.5

Existing Land Use

As can be established from the aerial image provided for in **Figure 5** below, the subject property is currently developed with a main dwelling unit, an adjoining garage and an outbuilding.

This application seeks to undertake certain additions and renovations necessary to convert the existing dwelling unit into offices.



	Project: Erf 22287 Milnerton	Title: Rezoning, Municipal Approval & Departures	Date: Apr '26
	Legend:	North: 	Figure: 5 Aerial View

2.6 Access

As can be established from **Figure 5** above, The subject property is directly accessed from Sandown Road, a well-established connector route within West Beach that provides convenient connectivity to the surrounding road network, including the R27 (West Coast Road) and broader Blaauwberg area. This location ensures good vehicular accessibility, while also benefiting from proximity to public transport routes and established pedestrian linkages serving the surrounding residential neighbourhoods.

2.7 Title Deed / Restrictive Conditions

When regard is had to the title deed concerned, and the existence of any restrictive conditions contained therein, which are potentially in conflict with the proposed rezoning to enable its conversion and use as offices, it is acknowledged that in terms of a cursory reading of the deed that there are no restrictive conditions registered against the title that conflict with the proposed conversion and use as offices.

Based on the above, no removal of restrictive title deed conditions application is required.

2.8 Services

We can confirm that the subject property is appropriately serviced, in that the existing building on Erf 22287 was developed and serviced and has been occupied for a lengthy period of time.

As a result, the subject property is suitably serviced to cater for the residential needs of the property.

The consideration of the extent to which the proposed intensification of the subject property will result in an increase in the demand for services, will be assessed in the later sections of report when the proposed change in use is considered.

It is understood that the application will be circulated to City's internal branches (Water and Sanitation / Potsdam WWTW) for comment on whether the services network can sustain the proposed development.



 FJC CONSULTING TOWN PLANNING & LAND SURVEYING	Project: Erf 22287 Milnerton	Title: Rezoning, Municipal Approval & Departures	Date: Apr '26
	Legend:		North:  Figure: 6 Servitudes

2.9

Servitudes

After scrutiny of the applicable title deed, the Survey Diagram as well as the Noting Sheet, we find no reference / mention of any servitudes over, or in the vicinity of the subject property that would serve to impact the application concerned.

2.10

Heritage

The application concerned is not associated with any heritage factors that could be impacted by the proposed change in use application.

It is noted that the subject property does not fall into any of the designated Heritage Protection Overlay Zones, neither does it fall into any of the Proposed Heritage Protection Overlay Zones.

In terms of the City's Heritage Inventory, the property is not designated as having any heritage significance.

2.11

Environmental Management

In assessing the potential environmental impact associated with the change in use application concerned, as well as in seeking to identify whether the proposed office use triggers any listed activity in terms of the National Environmental Management Act, a brief desktop assessment served to confirm that none of the listed activities are triggered by the development application concerned.

Based thereon, the Applicant did not consider it necessary to undertake an Applicability Checklist.

2.12

Overlay Zones

The subject property falls within the 5–16 km Urgent Protective Action Planning Zone (UPZ) of the Koeberg Overlay Zone as defined in the City of Cape Town Development Management Scheme.

Development within this overlay is subject to consideration of land use intensity, population characteristics, and the potential implications for emergency planning and evacuation.

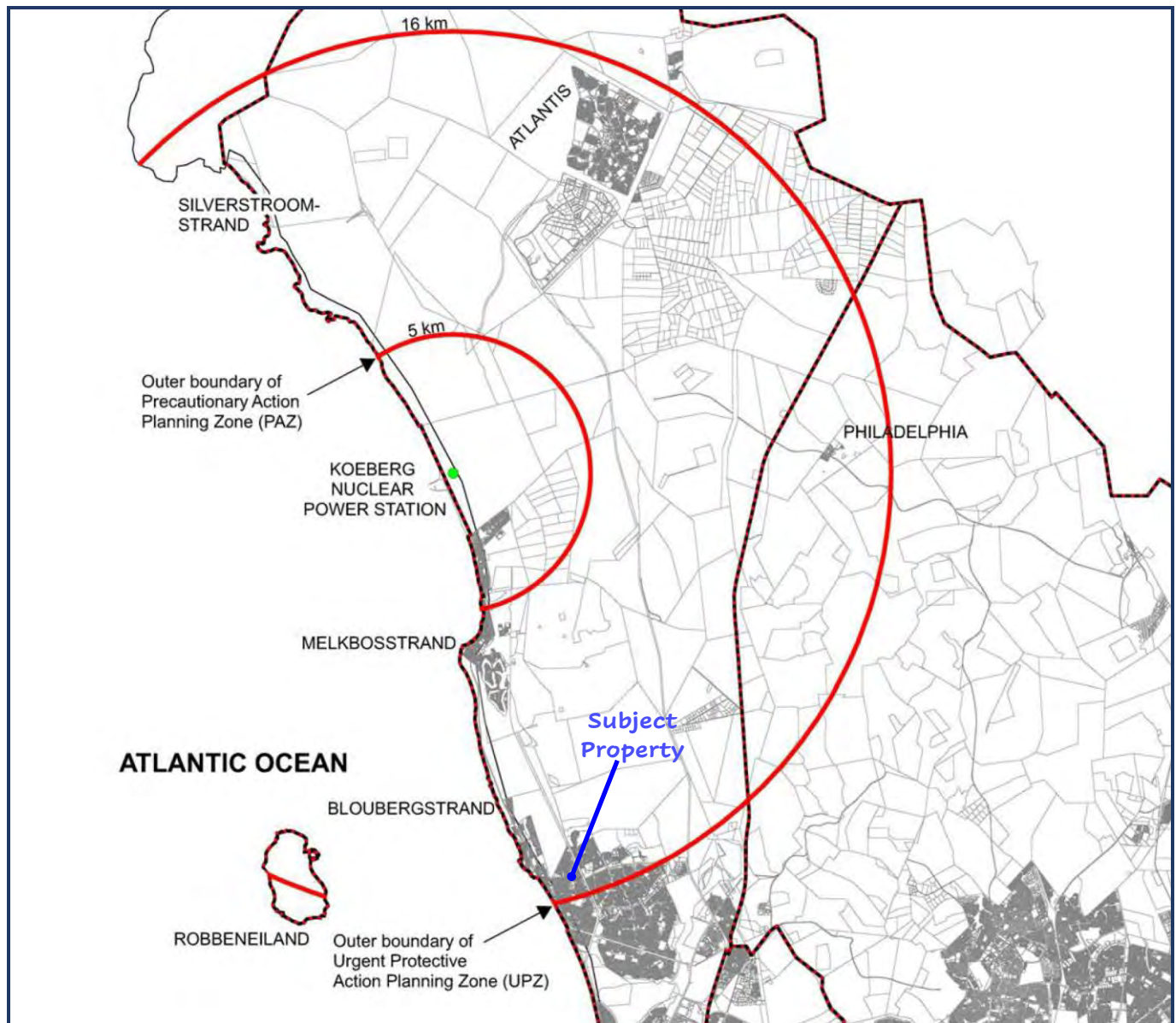
The application proposes the relocation of an existing office use from elsewhere within the same 5–16 km UPZ to the subject property. As such, the proposal does not introduce a new or additional risk-generating land use within the overlay zone but rather represents a redistribution of an already established and compatible use within the same planning zone.

Furthermore, the change in use from residential to offices does not result in a significant increase in occupancy or the introduction of vulnerable populations or special risk groups.

Office uses are generally characterised by controlled occupancy levels and limited hours of operation and are therefore considered compatible within the UPZ.

In this context, the proposal is not expected to materially alter the overall risk profile of the area or undermine the intent of the Koeberg Overlay Zone and is considered acceptable from a disaster risk management perspective, subject to compliance with any applicable requirements of the relevant authority.

Notwithstanding the above, and by virtue of the subject property being within the Koeberg Restriction Area Overlay Zone (DO/1), application for municipal approval is required in order to authorise the proposed change in use as proposed herein.



 TOWN PLANNING & LAND SURVEYING	Project: Erf 22287 Milnerton	Title: Rezoning, Municipal Approval & Departures	Date: Apr '26
	Legend:	North: 	Figure: 7 Overlay Zone

Section Three – Land Use Application

3.1 Proposed Rezoning – LB1

This land use application is primarily concerned with securing the appropriate zoning of the property, so as to enable the proposed use of the existing building on the property for medical consulting rooms purposes (i.e., Offices).

It has been previously established that the subject property is currently zoned **Residential Zone 1 (R1)**, this zoning designation permits the following uses:

Table 1: Buildings Permitted in the Residential Use Zone (R1)

Use Zone	Primary Uses	Consent Uses
Residential (R1)	- Dwelling House - Private Road - Micro Wind Turbine - Structure Mounted Energy System	- Utility Service - Place of Instruction - Place of Worship - House Shop - Institution - Guest House - Minor Rooftop Base Telecommunication Station - Rooftop Base Telecommunication Station - Wind Turbine Infrastructure - Open Space - Urban Agriculture - Veterinary Practice - Electrical Vehicle Charging Station - Small Scale Animal Care Centre - Chancery - Boarding House - Ground-Mounted Energy System - Commune - Clinic - Small-Scale Wind Turbine - Informal Trading - Halfway House
	Additional Uses - Home Occupation - Bed and Breakfast Establishment - Second Dwelling - Third Dwelling - Filming - Affordable Rental Flat - Supplementary Dwelling Unit - Small-Scale Wind Turbine - Place Of Instruction - Home Childcare	

The requirement for the rezoning is informed by the current zone of the subject property, which is Residential Zone 1 (R1) and as can be established from the above table extracted from the Development Management Scheme, no provision is made in the Primary Use column nor the Additional Use column nor the Consent Use column for the proposed use of the subject property as offices.

With regard to the proposed use of the Subject Property for office purposes, we identify in the below table extracted from the Development Management Scheme, that the proposed use of office is a primary right in the Local Business Use Zone 1 (Intermediate).

In the above regard, the application proposes the rezoning of the subject property to **Local Business Zone 1 (LB1 - Intermediate)**.

Table 2: Buildings Permitted in the Local Business Use Zone (LB1)

Use Zone	Primary Uses	Consent Uses
Local Business (LB1)	Office - Dwelling House - Boarding House - Utility Service - Flats - Filming - Electric Vehicle Charging Stations - Micro Wind Turbine - Structure-Mounted - Energy System	- Place of Instruction - Place of Worship - Institution - Clinic - Place of Assembly - Guest House - Shop - Informal Trading - Service Trade - Rooftop Base Telecommunication Station - Wind Turbine Infrastructure - Veterinary Practice - Chancery - Restaurant - Ground-Mounted Energy System - Small-Scale Wind Turbine (Only For Land Unit Areas Less Than 650m2), Small-Scale Animal Care Centre - Halfway House
	Additional Uses	
	- Second Dwelling - Home Occupation Or - House Shop Or - Bed and Breakfast Establishment - Supplementary Dwelling Unit - Affordable Rental Flat - Small-Scale Wind Turbine (Only For Land Unit Areas Of Equal Or Greater Than 650m2) Or - Home Child Care	

3.2 Municipal Approval – Koeberg UPZ

Application is made herewith in terms of Section 42(i) of the City of Cape Town Municipal Planning By-Law (2015) for the Approval in terms of Development Management Scheme to permit the proposed change in use within the Urgent Protective Action Planning Zone identified around the Koeberg Nuclear Power Station.

3.3 Development Controls – LB1

In terms of the existing improvements on the property and the proposed use thereof for office purposes, this section will seek to measure whether the existing / proposed improvements and proposed use comply with the various development rules associated with the Local Business Use Zone (LB1), or whether any permanent departures are triggered as a result of non-compliance.

Before we proceed to undertake the above-mentioned assessment, it is worth reflecting on the applicable parameters associated with the current zoning compared to that of the proposed zoning.

Single Residential Zone (SR1)		Local Business Zone (LB1)	
Floor Factor	N/A	Floor Factor	1,0
Floor Space	1 500m ²	Floor Space	767m ²
Height (Top of Building)	10,0m	Height (Top of Building)	10,0m
Coverage	N/A	Coverage	N/A
Building Line		Building Line	
• Street	3,5 m	• Street	3,5m
• Common	3.0m	• Common	3,0m

As can be seen from the above comparison, the proposed change in zoning is associated with a 733m² reduction in the permitted floor space.

Pursuant to the above, this component of the application involves the physical aspects of the proposed change in use on the property concerned (see **Annexure E**). The Development Management Scheme (DMS) prescribes certain development controls, which serve to control development within the various zones identified in the scheme.

In this regard we seek to measure whether the proposed development complies with the various development rules associated with the Local Business Zone (LB1), or whether any permanent departures are triggered as a result of non-compliance.

The mentioned assessment will be conducted in terms the following development rules which are applicable to Local Business Zone - Sub Zone 1.

- 3.3.1 Floor Factor**
- 3.3.2 Height**
- 3.3.3 Building Lines**
 - 3.3.3.1 Street Boundary Building Line**
 - 3.3.3.2 Common Boundary Building Line**
- 3.3.4 Garages & Carports**
- 3.3.5 Parking and Access**
 - 3.3.5.1 Parking**
 - 3.3.5.2 Access**
- 3.3.6 Loading**
- 3.3.7 Screening**

3.3.1 Floor Factor

In terms of the Development Management Scheme regulations, properties zoned Local Business Zone 1 are permitted a maximum floor factor of 1,0.

Therefore, the subject property is permitted a total floor area of 767m² (Site Area x Bulk Factor = 7687m² x 1,0).

From the areas as informed by the attached Site Layout Plan as drafted by Graham Holland Architects (see **Annexure E**), we calculate that the total floor area (after exclusions) of the renovated building will be 567,5m².

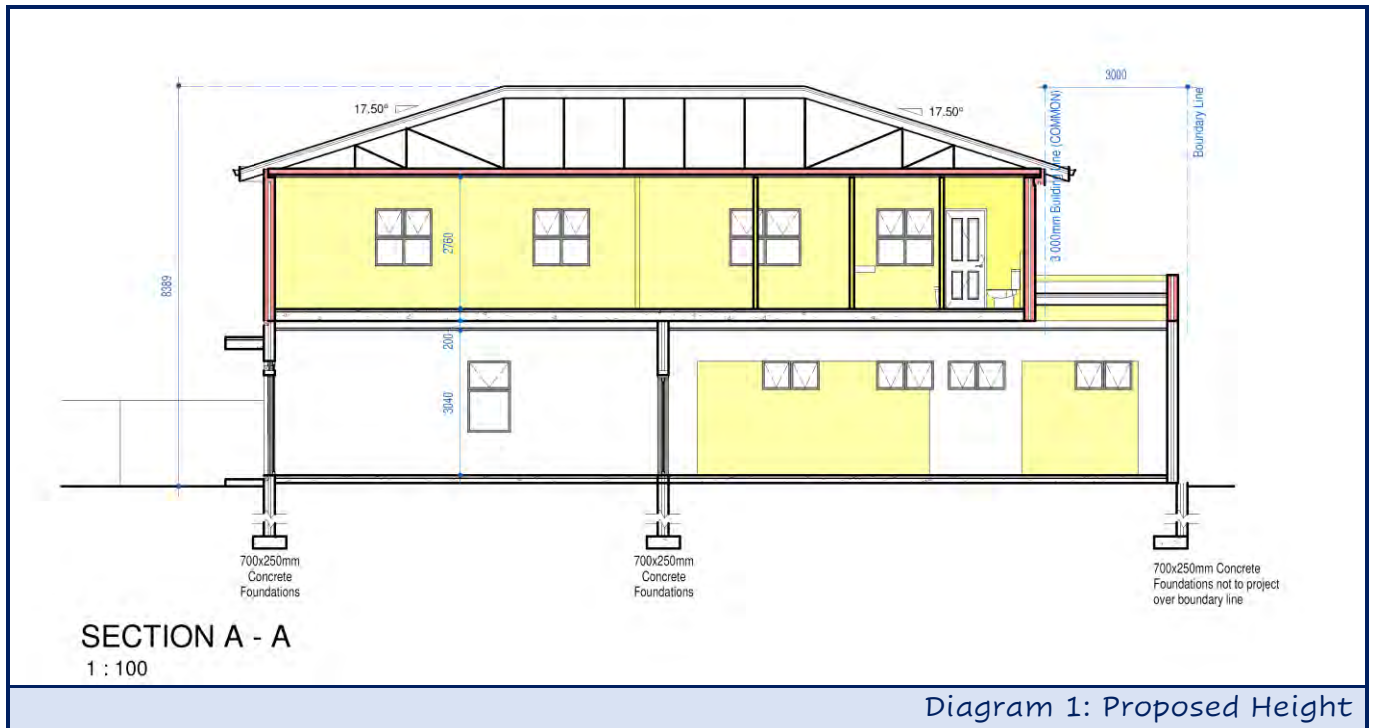
In terms of the above, we confirm that the floor area / floor space of the renovated building (including additions and alterations) is measured to be well within the permitted maximum of 767m², with the result that **no departure** from floor area / space is triggered.

3.3.2 Height

In terms of the Development Management Scheme regulations, properties zoned Local Business Zone 1 (LB1) may be developed up to a maximum height (top of building) of 10,0m.

From the heights as informed by the attached Site Layout Plan (see **Annexure E**), we measure that the top of the building height above the EGL, is measured to be 8,595m above EGL.

In terms of the above, we confirm that the top of building height of the proposed office building as informed by the attached Site Layout Plan, is measured to be well within the permitted maximum of 10,0m, with the result that **no departure** from the maximum permissible height is triggered.



3.3.3 Building Lines

3.3.3.1 Street Boundary Building Lines

3.3.3.2 Common Boundary Building Lines

3.3.3.1 Street Boundary Building Lines

In terms of the Development Management Scheme regulations, properties which measure between 650m² and 1000m², and are zoned Local Business Zone 1 (LB1) are subject to a street boundary building line of 3,5m.

From the building lines as informed by the attached Site Layout Plans (see **Annexure E**), we measure that the proposed office buildings will be set 6,6m from Sandown Road and 8,3m from Rochester Road - well in excess of 3,5m from the street boundaries of the subject property (i.e. in terms of both Sandown Road as well as Rochester Road).

As a result, **no departure** from the Street Boundary Building Line is triggered.

3.3.3.2 Common Boundary Building Lines

In terms of the Development Management Scheme regulations, properties which measure between 650m² and 1000m², and are zoned Local Business Zone 1 (LB1) are subject to a common boundary building line of 3,0m.

From the building lines as informed by the attached Site Layout Plan (see **Annexure E**), we measure that the existing building at 2,7m from the western common boundary is already within the 3,0m common boundary building line along the western common boundary (shared with Erf 22286 Milnerton (West Beach). In addition to the ground floor portion of the existing building, this common boundary building line will also be encroached by the proposed addition of a storey above the existing building footprint. This results in the proposed building maintenance store room and office 5 on the first-floor encroaching into this 3,0m building setback area, by 0,3m.

In terms of the relationship of the proposed office building with the southern common boundary building line, we observe that the existing garage is already built hard up against the common boundary shared with Erf 22288 Milnerton (West Beach). The garage on the ground floor is to be extended along the common boundary and converted into an employee lunch / break room. This also constitutes an encroachment of the common boundary building line.

The proposed addition of a first storey above the existing building footprint does not impact on this common boundary, as there will be a 3,0m setback of the first floor from the common boundary.

Thus, the common boundary building line along the southern common boundary is encroached on the ground floor only.

In terms of the above, we confirm that the proposed conversion of the dwelling unit to offices (including additions and alterations) contravenes the 3,0m common boundary building line along the western common boundary on both the ground and the first floor, and along the southern common boundary along the ground floor only - with the result that a permanent departure from the Common Boundary Building Line of 3,0m is required.

3.3.4 Garages, Carports and Outbuildings

In terms of the Development Management Scheme regulations, garages, carports and outbuildings are permitted within the common boundary building line on the common property boundary provided that the garage, carport and outbuilding do not -

- extend higher than 3,5m from existing ground level to the top of building;
- exceed a horizontal dimension of 6,5 m when viewed from any street boundary.

When the existing braai room as an outbuilding is considered, and based on the ground floor plan, we note that it marginally encroaches into the 3,0m common boundary building line, by roughly 0,3m along the western common boundary and 0,5m along the southern common boundary. In terms of this outbuilding complying with the prescribed conditions necessary to permit aforementioned encroachments, we find as follows:

- the height of the existing outbuilding, measured from the EGL to the top of the building is 3,9m. This exceeds the parameters as outlined in Item 22(f)(i)(aa), which results in the said outbuilding not benefitting from the permission granted for outbuildings to be within the 3,0m common boundary building line.
- The horizontal dimension of the outbuilding along the elevation that faces towards Sandown Road and Rochester Road is measured to be 5,83m and 5,0m respectively. This component of the outbuilding concerned complies with the prescribed precondition.

When the existing wendy house store room as an outbuilding is considered, and based on the ground floor plan, we note that it is located within the 3,0m common boundary building line. In terms of this outbuilding complying with the prescribed conditions necessary to permit it within the common boundary building line on the common property boundary, we find as follows:

- the height of the existing outbuilding, measured from the EGL to the top of the building is 2,95m. This is within the parameters as outlined in Item 22(f)(i)(aa), which results in the said outbuilding potentially benefitting from the permission granted for outbuildings to be within the 3,0m common boundary building line, subject to compliance with the other precondition.
- The horizontal dimension of the outbuilding along the elevation that faces towards Sandown Road and Rochester Road is measured to be 5,8m and 1,95m respectively. This component of the outbuilding concerned complies with the prescribed precondition, which results in the said outbuilding benefitting from the permission granted for outbuildings to be within the 3,0m common boundary building line

In terms of the above assessment, we confirm that the existing outbuilding (existing braai room) contravenes the 3,5m height requirement and is thus subject to the 3,0m common boundary building line, which is encroached along the southern and western common boundaries, triggering the need for a departure.

3.3.5 Parking and Access

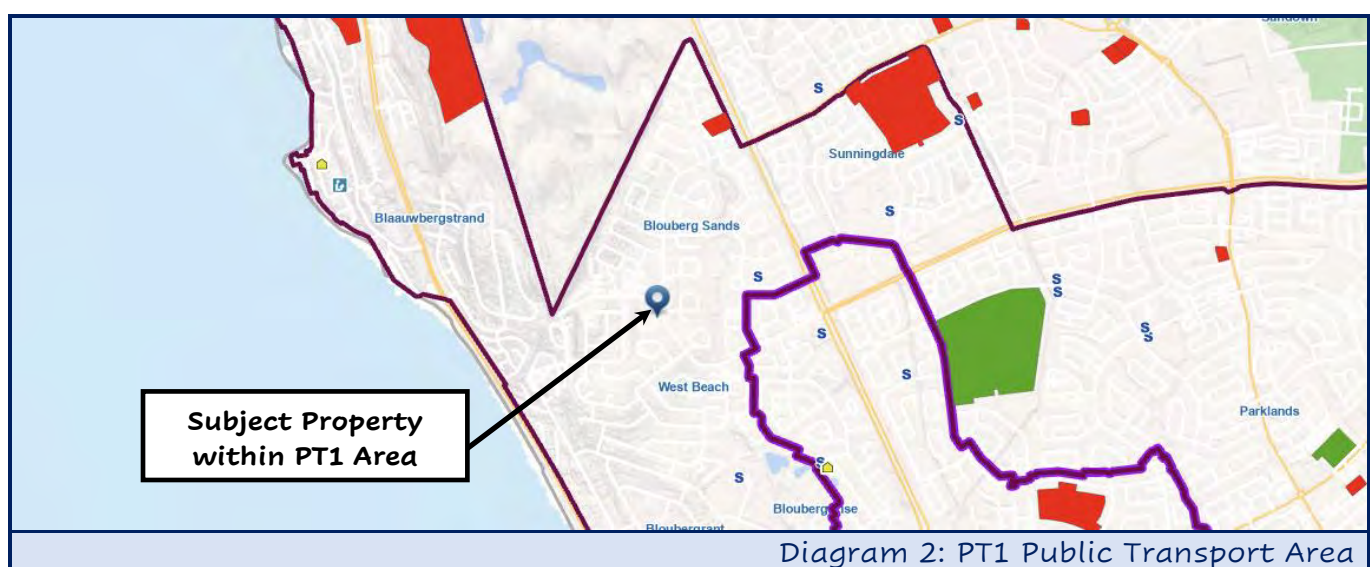
3.3.5.1 Parking

The provisions of Chapter 15 of the Development Management Scheme, as far as they relate to parking, requires that on-site parking be provided as below:

Table 3: Minimum Off-Street Parking Requirements

Land Use	Standards Areas	PT1 Areas	PT2 Areas
Office	4 bays per 100m ² of GLA	2,5 bays per 100m ² of GLA	Nil

Based on the above, the subject property is found to be located within the PT1 parking area (see **Diagram 2** below).



We confirm that the subject property falls within the designated Public Transport Area 1, with the result being that the subject property is subject to a reduced parking requirement, as noted below.

In terms of the proposed use of the subject property as offices, the following parking requirement is relevant:

- **Offices**

The PT1 parking requirement for offices is **2.5 bays per 100m² of GLA**

Based on the proposed use of the renovated building as offices, as recorded on the proposed Site Layout Plan (see **Annexure E**), we acknowledge that a total GLA of 401,59m² is proposed.

In terms of the above, the required parking provision associated with the proposed office use is:

10 parking bays

As can be established from the proposed Site Layout Plan (see **Annexure E**) a total of 8 on-site parking bays is proposed.

In terms of the above, we confirm that the proposed parking provision as informed by the attached Site Layout Plan, falls short of the required number of on-site parking bays, with the result being that a departure from parking is triggered.

3.3.5.2 Access

- In terms of the provisions of Chapter 15 of the Development Management Scheme, and as far as access is concerned, we confirm as below:

In terms of item 140(1)(b) of the Development Management Scheme, no vehicular ingress or egress shall be closer than 10m from an intersection as defined by the prolongation of street boundaries; except for industrial-zoned properties, where the distance shall be 15 m.

In terms of the above provision, we qualify that the proposed accesses to the subject property are located in excess of 10m from an intersection.

Based on the above, we confirm that **no departure** in terms of Section 140(1)(b) is triggered.

- **In terms of Item 140(2)(a) motor vehicle carriageway crossings are limited to one per site per public street or road abutting the site.**

As can be established from the attached Site Layout Plan (see **Annexure E**), the property concerned proposes one carriageway crossing along Sandown Road (existing) and one carriageway crossing along Rochester Road (new). This complies with the provision of the item concerned.

As a result, **no departure** from this regulation is required.

- In terms of Chapter 15 Item 140(2)(c) the minimum and maximum widths of motor vehicle carriageway crossings shall be 2,4 m and 8,0 m, respectively.

As can be determined from the Site Layout Plan, the proposed carriageway crossings are measured to be 7,5m wide in both instances.

Therefore, no departure from this regulation is required.

3.3.6 Loading

In accordance with **Item 51(f)** and read with **Section 144** of the Development Management Scheme regulations which deal with Loading, we observe that the land use types identified which require the provision of loading bays include the following land uses:

- Offices
- Business Premises (other than offices and supermarket)
- Industry
- Supermarket

We note that the above list includes offices, which as a use, triggers the need for a loading bay, however Section 144 identifies a threshold below which loading bays are not required for Business Premises.

The identified threshold for offices is 1000m².

In lieu of the fact that the proposed office use is roughly 567m² gross, as reflected in the attached Site Layout Plan – it does not meet with the specified 1000m² threshold, therefore no loading bays are required.

3.3.7 Screening

In the above regard, the Applicant acknowledges that the Development Management Scheme in **Item 41(g)** and read with **Section 125** provides that for any part of a land unit which is used for the storage or loading of goods, such area shall be enclosed with a suitable wall and/or landscape screening, and also where any external utility service or equipment which is required for a building shall be appropriately screened from view from a public street, and such screening shall be integrated with the building in terms of materials, colour, shape and size.

In the above regard, we are of the considered opinion that the proposed layout clearly communicates its intentions, in that all utility and storage areas are clearly enclosed and appropriately screened from the public.

Section Four – Motivation

4.1 Description of Surrounding Area & Uses

The surrounding area is predominantly residential in character, comprising a mix of Single Residential and General Residential zonings typical of the established West Beach neighbourhood. Development in the immediate vicinity largely consists of low-density housing, with pockets of higher-density residential forms occurring in proximity to key routes.

Properties located on Sandown Road are undergoing a shift toward varied land uses, with several sites already serving, or potentially being converted for, offices and small-scale commercial purposes.

This shift is indicative of the evolving role of Sandown Road as an emerging activity street, where increased accessibility and exposure are supporting a gradual diversification of land uses. The existing zoning framework and development trends in the area therefore provide an appropriate context for the introduction of compatible non-residential uses that serve the surrounding community while remaining sensitive to the predominantly residential character of the broader area.



Diagram 3: Locational Context

4.2 Criteria i.t.o. Section 99(1) of the MPBL

4.2.1 Compliance with the requirements of the MPBL

The application is submitted in accordance with the provisions of the MPBL.

The relevant processes and procedures, which will include public participation, will be carried out as prescribed in the By-Law.

In the event of any comments / objections being received, it is anticipated that the application will need to be referred to the Municipal Planning Tribunal for a decision.

4.2.2 Compliance / Consistency with the MSDF

The proposal is consistent with the principles of the City of Cape Town Municipal Spatial Development Framework, which promotes a more compact, efficient, and integrated urban form through the intensification of land uses along activity streets and mobility corridors. Sandown Road functions as an emerging activity corridor within the Blaauwberg area, and the introduction of an appropriately scaled office use supports the diversification of land uses in accessible locations.

The proposal further aligns with the MSDF's objectives of improving access to economic opportunities and services by locating non-residential uses in close proximity to established residential areas, thereby reducing travel demand and supporting local economic activity. As such, the application contributes to the realisation of a more sustainable and well-structured urban environment in line with the spatial vision of the MSDF.

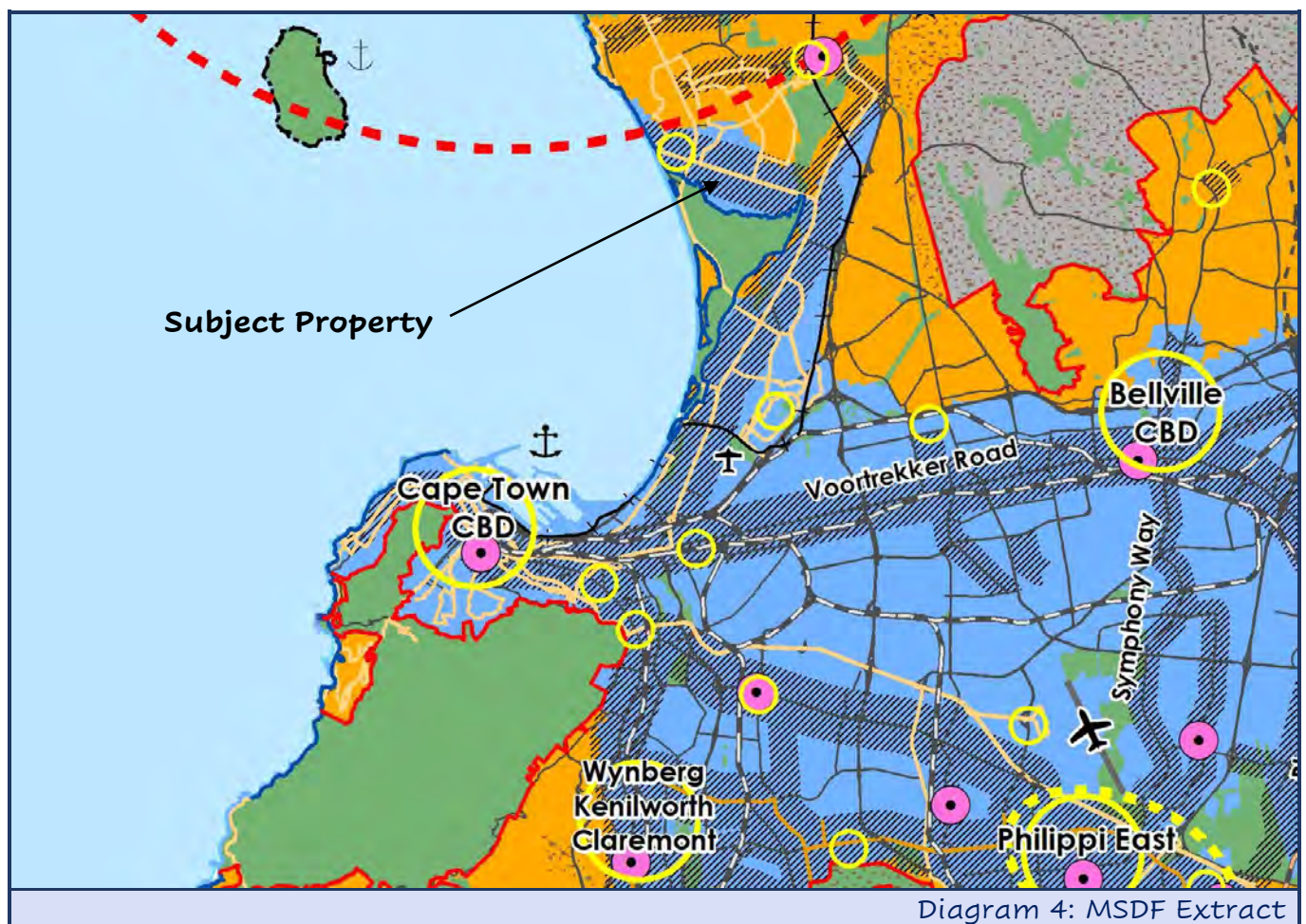


Diagram 4: MSDF Extract

4.3 Criteria i.t.o. Section 99(2) of the MPBL

4.3.1 Applicable Spatial Development Frameworks

The proposal is consistent with the principles of the Blaauwberg District Plan, which supports the development of a more integrated and accessible urban structure through the concentration of appropriate non-residential uses along activity routes. Sandown Road is identified as an important movement corridor within the district, where incremental intensification and land use diversification are encouraged to support surrounding residential areas.

The introduction of an appropriately scaled office use is aligned with the District Plan's objectives of enhancing local economic activity, improving access to services, and promoting a more efficient use of well-located land. The proposal is therefore considered to be compatible with the desired spatial form and land use pattern envisaged for the Blaauwberg area.

The Blaauwberg District Plan further provides the following guidelines and details pertaining to Urban Development Spatial Planning Category:

Table 4: Spatial Planning Category: Urban Development	
Typologies and District Elements	District Development Guidelines
a) Urban Development - General (Applicable to all areas)	1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use / business development (where appropriate), but should not include noxious industrial uses. 2. Sites indicated for urban development, but which also fall within identified precautionary areas should take into account associated district development guidelines. 3. Support the incremental intensification 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 approved Densification Policy also apply. 4. Encourage resource efficient design and promote carbon neutral buildings and precincts in alignment with the Urban Design Policy. 5. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) through the use of sensitive design as informed by local level guidance and spatial development plans where applicable.

The proposal is consistent with the principles of the Blaauwberg District Plan, which supports the development of a more integrated and accessible urban structure through the concentration of appropriate non-residential uses along activity routes. Sandown Road is identified as an important movement corridor within the district, where incremental intensification and land use diversification are encouraged to support surrounding residential areas.

The introduction of an appropriately scaled office use is aligned with the District Plan's objectives of enhancing local economic activity, improving access to services, and promoting a more efficient use of well-located land. The proposal is therefore considered to be compatible with the desired spatial form and land use pattern envisaged for the Blaauwberg area.

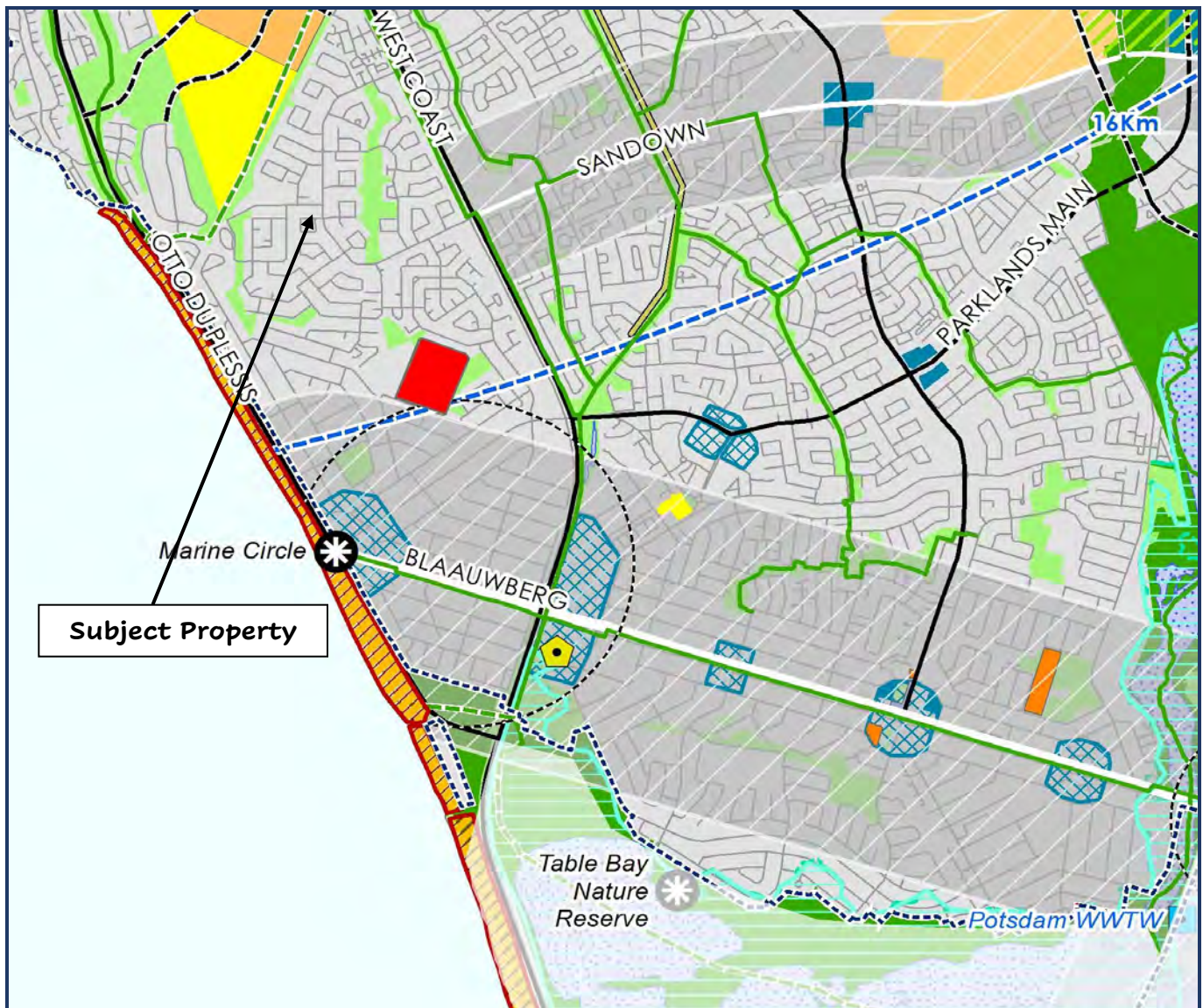


Diagram 5: Blaauwberg District Plan (Sub-District 3)

4.3.2 Relevant criteria contemplated in the DMS

The Application is extensively compliant with the provisions of the Development Management Scheme as far as they pertain to the Local Business Zone (LB1) use zone save for the building line departure triggered largely by the existing building and the parking departure.

4.3.3 Applicable Approved Policy or Strategy to guide decision making

The consistency of the proposed development will be tested against the following policies and strategy approved by the Municipality with a view to inform and guide decision making.

- 4.3.3.1 Integrated Development Plan (IDP)
- 4.3.3.2 Densification Strategy
- 4.3.3.3 Social Development Strategy (SDS)
- 4.3.3.4 Inclusive Economic Growth Strategy (IEGS)
- 4.3.3.5 TOD Strategic Development Framework

4.3.3.1 Integrated Development Plan (IDP)

The proposal aligns with the objectives of the City of Cape Town Integrated Development Plan, which seeks to promote inclusive economic growth, improved access to opportunities, and the efficient use of infrastructure within the urban area.

By introducing an appropriately scaled office use within a transition area, the development is seen as supporting local economic activity and bringing employment opportunities closer to surrounding communities.

Furthermore, the utilisation of a well-located site along Sandown Road contributes to the IDP's emphasis on spatial integration and the optimisation of existing infrastructure and transport networks.

The proposal is therefore considered to support the broader developmental goals of the City as set out in the IDP.

4.3.3.2 Densification Strategy

The proposal is consistent with the principles of the Densification Policy, which promotes the efficient use of well-located land through appropriate intensification and diversification of land uses.

While the policy primarily addresses residential densification, it also supports the introduction of compatible non-residential uses along activity streets and in areas with good accessibility.

In this context, the subject property's location along Sandown Road makes it suitable for a modest increase in land use intensity.

The proposed office use represents a form of functional densification, contributing to a more compact and integrated urban environment without adversely impacting the surrounding residential character.

The proposal is therefore considered to be aligned with the policy's objectives of supporting sustainable urban growth and improved access to opportunities.

4.3.3.3 Social Development Strategy (SDS)

The proposal is aligned with the objectives of the Social Development Strategy, which seeks to promote inclusive, well-functioning communities through improved access to services, opportunities, and local economic activity.

By introducing an office use within close proximity to established residential areas, the development contributes to the creation of a more convenient and accessible urban environment.

The proposal supports the SDS's emphasis on spatial integration and the strengthening of local areas by enabling economic activity at a neighbourhood scale.

In doing so, it enhances opportunities for employment and service provision within the community, thereby contributing to improved quality of life and social sustainability.

4.3.3.4 Inclusive Economic Growth Strategy (IEGS)

The proposal is aligned with the objectives of the Inclusive Economic Growth Strategy, which seeks to enable economic opportunity, support business development, and improve access to employment across the city.

By introducing an office use within a well-located and accessible area, the development contributes to the decentralisation of economic activity and supports the growth of local enterprise.

The proposal further advances the Strategy's focus on creating an enabling environment for investment by utilising well-positioned land along an emerging activity street.

In doing so, it promotes economic participation at a local level, enhances accessibility to employment opportunities, and supports a more inclusive and spatially distributed pattern of economic growth.

4.3.3.5 TOD Strategic Development Framework

The proposal is consistent with the principles of the Transit Oriented Development Strategic Framework, which promotes the integration of land use and transport through the concentration of development in accessible locations.

By introducing an office use along Sandown Road, a well-connected movement corridor with access to public transport services, the development supports increased activity and land use intensity in a location that is accessible by multiple modes of transport.

The proposal contributes to the TOD objective of creating more compact, efficient, and connected urban environments by locating employment opportunities closer to residential areas, thereby reducing travel distances and supporting the use of existing transport infrastructure.

As such, the application aligns with the broader goals of spatial integration and sustainable urban development underpinning the TOD Strategic Development Framework.

4.3.4 Impact on Existing Rights

The proposed development is not expected to have a materially adverse impact on the existing rights of surrounding property owners in the vicinity of the Sandown Road and Rochester Road intersection in West Beach.

The immediate area is predominantly residential, except for the extensive shopping centre located directly across Rochester Road; however, properties located along Sandown Road are increasingly characterised by a transition toward mixed and non-residential uses due to the road's function as a mobility route.

In this context, the introduction of an office use on the subject property is considered compatible with the evolving character of the intersection. The scale and nature of the proposed use, which has been kept within residential limits, i.e. that which applicable to the R1 zone, are such that potential impacts, including traffic, noise, and intensity of use, are expected to remain moderate and manageable, particularly given the site's exposure to an arterial route rather than a purely internal residential street.

Furthermore, the proposal does not limit or compromise the ability of surrounding property owners to exercise their existing rights in terms of the applicable zoning scheme.

The development is therefore not considered to result in undue prejudice and is compatible with both the current and anticipated future character of the area.

4.4 Criteria i.t.o. Section 99(3) of the MPBL

4.4.1 Socio-Economic Impact

The proposed development is expected to have a positive socio-economic impact on the West Beach area. By introducing a low-key office use, the development will contribute to local economic activity through the creation of employment opportunities and the support of small-scale business operations. This assists in diversifying the local economy, which is currently predominantly residential in nature.

The location of the development along Sandown Road enables improved access to employment and services within close proximity to surrounding residential areas, thereby reducing the need for longer-distance commuting and associated transport costs. In addition, the proposal supports the incremental development of Sandown Road, enhancing convenience and accessibility for the local community.

Overall, the development contributes to a more integrated and sustainable urban environment, with socio-economic benefits arising from increased economic participation, improved accessibility, and the more efficient use of well-located land.

4.4.2 Compatibility with Surrounding Uses

The proposed office use is considered compatible with the surrounding land use context of the Sandown Road and Rochester Road intersection in West Beach. While the broader area is predominantly residential in character, properties along Sandown Road are increasingly transitioning toward a mix of residential and non-residential uses, reflecting the road's function as a mobility route and emerging activity street.

The scale and intensity of the proposed office use is appropriate to its context and not expected to detract from the amenity of the surrounding residential properties. The site's location on a corner erf with direct access to Sandown Road further supports its suitability for a non-residential use, as it allows activity to be oriented toward the higher-order road while limiting intrusion into quieter residential streets.

In addition, office uses are generally low-impact in nature, with predictable operating hours and manageable traffic generation. As such, the proposal represents a compatible and logical extension of the evolving land use pattern along Sandown Road, without undermining the residential character of the surrounding neighbourhood.

4.4.3 Impact on the External Engineering Services

The proposed change in use from residential to offices is not expected to place a significant additional burden on existing external engineering services. The development will utilise established municipal infrastructure networks, including water supply, sewerage, stormwater, electricity, and road access, all of which are already in place to service the property and the surrounding area.

While the office use may result in a marginal change in service demand patterns, such as increased daytime water and electricity consumption and slightly higher traffic generation, these are not anticipated to exceed the capacity of the existing infrastructure. The site's location along Sandown Road, a well-developed movement route, further supports its ability to accommodate the anticipated traffic volumes.

Accordingly, the proposal is not expected to necessitate any significant upgrades to external engineering services, subject to confirmation by the relevant service departments and compliance with standard municipal requirements.

4.4.4 Impact on Safety, Health, and Wellbeing

The proposed development is not expected to have a negative impact on the safety, health, or well-being of the surrounding community. The introduction of an office use in place of a residential use represents a low-impact activity, typically associated with controlled operating hours, limited noise generation, and standard occupational health and safety requirements.

The location of the site along Sandown Road supports safe and convenient access, with good visibility and established transport infrastructure. The presence of an office use may further contribute positively to passive surveillance and activity along the street frontage, which can enhance perceptions of safety in the area.

In addition, the development does not involve any activities that would pose a risk to public health or introduce environmental hazards. As such, the proposal is considered compatible with maintaining and potentially enhancing the overall safety, health, and well-being of the surrounding area.

4.4.5 Impact on Heritage

The proposed development is not expected to have any adverse impact on heritage resources. The subject property and surrounding area are characterised by relatively recent suburban development and do not form part of a recognised heritage area, nor do they contain structures of known historical, architectural, or cultural significance.

The change in use from residential to offices does not entail alterations that would affect any identified heritage fabric or cultural landscape. Furthermore, the proposal is consistent with the existing and evolving character of the area along Sandown Road.

Accordingly, the development is not anticipated to impact on any heritage resources as contemplated in terms of the National Heritage Resources Act, and no further heritage-related mitigation is considered necessary.

4.4.6 Impact on the Biophysical Environment

The property is located in an established urban area and the proposal is not anticipated to have any material impact on the biophysical environment.

4.4.7 Impact on Traffic / Parking / Access

Based on the above assessment, we have been able to determine that the parking requirement associated with the proposed change in use to offices requires the provision of 10 parking bays due to it being located within a PT1 parking area.

In terms of the attached site layout plan we identify that a total of 8 parking bays is proposed, which results in a 2 -bay shortfall.

In this regard, the Applicant instructed a Traffic Engineer to undertake a parking study motivating a departure from the minimum off-street parking requirements in respect of the proposed office development.

The purpose of the study was to assess the adequacy of the proposed on-site parking provision and to determine whether sufficient on-street parking capacity exists in the immediate vicinity of the site to safely and conveniently accommodate the residual parking shortfall.

The findings and conclusion of this study are contained in the report attached as **Annexure F**. This report, inter alia, concludes that:

- **Through site layout optimisation, 8 compliant on-site parking bays can be provided, resulting in a shortfall of only 2 bays.**
- **The revised access and parking proposal will enhance vehicular manoeuvrability and improve safety.**
- **On-street parking utilisation surveys confirm that substantial capacity exists to accommodate the residual parking shortfall, without negatively impacting surrounding properties, traffic flow, or road safety.**

4.4.8 Conditions that can mitigate an adverse impact

Depending on whether the public or the municipality consider any one aspect of the land use application to potentially be beyond the threshold of what the area can reasonably sustain, it may be necessary to consider the imposition of conditions to deal with / address / control / limit the element giving rise to such concern.

From the Applicants perspective, no such unreasonable impact is obvious or can be anticipated, and thus the Applicant does not foresee any impact that would need to be mitigated via the imposition of conditions of approval.

4.4.9 Would approval grant the development rules of the next subzone

The development proposal is formulated within the permitted limits of the development parameters of the Local Business (LB1) use zone; therefore, no consideration of the next sub-zone is deemed necessary.

4.5 SPLUMA & LUPA

The Spatial Planning and Land Use Management Act, as well as the Land Use Planning Act, provide that all principles as contained in the Act apply to all aspects of spatial planning, land development, and land use management.

In the above regard we note that the Act identifies the following Development Principles:

- 4.5.1 The Principle of Spatial Justice
- 4.5.2 The Principle of Spatial Sustainability
- 4.5.3 The Principle of Efficiency
- 4.5.4 The Principle of Spatial Resilience
- 4.5.5 The Principle of Good Administration

The application of these principles to the application concerned, is communicated in the below sections.

4.5.1 The Principle of Spatial Justice

The proposal is consistent with the principle of spatial justice as it contributes to a more equitable distribution of economic opportunities and services within the urban area. By introducing an office use within an established residential neighbourhood, the development brings employment opportunities and services closer to where people live, thereby reducing the need for long-distance travel and associated costs.

The utilisation of a well-located site along Sandown Road supports improved access for a broader segment of the community, including those who rely on public transport and non-motorised modes of movement. In this way, the proposal helps to address spatial inefficiencies and historical patterns of separation between residential areas and economic opportunities.

Accordingly, the development promotes a more inclusive and integrated urban form, in line with the objectives of spatial justice by enhancing accessibility, supporting local economic participation, and making more efficient use of well-located land.

4.5.2 The Principle of Spatial Sustainability

The proposal is aligned with the principle of spatial sustainability in that it promotes the efficient use of well-located land within an established urban area.

By introducing an office use along Sandown Road, the development supports the consolidation of development within existing infrastructure networks, thereby reducing the need for outward urban expansion.

The location of the site along an accessible movement corridor enhances connectivity and supports the integration of land uses, contributing to reduced travel distances and more efficient movement patterns. The proposal further encourages a more compact and functional urban form by accommodating a mix of uses within close proximity.

In this regard, the development supports long-term sustainability objectives by optimising existing resources, reinforcing activity routes, and contributing to a more resilient and integrated urban environment.

4.5.3 The Principle of Efficiency

The proposal aligns with the principle of efficiency by promoting the improved use of existing infrastructure and well-located land within the established urban area. The utilisation of a property along Sandown Road for office purposes ensures that available bulk services, road infrastructure, and accessibility advantages are effectively leveraged without necessitating significant additional public investment.

The application further supports a more effective urban structure by locating employment opportunities closer to surrounding residential areas, thereby reducing travel distances and improving movement patterns.

In doing so, it contributes to the rational use of resources, enhances the functionality of the existing urban system, and supports cost-effective service delivery.

In this regard, the application promotes efficient use of available resources, it improves the operational functioning of the system and facilitates the delivery of services in a cost-effective manner.

4.5.4 The Principle of Spatial Resilience

The proposal is aligned with the principle of spatial resilience in that it supports a more adaptable and robust urban structure. By introducing an office use along Sandown Road, the development contributes to land use diversification, which strengthens the area's ability to respond to changing economic and social conditions over time.

The utilisation of existing infrastructure and a well-located site enhances the capacity of the area to accommodate growth without placing undue strain on resources. In addition, the incremental intensification of an accessible strip supports a more flexible and connected urban environment, capable of adapting to evolving development patterns.

4.5.5 The Principle of Good Administration

The proposal supports spatial resilience by helping to create a more flexible and adaptable urban environment. By introducing an office use along this section of Sandown Road, the development adds to the mix of land uses, which allows the area to better respond to changing economic and community needs over time.

The use of an already serviced and well-located site also ensures that growth can be accommodated without placing unnecessary pressure on infrastructure.

In this way, the development contributes to a more balanced and sustainable area that can continue to function effectively as conditions change.

4.6 Summary

In the above paragraphs the Applicant has demonstrated that the proposed change in use application as set out in the attached set of plans is desirable and appropriate due to the following:

- It supports the principles of the City of Cape Town Municipal Spatial Development Framework by promoting mixed-use development and appropriate intensification along Sandown Road.
- It contributes to the objectives of the City of Cape Town Integrated Development Plan through the promotion of local economic activity, improved access to opportunities, and efficient use of infrastructure.
- It supports the City of Cape Town Densification Policy by enabling functional densification and more efficient use of well-located land.
- It aligns with the City of Cape Town Transit Oriented Development Strategic Framework by locating employment opportunities along an accessible movement corridor, supporting integration between land use and transport.
- It promotes the City of Cape Town Inclusive Economic Growth Strategy by enabling local business activity and improving access to employment.
- It supports the City of Cape Town Social Development Strategy by enhancing accessibility to services and contributing to more integrated and functional communities.
- It responds to demonstrated demand for non-residential uses within the West Beach area, particularly along accessible routes such as Sandown Road.
- It utilises existing infrastructure efficiently, without requiring significant upgrades to engineering services.
- It introduces a low-impact, compatible office use that respects the surrounding residential character while contributing to the area's evolving mixed-use function.
- It enhances accessibility to employment and services, potentially reducing travel distances and associated transport costs.
- It supports broader spatial planning principles, including spatial justice, sustainability, efficiency, and resilience.

Section Five – Conclusion

In the circumstances as fully detailed in this report, the Applicant submits that the land use application associated with the proposed change in use of the subject property has been shown to be desirable, to have a positive socio-economic impact and to be consistent with the MSDP, the Blaauwberg District Plan and the municipally approved policies and strategies.

To this end, the Applicant recommends that the authorities concerned, approve the application made:

- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Rezoning** of the subject property from Residential (R1) to Local Business (LB1) to permit its use as offices.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2015) for the **Municipal Approval** associated with the proposed change in use (Rezoning and Permanent Departures) **within the 5–16 km Urgent Protective Action Planning Zone (UPZ)**.
- In terms of **Section 42(b)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Permanent Departure** associated with the renovation and use of the existing building on the subject property as offices.
 - o Permanent Departure from the required 3,0m **common boundary building** line along the **western** common boundary on both the ground and the first floor to be 2,7m in lieu of 3,0m.
 - o Permanent Departure from the required 3,0m **common boundary building** line along the **southern** common boundary on the ground floor only, to be 0,0m in lieu of 3,0m.
 - o Permanent Departure from the required 3,0m **common boundary building line** along the western common boundary, to permit the existing **outbuilding** (existing braai room) to be 2,7m from the western common boundary and 2,5m from the southern common boundary, in lieu of 3,0m.
 - o Permanent Departure from the required onsite **Parking** provision of 10 bays to permit the provision of 8 bays.