CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500159201

Erf 55183, 24 Bishoplea Road, Claremont

Development Management

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Date: July 2022 (rev 28 Jan 2026)
Our Ref: 10777
Council Ref ID: 1500000651 (prev. case)

TOMMY BRÜMMER
TOWN PLANNERS

APPLICATION FOR DEPARTURES AND REMOVAL OF RESTRICTIONS: ERF 55183, CLAREMONT AT 24 BISHOPLEA ROAD



Figure 1: Aerial view of erf 55183 Claremont

1. INTRODUCTION

The purpose of this application is to enable the development of 9 flats on Erf 55183 Claremont ('the site'):

- The property is zoned GR4 which permits flats as a primary use right.
- The existing dwelling house will be demolished.
- The erf measures 397 m^2 in extent.
- The reason for this application is that various departures and removal of restrictions are required.

The application is submitted in terms of the following sections of the Municipal Planning By-Law (MPBL):

Section 42(b) of the MPBL for the following departures:

a. Item 41(a) – coverage – 69.64 % in lieu of 60 %
b. Item 41(e) – street building lines:
   i. 1.45 in lieu of 4.5m on the Feldhausen Road boundary
   ii. 0m in lieu of 4.5m on the Bishoplea Road boundary.
c. Item 41(e) – Common building lines for portions of the building after the 18m line measured perpendicular from the street boundary (Feldhausen):
   i. For ground and first floors: 4.21m in lieu of 4.5m from the southern common building line.
   ii. For second floor: 4.21m in lieu of 5.885m from the southern common building line.
   iii. For third floor: 5.942m in lieu of 7.530m from the southern common building line.

Section 42 (g): Deletion of restrictive title deed conditions:

a. Condition C1: Not more than one half the area of any one lot be built upon. The proposed deletion is to permit coverage of 69.64 %.
b. Condition C2: Street building line of 4.72m. The proposed street building lines vary from 0m to 1.45m.

Section 42 (j): Deletion of conditions in respect of an existing approval granted.

2. HISTORY / BACKGROUND

In 2018 a Municipal Planning Tribunal approved a number of permanent departures on the site, and this decision was taken on appeal by objectors, who cited impact on the character of the area, traffic congestion, excessive height and impact on the streetscape as reasons for the appeal. The application included departures involving floor area, common boundary building lines, parking, positioning of carriageway crossing and reversing of vehicles for a 5-storey block of flats on the site.

In August 2018 the Mayor resolved that the application be referred back to the department because of non-compliance with Section 99 (1) (d) of the MPBL in respect of the departure for Floor Area. Section 99 (1) (d) states that approval of a floor space or height departures should not have the effect of granting the property the development rules of the next subzone within a zone.

It is important to note that the previous application referred to above differs from the current one in the following regards.

- The vehicle access is now from Bishoplea Road and not Feldshausen Road and complies with Item 140 (1) (b) of the Development Management Scheme (DMS) referring to the 10m distance from the intersection.
- The floor factor now complies with the GR4 zone development parameters.
- There are now no common boundary building line departures.
- The current proposal is for four and not five storeys as originally proposed.
- There are no vehicles that will reverse across the sidewalk.
- The current design and layout have been guided by extensive urban design and heritage studies and complies with the City's Urban Design Policy.

The current application has been submitted by same owner and is essentially a down scaled and more contextually considered version of the development previously proposed.

It is important to note that Heritage Western Cape approved the plans (dated 2024/05/20) on the 28 August 2024 after a protracted decision-making process including appeals.

3. TITLE DEED

Removal of conditions C1 and C2 of the Title Deed (which relate to coverage and building lines) are to be removed.

B. SUBJECT to and with the benefit of the following special condition contained in Deed of Transfer No. T10496/1923 :

"2. That the drainage pipes and the waterpipes at present on the land shall remain undisturbed for the joint use of the owners of the said land and of the remainder and their successors in title."

the other special condition contained in such last mentioned Deed of Transfer relating to a party wall being inapplicable to the land hereby transferred by reason of the situation of the said wall;

C. SUBJECT to the following special conditions contained in said Deed of Transfer No. T12534/1938, imposed by the Council of the City of Cape Town when approving the subdivision of the said lot CRE, namely :

1. That not more than one building be erected on any one lot and that not more than half the area of any one lot be built upon without the written consent of the Council.

2. That any building to be erected on this property shall stand back from the boundary of the street on which the lot may front or abut not less than 4,72 metres; the space thus left may be used as gardens or forecourts but shall not be built upon.

3. That the purchaser of each lot and his successors in title shall be obliged to allow the drainage and sewage of any other lot or lots to be conveyed over such lot if deemed necessary by the Corporation and in such manner and in such position as may from time to time be reasonably required by the Corporation.

4. LOCATION

The site is located on the western edge of the Claremont sub-metropolitan node which is part of the Southern Suburbs Main Road / railway corridor.

The site is specifically located at a staggered intersection of Bishoplea, Frederick and Feldhausen Roads, Claremont. Grove Primary school is over Feldhausen Road to the

west. The building immediately adjacent to the south is a heritage graded 111B structure.

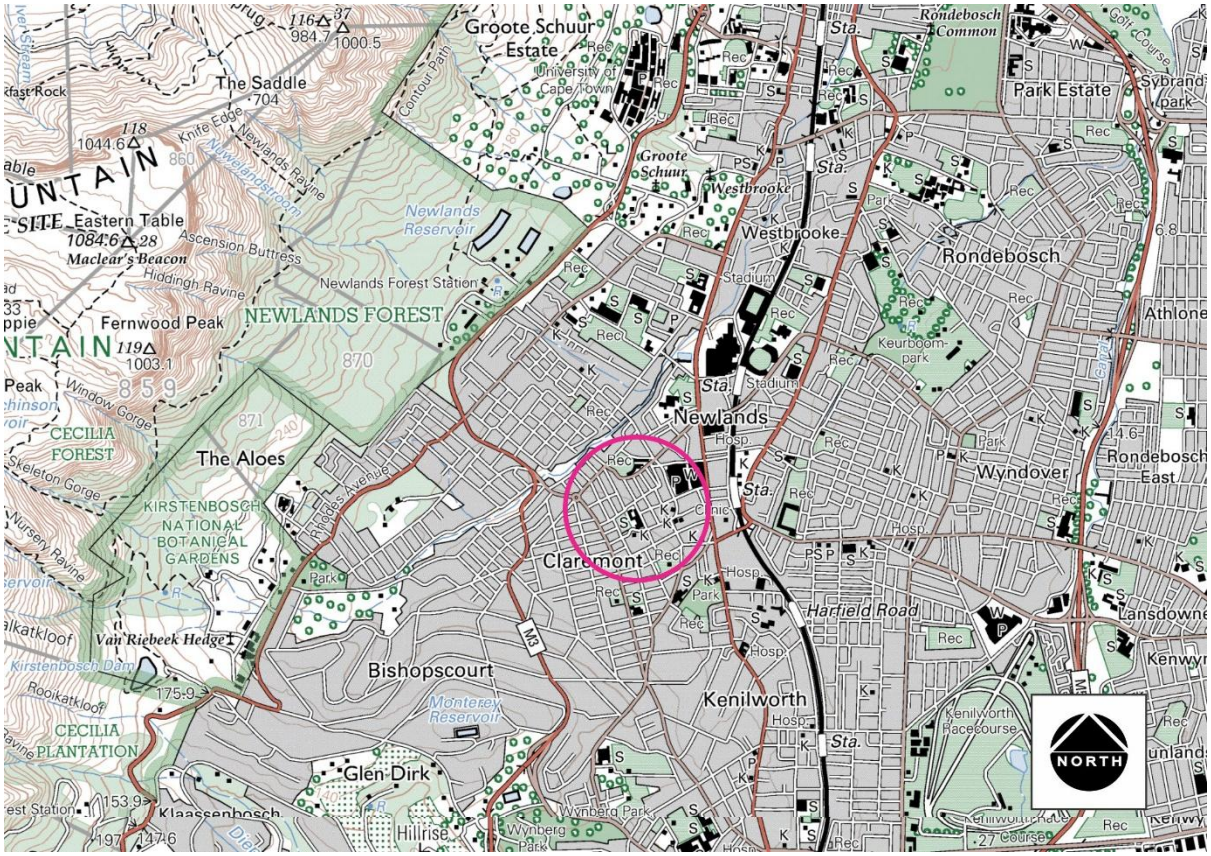


Figure 2: Location in Claremont



Figure 3: Detailed location on corner of Bishoplea and Feldhausen Roads.

5. ZONING & CURRENT LAND USE

The site is zoned for General Residential 4 (GR4) which allows for flats as of right. There is currently a double storeyed house on the site which is more than 60 years old, but not a heritage graded structure. The immediately surrounding zonings are also GR4 apart from the CO 1 zoning for the school. Vehicular access is currently taken from Bishoplea Road, at the eastern edge of the site.



Figure 4: View from corner of Bishoplea and Feldhausen Roads

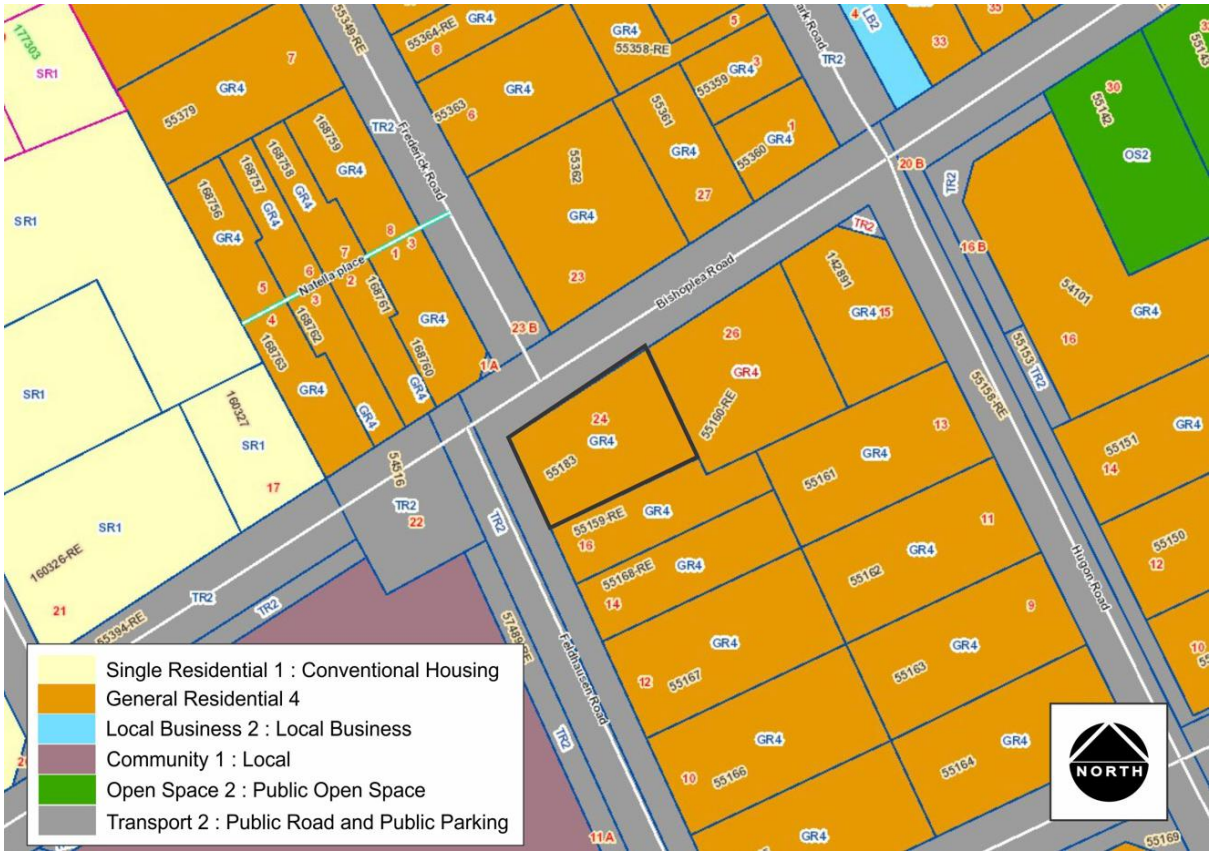


Figure 5: Zoning Map

6. PROPOSED DEVELOPMENT

The proposal is to develop the site for nine flats ranging in size from 33 sqm to 70 sqm. The proposed building is to be a four storied building with the fourth storey being recessed. Vehicular access is to be taken from Bishoplea Road to a first storey / ground floor parking area for 11 vehicles. The massing of the building has been pulled forward to the street edges leaving an open space at the rear, this being the south-eastern corner of the site. The northern and western facades are characterised by balconies overlooking the street. The western façade has been articulated to match design elements, including street edge height, of the adjacent heritage graded building on erf 55159.

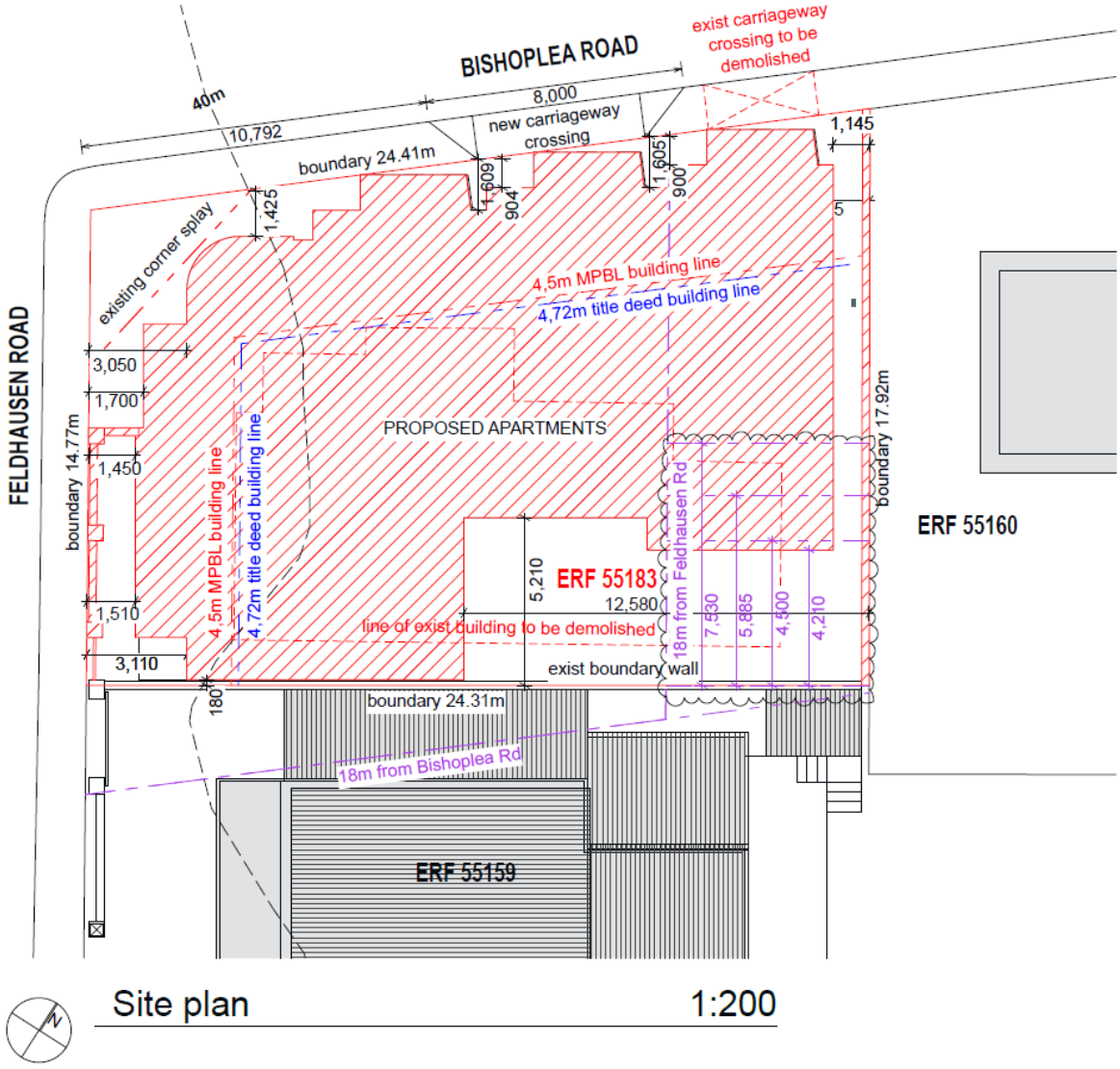


Figure 6: Proposed Site Plan (dated 4-2-2025 Rev 10).

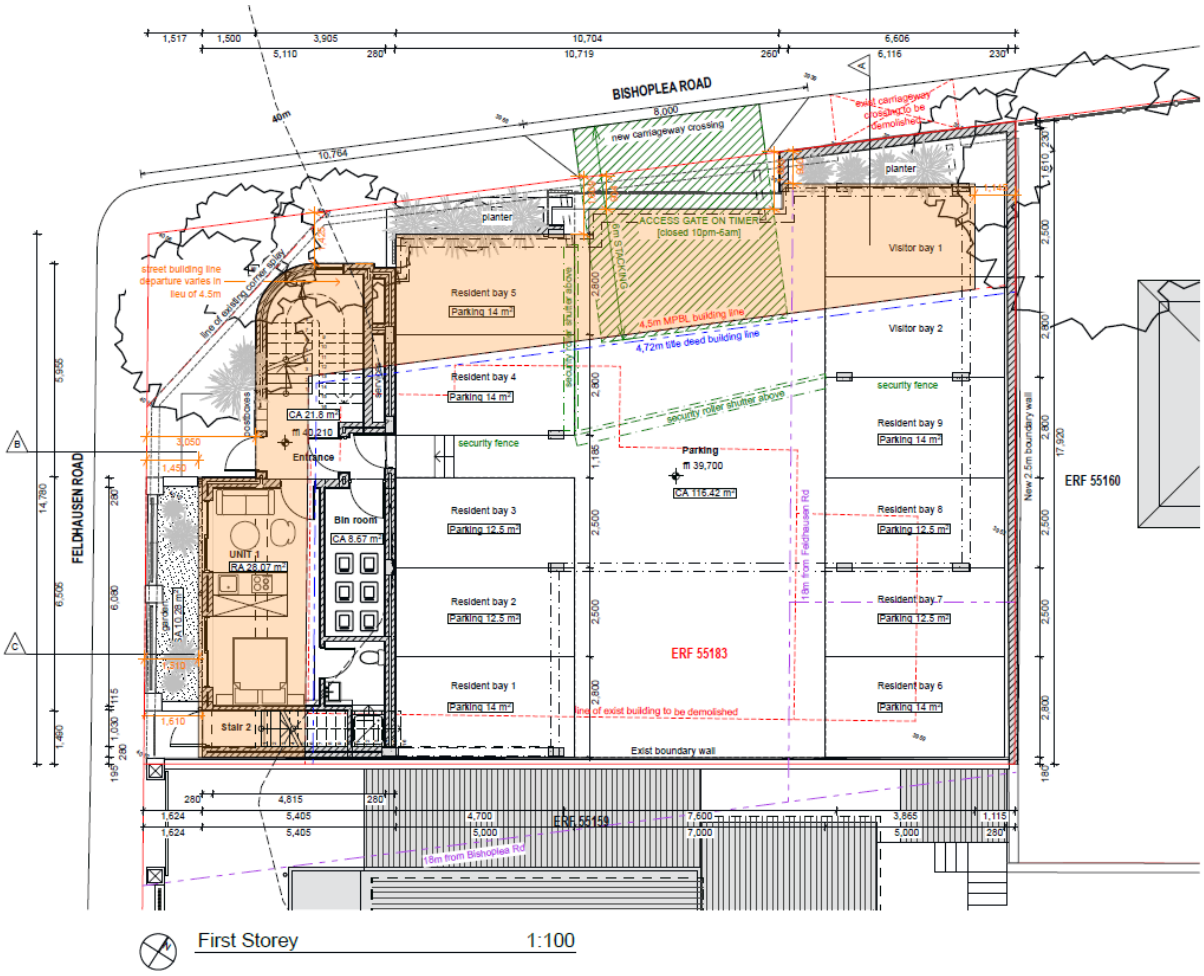


Figure 7: First storey layout showing street building line departures and 6m vehicle stacking distance in front of security roller shutter (dated 4-2-2025 Rev 10).

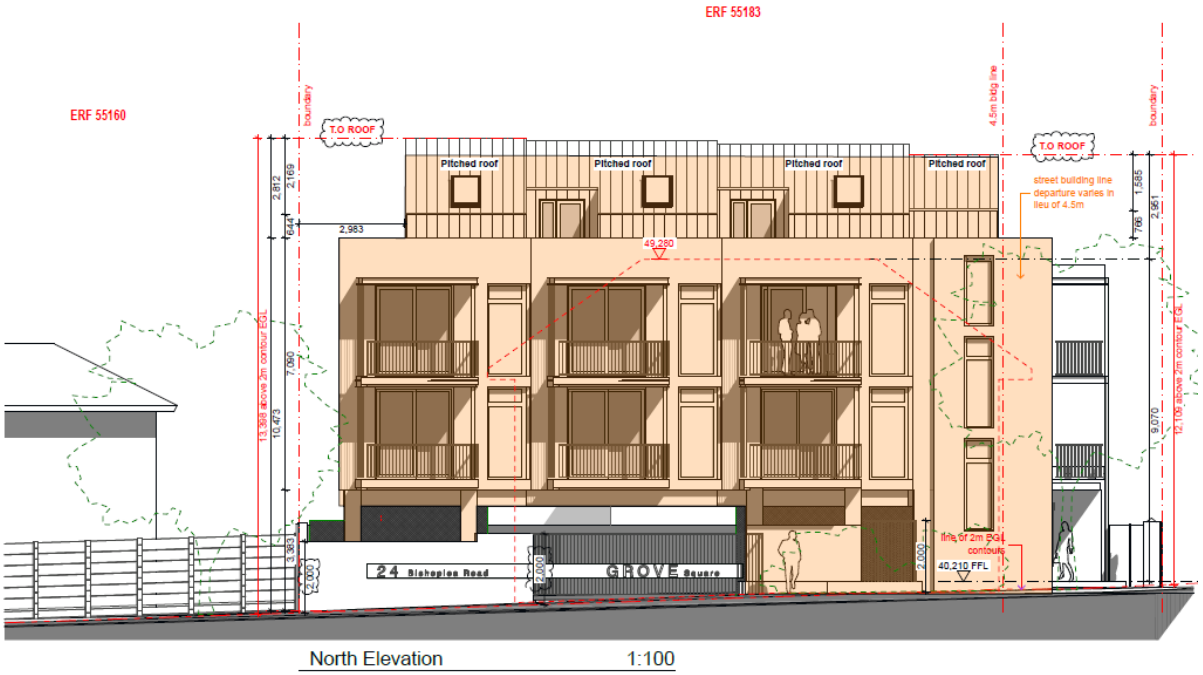


Figure 8: North elevation facing Bishoplea and Frederick Road (dated 4-2-2025 Rev 10).

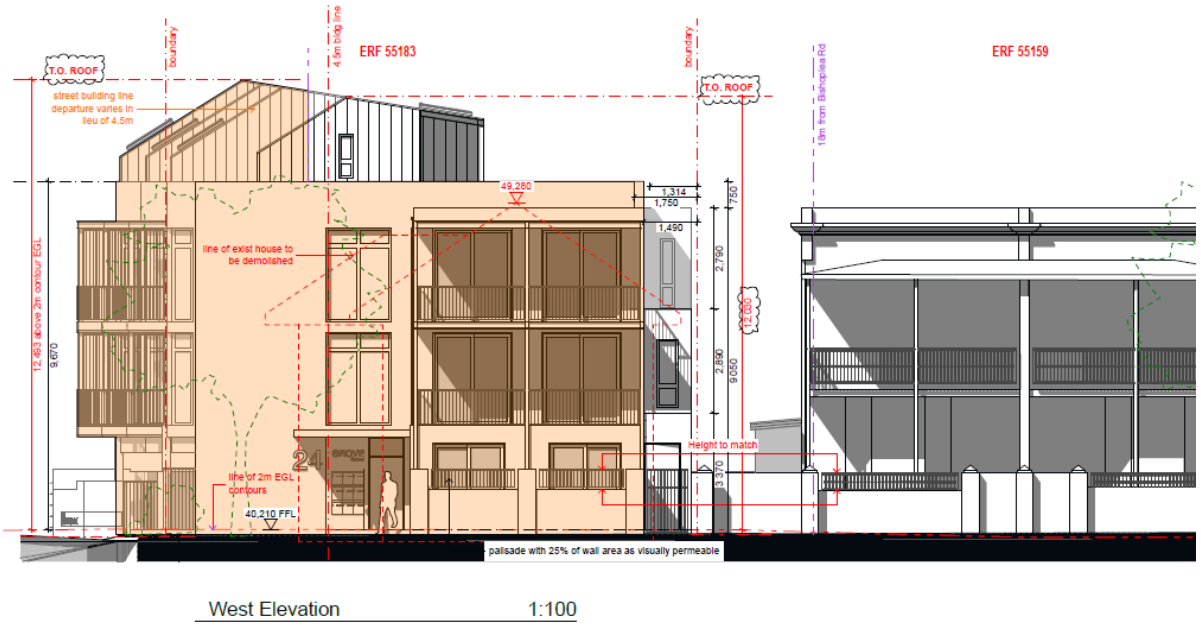


Figure 9: West elevation facing Feldhausen Road showing design to fit with the adjacent heritage building on RE erf 55159 (dated 4-2-2025 Rev 10).

7. DEPARTURES REQUIRED

	DMS – GR 4 development rules	**Proposed development**	**Departures required**
Coverage	60 % 238.2 sqm	69.64 % 276.49 sqm	69.64 % ilo 60 %
Floor Factor	1.5	1.43 565.9 m^2	Complies
Height	24m	13.398m	Complies
Building lines: street boundary	4.5m	Frontage setback varies	1.4 in lieu of 4.5m on the Feldhausen Road. 0m in lieu of 4.5m on Bishoplea Road.
Building lines: common boundary	0m for first 18m and then 4.5m or 0.6H	Eastern boundary is only 17.92m long, therefore 0m permitted. South Boundary is 24.31m, therefore 4.5m and 0.6h applies for the remainder 6.31m.	4.21m in lieu of 4.5m and 5.885m respectively, and 5.942m in lieu of 7.530m.

Parking	1 bay per dwelling unit plus 0.25 bays per unit for visitors.	11 bays	Complies
Access from an adjacent road reserve 9m	9m	Bishoplea Road is 9.5m wide	Complies
Access point distance from intersection	10m	10.76m	Complies
Maximum CWC width	8m	8m	Complies

8. REMOVAL OF RESTRICTIONS REQUIRED

The conditions C1 and C2 relating to coverage and street building lines need to be removed.

conditions	**Restriction to be removed**	**Proposed development**
C1	No more than half the area of the lot be built upon (i.e., Coverage 50 %) i.e., 198.5 sqm	69.64 % 276.49 sqm
C2	Street building line of 4.72m	Various ranging from 0m to 1.4 m

9. HERITAGE AND URBAN DESIGN STUDIES

A study entitled 'Contextual Analysis: Urban Design – related Heritage Indicators' was prepared by Piet Louw in November 2021 and has substantially guided the architects in the design of the proposed building. The following extracts are from this report:

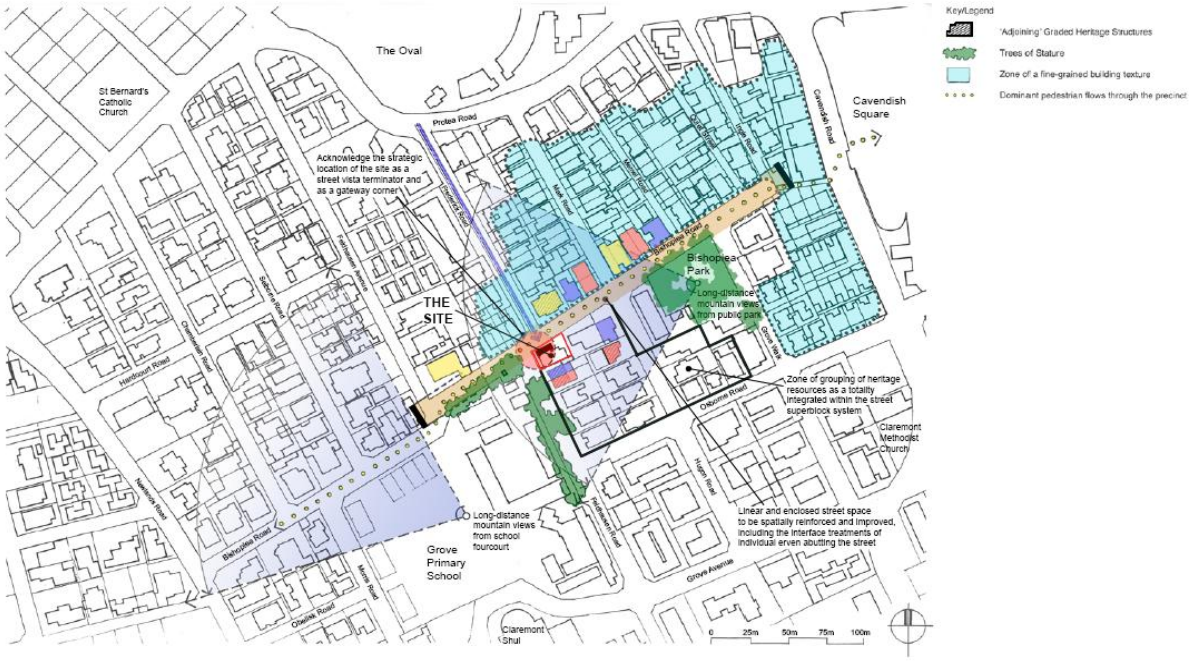


Fig. 17: Composite Urban Design-related Constraints and Informants Impacting on the Site 27

Figure 10: Composite Urban Design – related Constraints and Informants impacting the site (from Piet Louw study 2021)



Fig. 20a: Urban Design-related Heritage and Design Indicators



Fig. 20b: Urban Design-related Heritage and Design Indicators

Figure 11: Urban Design-related Heritage and Design Indicators (from Piet Louw study 2021)

This study made recommendations for a contextually informed design response in relation to the role of the site and the street within the local area. These included:

- The development footprint should be towards the the street edge
- Vehicular access should be from the less embedded and more busy Bishoplea Road
- The building should respond to the corner condition, the vista of Frederick Road, the scale of the surrounding buildings and the heritage resources.
- The proposal should respond positively to both adjacent roads.
- Recessed balconies and visual surveillance devices overlooking the street and with mountain views should be employed.
- An urban scale height of four stories is appropriate.
- Use of fine grain building envelope and massing
- Use of rhythmic elevational and façade treatment that respects adjacent heritage resources and building types.

The indicators and design parameters are in accord with the City's approved Urban Design Policy.

The application in terms of Section 34 of the National Heritage Resources Act for the demolition of a structure more than 60 years old was submitted to Heritage Western Cape (HWC). It is noted that a permit was originally issued in 2016 but then expired. The 2016 permit described the arts and crafts 1950-60's structure as 'not conservation

worthy'. Of further relevance is the fact that the site is not located in an approved Heritage Protection Overlay Zone.

HWC BELCOM endorsed the plans (dated 20th May 2024) on the 28th August 2024 in line with the Tribunal's ruling after a protracted appeal process.



A Grade IIIB double storey semi-detached building directly adjacent to the subject building in Feldhausen Road

Figure 12: Grade IIIB building immediately adjacent to the site (from Heritage study). The streetscape design of the proposal has taken cognisance of this building, in order to enhance the contextual fit.

10. MOTIVATION FOR DEPARTURES

Section 99 of the By-Law sets out the criteria for deciding on an application.

Minimum Threshold Requirements:

The application should be approved in terms of **Section 99(1)** of the By-law given that it complies with the minimum threshold requirements. Specifically, the application:

- Is consistent with the Municipal Spatial Development Framework (MSDF) as it falls within the Urban Inner Core (earmarked for land use intensification); in a structuring corridor; and within a sub metropolitan node and
- Does not require any departures from floor space or height.

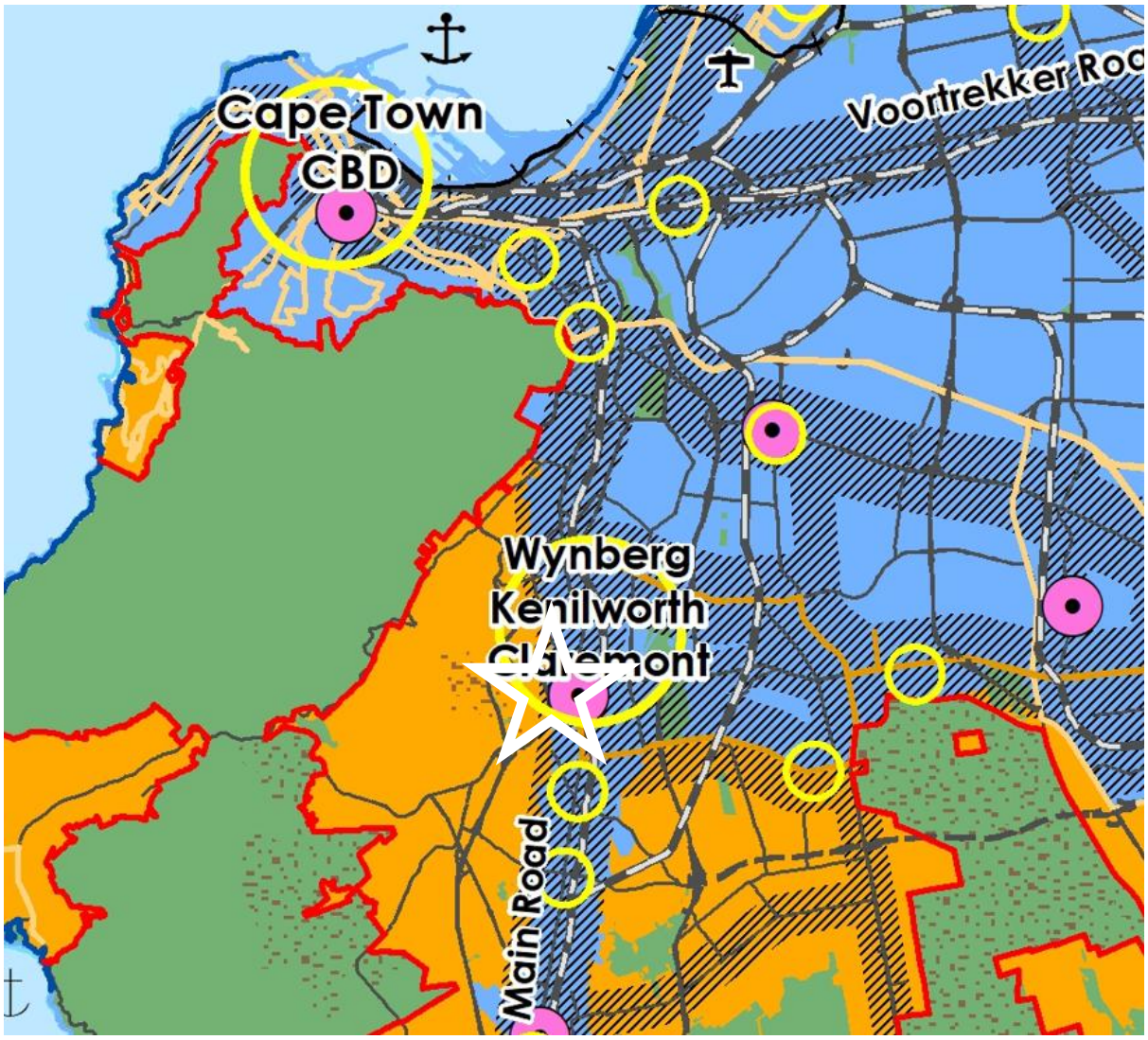


Figure 13: Location of site in the MDSF (2023)

Section 99(2) of the MPBL requires the decision maker to consider the following:

(a) The application complies with the relevant spatial development frameworks.

The site is located within the Urban Inner Core (earmarked for land use intensification); the Main Road structuring corridor and Claremont sub metropolitan node of the Metropolitan Spatial Development Framework (MSDF). The Inner Urban Core designation promotes higher levels of intensification (densification and diversification) such as that being proposed on the site. Optimisation of use of space and prioritisation of private land development are promoted. The Main Road structuring corridor is a targeted area earmarked for a large spectrum of land use mix associated with a high density of population and is to be prioritised for future infrastructure maintenance and upgrading. The proposal for flats on a site already zoned for GR4 is in keeping with this designation. Considering the above, it is concluded that the application is consistent with the MSDF.

One of the central spatial ideas detailed in the Southern District plan specifies that the Main Road corridor, with its availability of public transport, should be a primary area for intensification. Specific mention is made of residential densification within 1 km of urban nodes and the spines of development corridors and especially within 500m to maximise the opportunities of existing infrastructure capacities. The proposal to densify an already zoned GR4 site near to an urban node and development corridor is consistent with these policies.

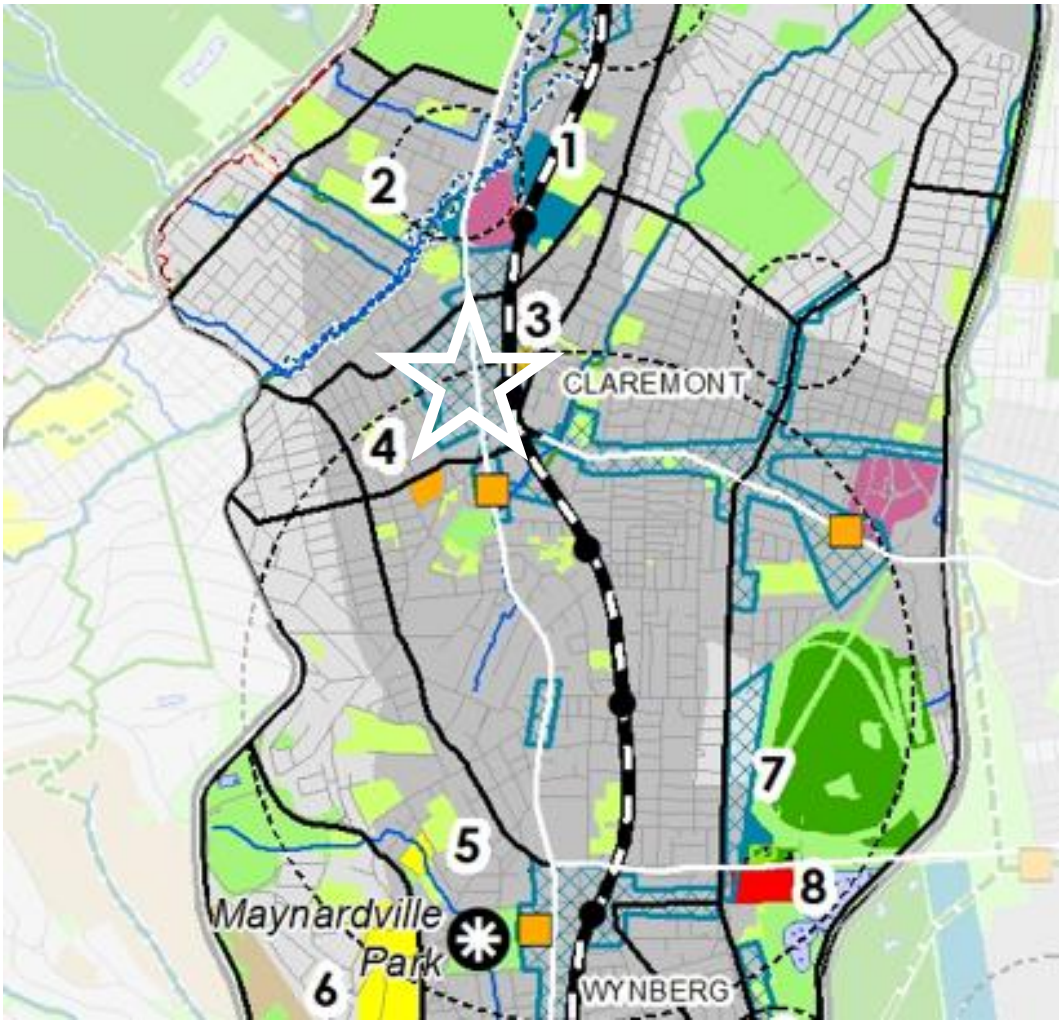


Figure 14: Location of site in the Southern District Plan (2023)

Considering the above, it is concluded that the application is consistent with the Southern District Plan.

(b) The application complies with the relevant criteria of the DMS.

(c) That the application complies with applicable policies and strategies approved by the City.

Economic Growth Strategy: The proposal is consistent with this strategy as it will enable financial investment in a well-located area; provide employment in the short term; and maximise the economic potential within a sub metropolitan node.

Social Development Strategy: This strategy promotes the reduction of crime through situational crime prevention. There is a cross reference to the Urban Design Policy which encourages design enabled surveillance by residents over public streets. The proposal includes a number of balconies overlooking both the adjacent streets and therefore complies with this policy.

This strategy also promotes the facilitation of a range of residential opportunities, near to public transport, as is provided by the variation of flat sizes incorporated into the proposed development.

Densification Policy: As set out in the City's densification planning policy, intensified residential development in appropriate locations, such as the Claremont sub metropolitan node, serves the public interest and is therefore desirable. The densification proposed, although minor, contributes to the creation of minimum threshold passenger numbers for public transport to be economically viable.

Transport Oriented Development Strategic Framework: The site is located within walking distance of the Main Road corridor which is well served by public transport, both road and rail. Residential densification, such as being proposed, will enable the creation of minimum thresholds for the continued provision of these public services.

Urban Design Policy

The study entitled 'Contextual Analysis: Urban Design - related Heritage Indicators' was prepared by Piet Louw has given detailed contextual informants which have been largely incorporated into the architectural design of the building. Of importance are the following elements:

- The building wraps around the street edge in order to give spatial definition to the adjacent roads and at the same time frees up the rear space which is immediately adjacent to the residential neighbours.

- The façade design and heights on the Feldhausen Road edge have taken cognisance of the character and massing of the adjacent heritage building at erf 55159.
- There are balconies at each upper level overlooking the street enabling surveillance of the public realm.

  The above factors correspond to critical guidelines embedded within the Urban Design Policy. It is concluded that the proposal complies with the Urban Design Policy.

(d) The application is desirable, as will be discussed in Section 99(3) below.

(e) Impact on existing rights:

The departures are assessed individually to understand their potential impact.

The proposed building, although exceeding the GR4 coverage, is positioned close to the street edges thus minimising overlooking and overshadowing of adjacent residential erven to the east and particularly to the south. The street building line departures are a product of the design indicators as advised by the urban design contextual study that preceded the architectural design. By locating the building closer to the street edges, the existing fine and medium grain building mass lining the streets and contributing to street continuity is reinforced.

The GR4 zone permits a 0 m common building line for the first 18 m measured from the street boundary. As the eastern common boundary is 17.92 m in length, the proposal can achieve a 0 m setback along this entire boundary without requiring a departure. A departure is, however, required along the southern common boundary, and only for the portion of the building beyond the 18 m line measured from the street boundary. In this portion, the building is setback 4.210 m up to the 2nd floor (3 storeys), and 5.942 m at the 3rd floor (4th storey/top level). These setbacks ensure that the massing is pulled away from the neighbour for the deeper portion of the site and particularly at upper levels, which limits any potential impacts in terms of overlooking and visual bulk. Given the increased setback to the 4th storey, together with the separation created beyond the 18 m line, the proposal is not expected to result in a material loss of amenity to the adjoining property.

The traffic generated by the additional dwelling units is insignificant within the broader area. Bishoplea Road, from where access is taken, is a 9.5m road which is not a well-used throughfare due to the lack of connection to Cavendish Road.

The property is located within a PT1 zone. Parking requirement in PT1 is 1.25 bays / dwelling. I.e., 9 dwellings x 1.25 = 11.25 i.e., 11 parking bays. The proposal includes 11 parking bays.

It is noted that both immediately adjacent erven (55159 and 55160) are both already zoned GR4 themselves and the proposal on erf 55183 does not impact on the potential uptake of these rights.

(f) No consolidation is proposed.

(g) The application is compliant with the principles of the **Spatial Planning and Land Use Management Act (SPLUMA):**

The proposal is compliant with SPLUMA principles of spatial justice, spatial sustainability, efficiency, spatial resilience and good administration. Specifically, the proposal enables intensification of residential use within the City's MSDF urban area, thereby contributing to the reduction of urban sprawl and contributing to spatial sustainability. The proposal further enables the optimization of land resources via an infill development in an area with existing service infrastructure.

Section 99(3):

- **Socio-economic impact:** The proposed development will provide more residential units on the site than there are at present. The creation of these smaller dwelling units will expand the residential affordability options in a well-located area. The additional dwellings comply with the densification policy as the site is located in an area which is close to public transport, schools, shops and other urban amenities. In particular the Grove Primary school is over Feldhausen Road to the west and is within very easy walking distance from the site.

  The design of the building has followed the specialist study guidelines and incorporated balconies overlooking the street enhancing surveillance of the public realm and thus safety.

The development will enable construction jobs in the short term and financial investment in a well-located area.

• **Compatibility with surrounding uses**: There is no change to the current GR4 zoning and importantly, the proposed flats are a primary use right. It is noted that the immediately adjacent erven are also zoned GR4. The area's role as a residential precinct will not be impacted.

The positioning of the building, the massing and architectural design respond to the fine and medium grain building character that is evident in the surrounding neighbourhood. It is concluded that the proposed building has been designed to fit within this existing context as per the specialist study indicators.

There are a number of surrounding properties that are likely to be converted, over time, to flats similar to the application now in hand, due to their GR4 zonings. This would be an appropriate response given the location close to the Main Road corridor.

• **Impact on external engineering services**: There should be no negative impact on existing services as the property is situated within the Urban Inner Core area which has been earmarked by the City for intensification of development and prioritisation of infrastructure upgrading and maintenance. The application will however be circulated to relevant service branches for comment.

• **The safety, health and wellbeing of surrounding community:** The inclusion of balconies on the street edges of the site are designed to add amenity to the flats themselves but also to enable surveillance over the public street thus enhancing safety in the area.

The proposed building extends for only portion (and less than the allowed 18m) of the total southern common boundary of 24.31m. This effectively minimises overshadowing on the immediate southern neighbour.

• **Heritage: HWC BELCOM endorsed the plans (dated 20th May 2024) on the 28th August 2024 in line with the Tribunal's ruling after a protracted appeal process.**

• **The biophysical environment:** No negative impact is envisaged on the biophysical environment.

• **Traffic impacts, parking & access:** The site is within walking distance of the Main Road and the Claremont railway station, and is therefore well serviced by public transportation. Minimal traffic generation is expected as a result of the 9 flats.

The vehicular access point remains on Bishoplea Road which prevents an access point being immediately adjacent to that of the southern neighbour in Feldhausen Road. No departure for an access point to be less than 10m from an intersection is required. A six-metre vehicle stacking distance has been provided.

11. MOTIVATION FOR REMOVAL OF RESTRICTIONS

The removal of two title deed conditions from Title Deed relate specifically to the area to be built upon being no more than half the erf (50 % coverage) and street building lines of 4.72m:

C. SUBJECT to the following special conditions contained in the said of Transfer Number imposed by the Council of the City of Cape Town when approving the subdivision of the said lot CRE, namely:

1. That not more than one building be erected on any one lot and that not more than half the area of any one lot be built upon without the written consent of the Council.

2. That any building to be erected on this property shall stand back from the boundary of the street on which the lot may front or abut not less than 4,72 metres; the space thus left may be used as gardens or forecourts but shall not be built upon.

Section 39(5) of LUPA

(a) the financial or other value of the rights in terms of the restrictive condition enjoyed by a person or entity, irrespective of whether these rights are personal or vest in the person as the owner of a dominant tenement;

The proposed deletion of the two conditions relating to coverage and prohibiting any building to be erected within 4.72m of the street, will not impact on the financial property values of the erven in this area for the following reasons:

- The property values in the area are primarily attributed to the unique location within an up-market sub metropolitan node with easy access to

significant urban amenities such as schools. This unique location will not change as a result of this application.

- Properties within this Township appear to be setback along the street to various degrees. Some are closer than others; but it is evident that few comply with the 4.72m setback prescribed in the deed. This does not appear to have impacted on property values within the area as they remain high, despite a number of properties not complying with the requirements.

(b) the personal benefits which accrue to the holder of rights in terms of the restrictive condition;

The benefits relate to the retention of the character of a low density of built form and the retention of garden forecourts in the street. It is however evident that the many of the existing buildings in the area have already exceeded the 50 % coverage and have balconies and other structures constructed closer than 4.72m to the street boundary. No personal benefits are expected to accrue to the holder of the rights.

(c) the personal benefits which will accrue to the person seeking the removal, suspension or amendment of the restrictive condition if it is removed, suspended or amended;

Deletion of the coverage and street building line restrictions would enable the person seeking removal to develop the site in accordance with the design indicators as recommended by the specialist urban designer and approval by Heritage Western Cape.

(d) the social benefit of the restrictive condition remaining in place in its existing form;

There will be no social benefits, should the restrictions remain in place. If the conditions remain in place, then the potential to provide additional residential accommodation on well-located land, near to a major public transport node, will be restricted.

(e) the social benefit of the removal, suspension or amendment of the restrictive condition; and

The social benefit of removing the street building line would be the enablement of compliance with the urban design indicators (including street edge massing and surveillance features) that relate to the character of the area. Removal

will allow for intensification of development on the site and provision of additional dwellings in a well-located area, near to a major public transport node, which is a social benefit.

(f) whether the removal, suspension or amendment of the restrictive condition will completely remove all rights enjoyed by the beneficiary or only some of those rights.

The deletion of the restrictions will not remove all rights enjoyed by beneficiaries as the property will still be controlled in terms of the DMS and the approval will be tied to a Site Development Plan.

Section 47 of SPLUMA

The deletion of the restrictive title deed conditions will not deprive any person(s) rights of property as contemplated in Section 25 of the Constitution, as illustrated in this report. As set out in the City's forward planning policy, including the Densification Policy and the Southern District Plan, residential development and appropriate densification serves the public interest and is therefore desirable. The deletion of the building line condition will enable the layout to comply with the urban design indicators formulated for the site. The proposal will not result in a change in the existing character of the area which consists of a mixture of residential built forms. The proposal is therefore compliant with S.47 SPLUMA.

Section 42(1)(c) of SPLUMA

It is demonstrated that the various factors to be considered, as listed in Section 42(1)(c) of SPLUMA, are addressed in the body of this report, where relevant. These factors include "public interest", "constitutional transformation imperatives", "facts and circumstances relevant to the application", "respective rights and obligations of all those affected", and the "impact on engineering services, social infrastructure and open space requirements", etc. The proposal is compliant in terms of these considerations.

Alignment with the DMS

The removal of these title deed conditions allows for the assessment of the proposal in terms of the DMS and relevant policies, therefore a better alignment, as it permits any future development of the erf to be regulated in terms of the development rules that are applicable to the context and zoning of the property.

12. CONCLUSION

It has been demonstrated that the proposal complies with the adjudication criteria set out in Section 99 of the MPBL, as well as Section 39(5) of LUPA and SPLUMA.

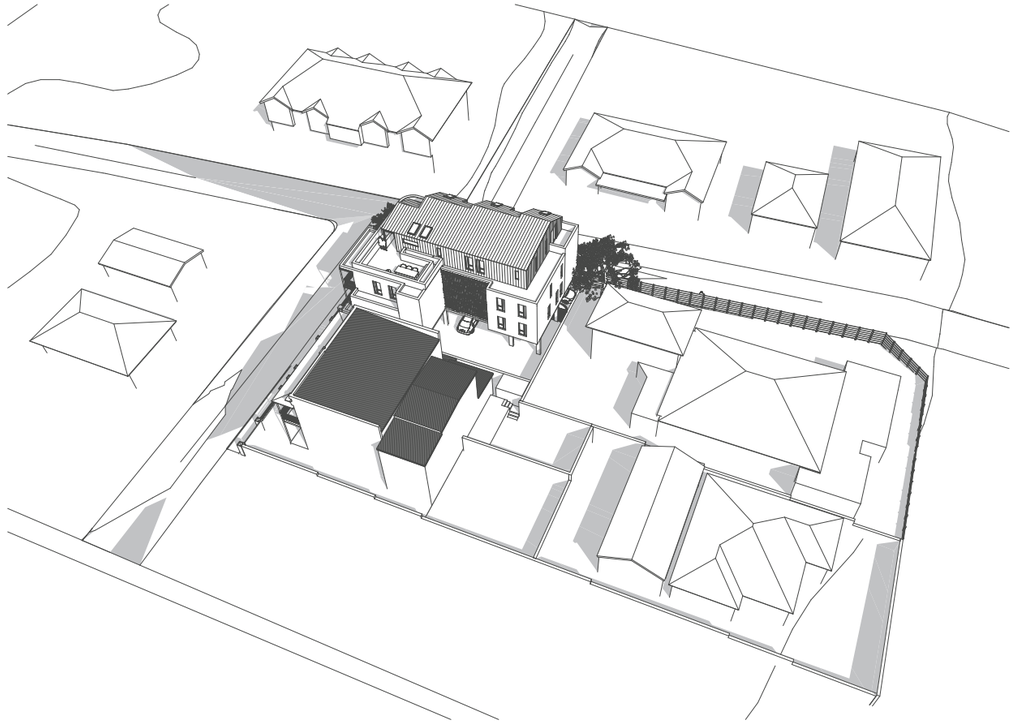
Heritage Western Cape's BELCOM endorsed the plans (dated 20th May 2024) on the 28th August 2024 in line with the Tribunal's ruling after a protracted appeal process.

The property is already zoned GR4 which allows for the nine proposed flats. The application involves departures (relating to the configuration of the proposed building on the site) and the removal of certain title deed restrictions.

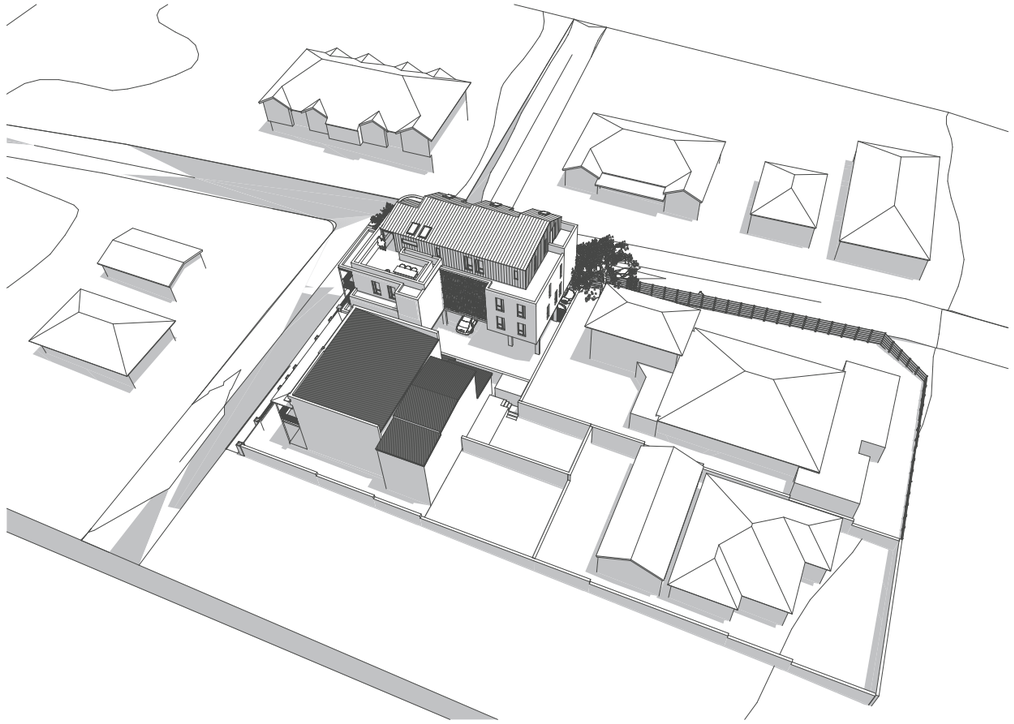
The proposal has taken into account the detailed contextual design indicators produced by the specialist urban design and heritage reports. There are no materially negative impacts on the character of the surrounding area or on existing rights and the application should therefore be approved.

TOMMY BRUMMER TOWN PLANNERS

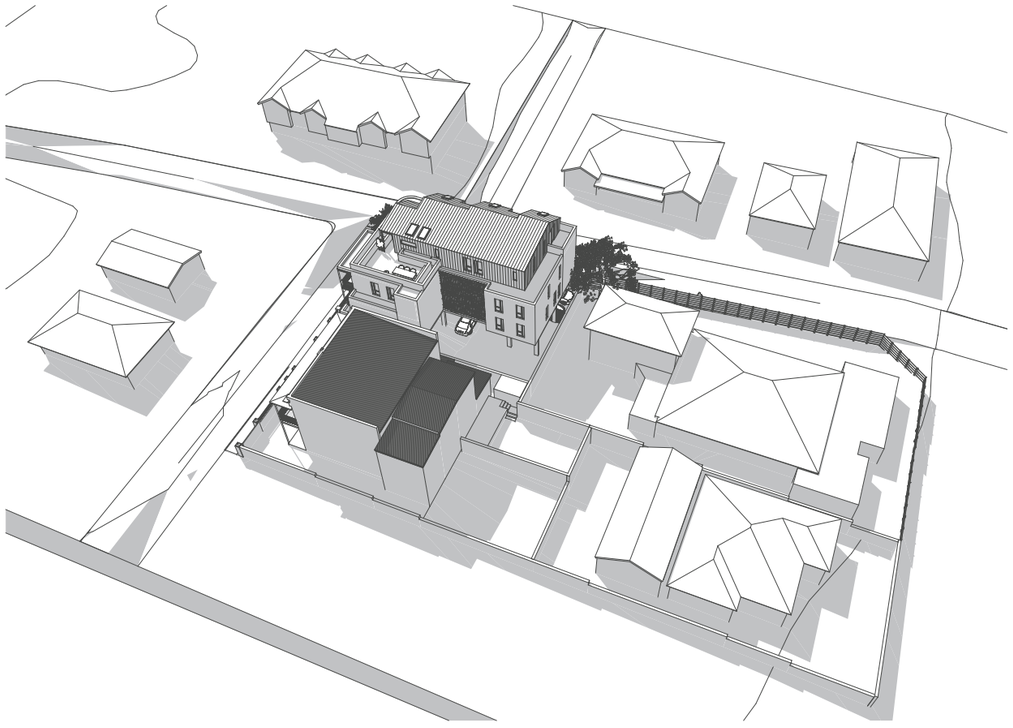
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2025.12.21 9:00



2025.12.21 12:00



2025.12.21 16:00

Notes

8	2025.06.09	EGL & roof terrace access revised, pergola omitted, floor space & coverage calculations extracted, departures highlighted, shadow impact added
7	2024.05.20	Roof ridge & gables lowered by 1m, 4th floor openings realigned centrally, walls clad in roof material
6	2023.02.07	Bishoplea balconies revised, to steel & timber, dims added
5	2022.12.16	Bishoplea balconies revised, trees moved onto site
4	2022.11.16	Roof design & Feldhausen balconies revised to HWC comment, bin room moved, 3D views added
3	2022.09.06	Parking revised
2	2022.07.27	Areas schedule revised
1	2022.07.12	First issue for information
revisions		

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The Collective B3 149 Upper Canterbury St Cape Town

24 Bishoplea Road Claremont
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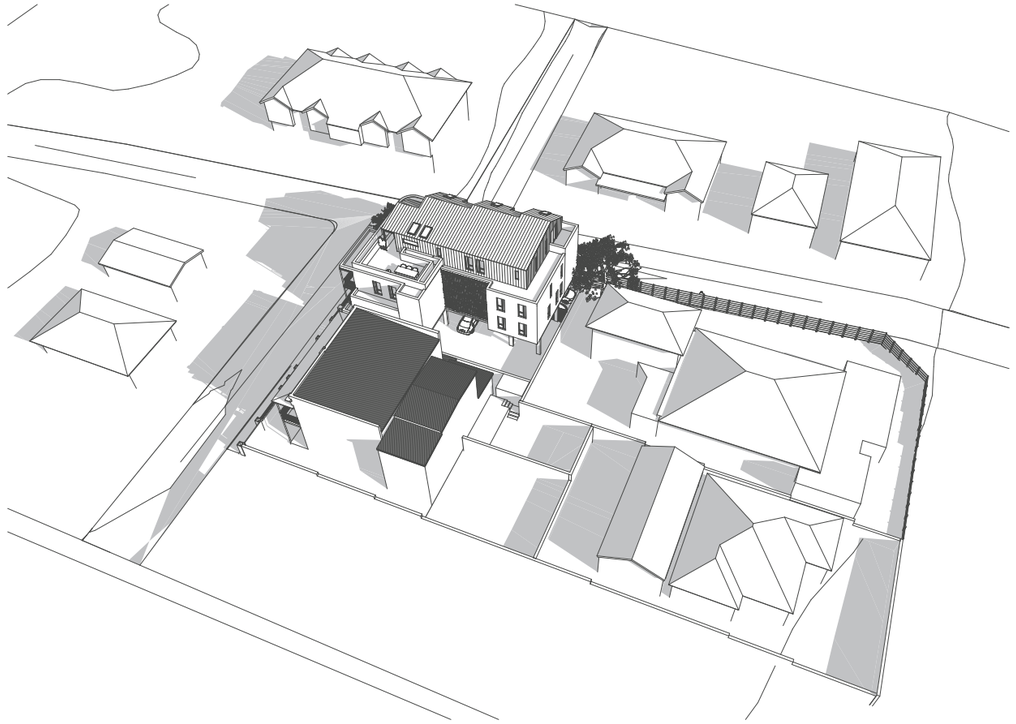
Shadow impact- mid summer

FOR COUNCIL APPROVAL

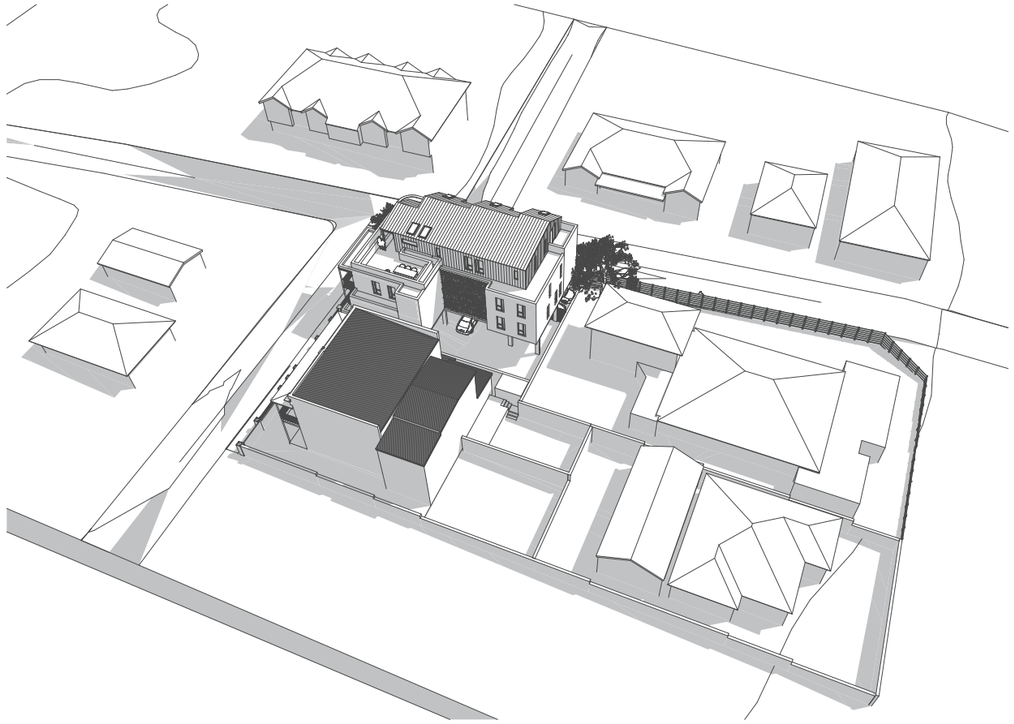
2025/06/09 Scale

job number	drawing number	revision
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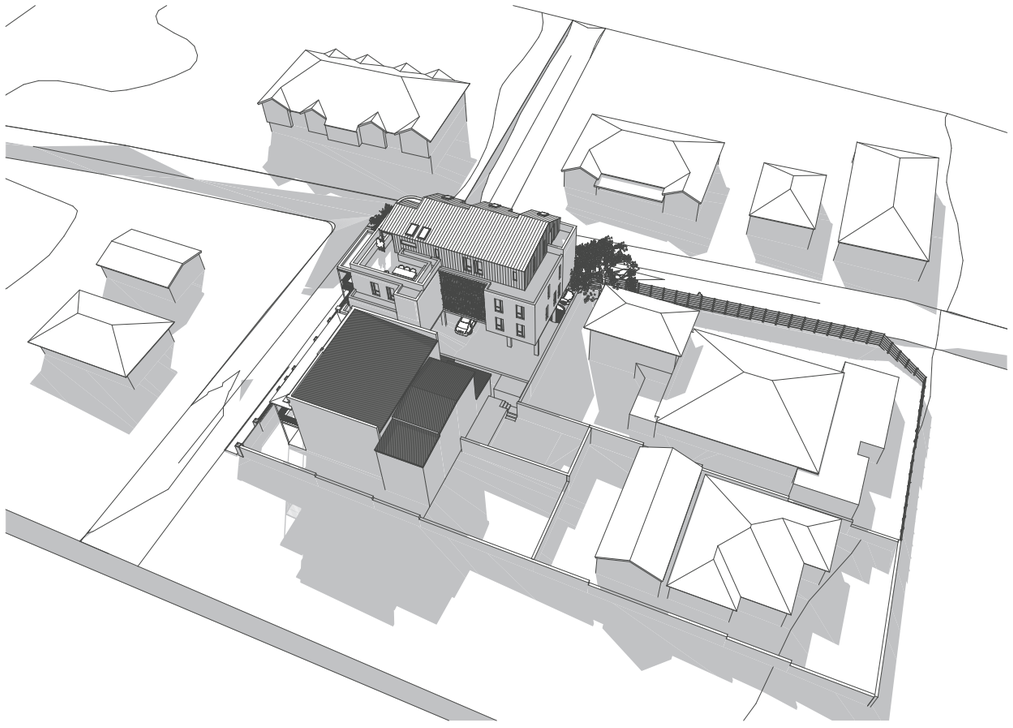
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2025.03.21 9:00



2025.03.21 12:00



2025.03.21 16:00

Notes

8	2025.06.09	EGL & roof terrace access revised, pergola omitted, floor space & coverage calculations extracted, departures highlighted, shadow impact added
7	2024.05.20	Roof ridge & gables lowered by 1m, 4th floor openings realigned centrally, walls clad in roof material
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revisions		

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The Collective B3 149 Upper Canterbury St Cape Town

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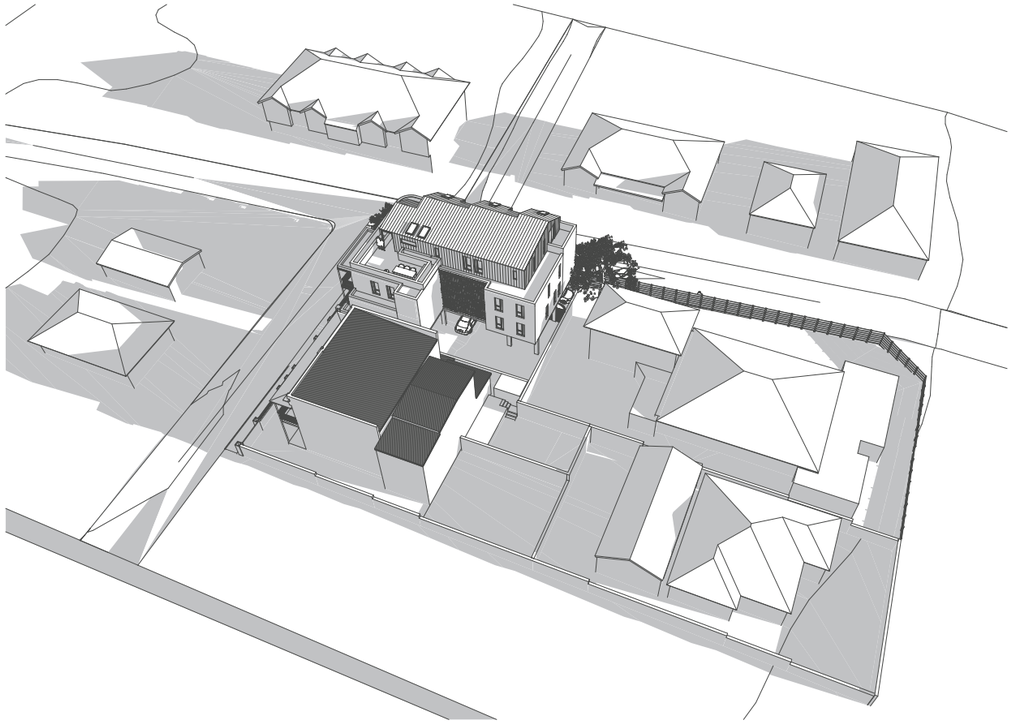
Shadow impact- mid autumn

FOR COUNCIL APPROVAL

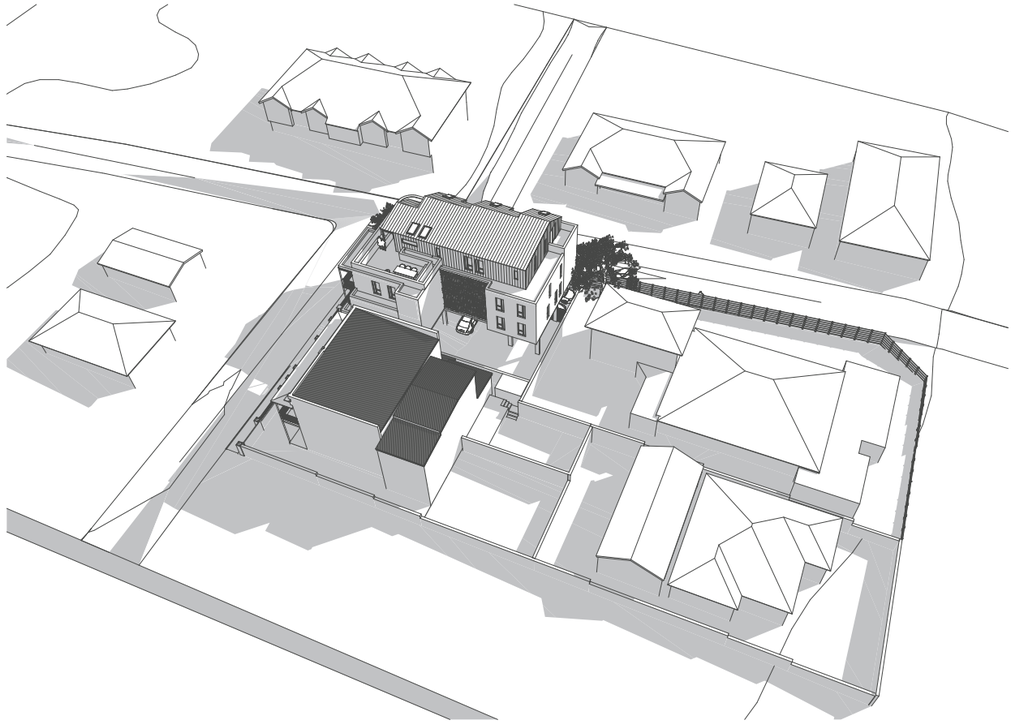
2025/06/09 Scale

job number	drawing number	revision
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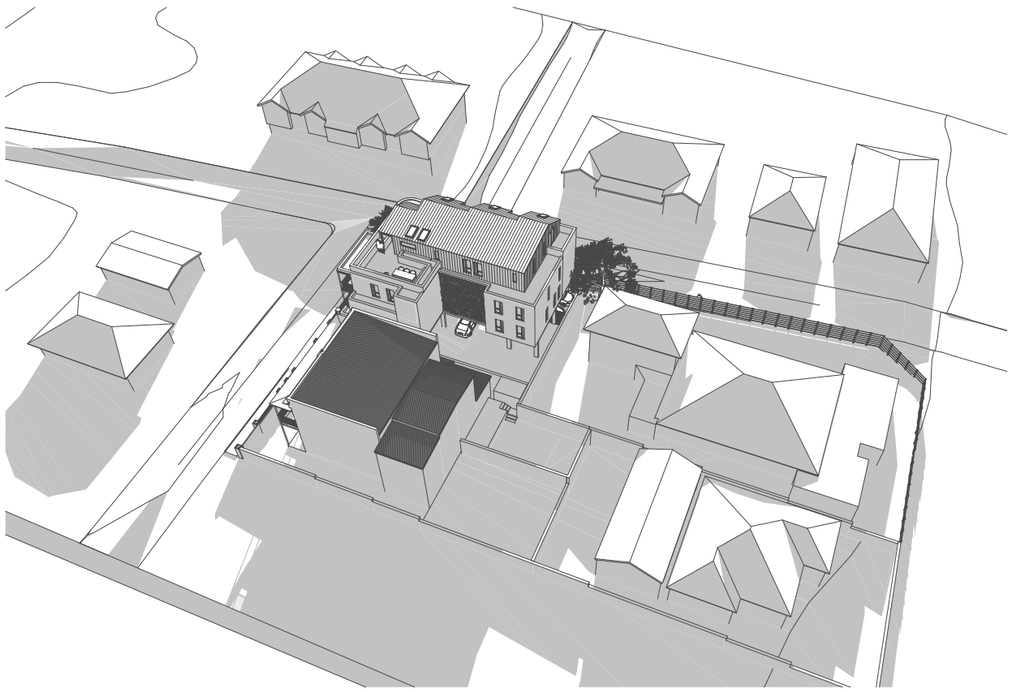
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2025.06.21 9:00



2025.06.21 12:00



Notes

8	2025.06.09	EGL & roof terrace access revised, pergola omitted, floor space & coverage calculations extracted, departures highlighted, shadow impact added
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revisions		

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Erf 55183 Cape Town

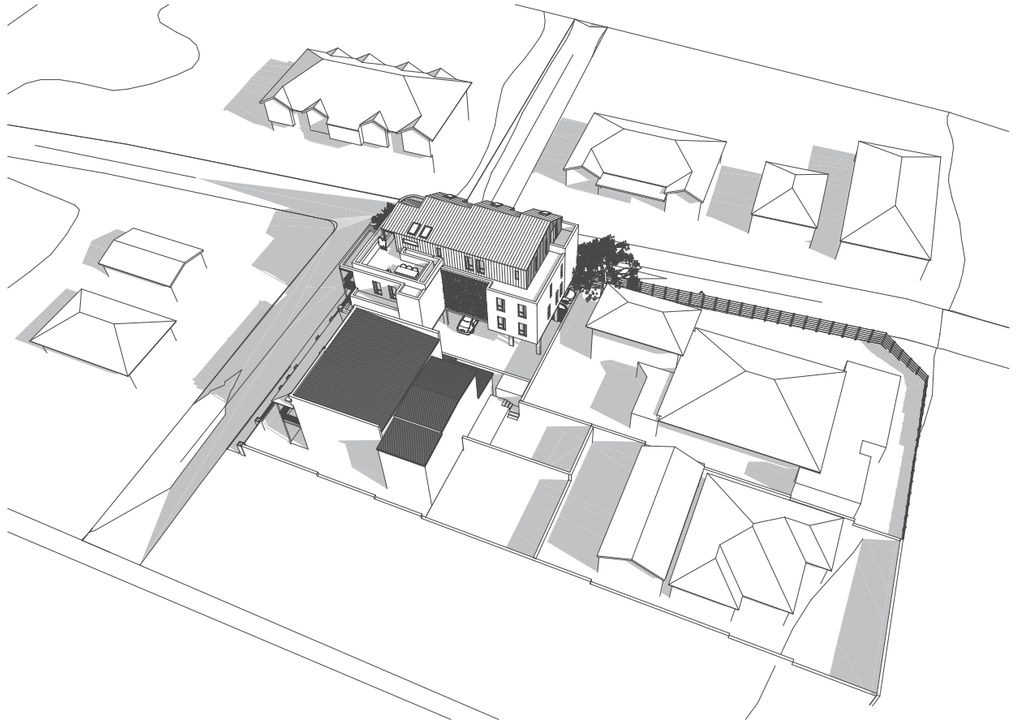
Shadow impact- mid winter

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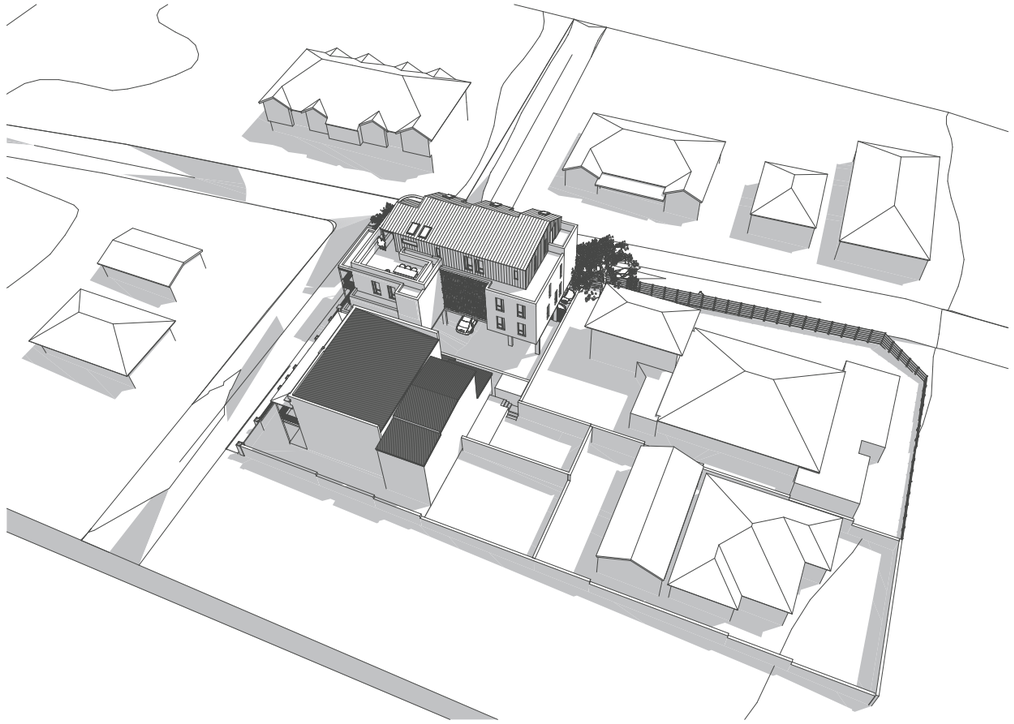
2025/06/09 Scale

job number	drawing number	revision
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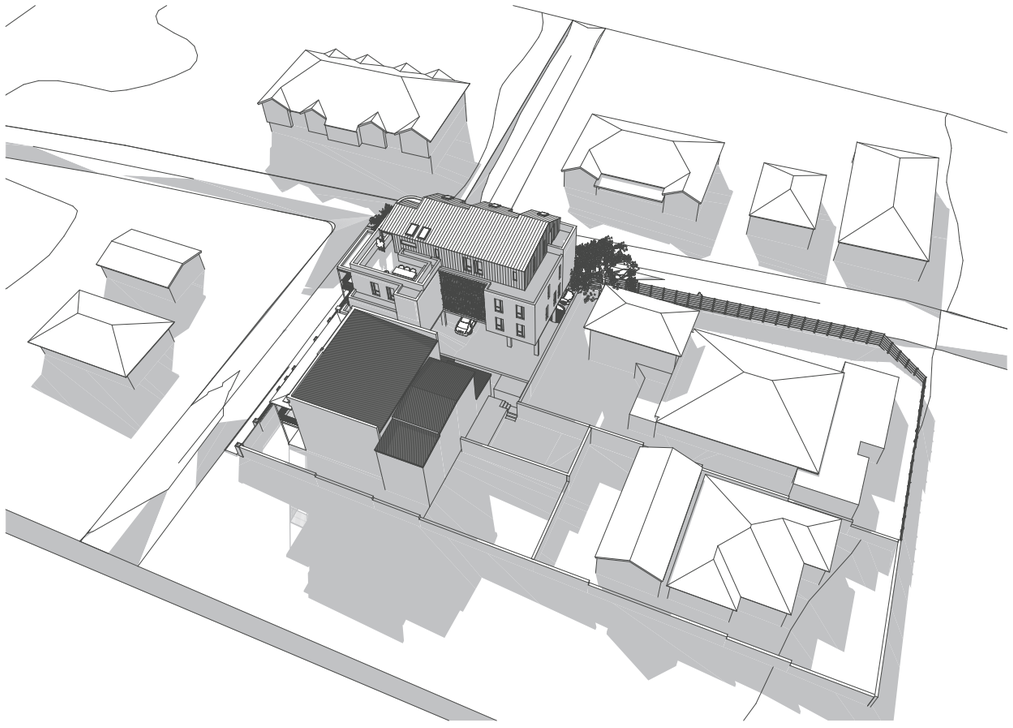
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2025.09.21 12:00



2025.09.21 16:00

Notes

8	2025.06.09	EGL & roof terrace access revised, pergola omitted, floor space & coverage calculations extracted, departures highlighted, shadow impact added
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revisions		

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The Collective B3 149 Upper Canterbury St Cape Town

24 Bishoplea Road Claremont
Erf 55183 Cape Town

Shadow impact- mid spring

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2025/06/09 Scale

job number	drawing number	revision
2003	**019**	**8**