



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAAPSTAD

## **Case ID 1500171070**

**Erven 9834 and 9835, 9 Norton Street  
and 11 Connaught Road, Beaconvale,  
Parow**

### **Development Management**

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15 September 2026

**The District Manager**

Department of Planning and Building Development Management  
Tygerberg District  
Private Bag X4  
Parow  
7499



Dear Sir/Madam,

**APPLICATION FOR REZONING, CONSOLIDATION, DEPARTURES AND SDP: ERVEN 9834 & 9835, PAROW (BEACONVALE)**

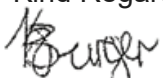
Application is hereby made, on behalf of the registered owner, for the rezoning of Erven 9834 & 9835, Parow from General Industrial (GI1) to Risk Industry, the consolidation of the two (2) erven into a single land unit (7980m<sup>2</sup>), permanent departures to the common building lines for the new wash bay and offices, and approval of the Site Development Plan, in order to permit the expansion and consolidation of the existing Oryx LPG depot as a single Major Hazardous Installation, as motivated in the accompanying report.

Please find herewith attached the following:

1. Application Form
2. Power of Attorney
3. Resolution
4. Title Deeds
5. Conveyancer's Certificates
6. General Plan
7. Figures
8. Consolidation Plan
9. Site Development Plan
10. Stormwater Management Plan
11. Catchment Management Department Comments
12. Approved Building Plans
13. Environmental Authorisation (Erf 9834)
14. City Comments on the Environmental Authorisation Process
15. Pollution and Chemical Management Department Comments
16. Heritage Western Cape Record of Decision
17. Major Hazardous Installation Risk Assessment Report
18. Aquatic Compliance Report
19. Pre-Application Consultation Meeting Minutes
20. Photographs
21. Site Traffic Analysis and Addendum

Trust the abovementioned suffices.

Kind Regards,

  
Karla Burger

## SECTION A: HISTORY AND BACKGROUND INFORMATION

### A) 1. INTRODUCTION

ELCO Property Developments has been mandated by the owner of Erven 9834 & 9835, Parow (Beaconvale), to provide this planning motivation in support of an application for the rezoning of both erven from General Industrial (GI1) to Risk Industry, the consolidation of the two (2) erven (7980m<sup>2</sup> consolidated extent), permanent departures to the common building lines, and approval of a Site Development Plan, in order to permit the expansion and consolidation of the existing Oryx LPG depot as a single Major Hazardous Installation. The **Power of Attorney** and **Resolution** authorising this firm are attached hereto.

This report serves to outline the proposal and to motivate the necessity and desirability of the application in order to obtain approval from the relevant authorities, and to provide the information required by Council so as to enable Interested and Affected Parties and Council to make informed comments and decisions on the proposed development.

### A) 2. HISTORY AND BACKGROUND

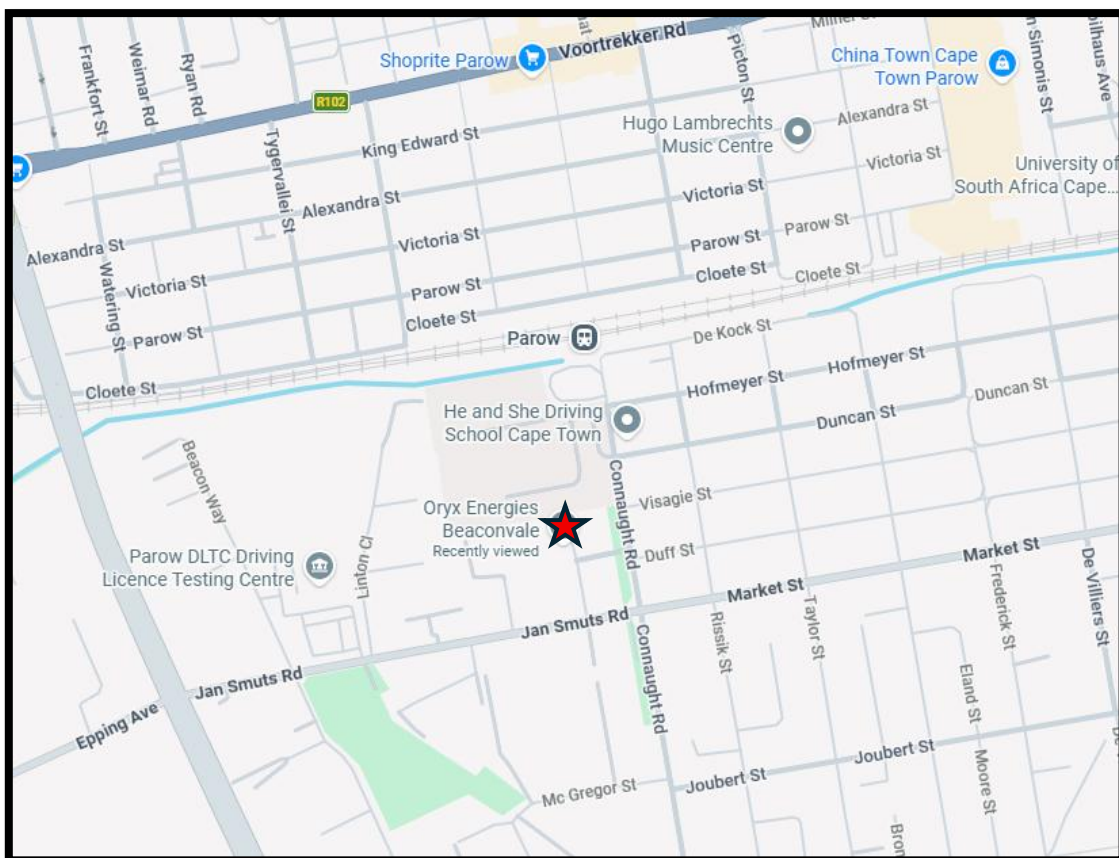


**Fig. 1: Locality Plan**

The subject properties are situated at 9 Norton Street and 11 Connaught Road, Beaconvale, Parow, within an established industrial precinct, and are both zoned General Industrial (GI1). Erf 9834 accommodates an existing, operational Oryx LPG depot, reported to be the only Oryx depot in Cape Town. Please refer to the **Figures**.

The existing depot was approved prior to the 2015 Municipal Planning By-Law and holds building plan approvals (the most recent noted as April 2015, with older approvals also on record) as well as an Environmental Authorisation. Under the previous zoning schemes the depot operation was permitted on land zoned General Industrial. The 2015 Municipal Planning By-Law introduced the Risk Industry zoning, which governs major hazardous installations (MHI); a major hazardous installation is no longer permitted under the General Industrial zoning. Please refer to the **Approved Building Plans** and **Environmental Authorisation**.

To expand its operations, the owner acquired the adjoining property, Erf 9835. During the environmental authorisation process for the expansion of the facility across both erven, the City's Land Use Management Department flagged that the General Industrial zoning is not aligned with the current by-law, as a major hazardous installation is not permitted under that zoning. The environmental process was accordingly withdrawn so that the zoning could be resolved first, and this land use application is now made to align the zoning of the combined site with the intended use. Please refer to the **City Comments on the Environmental Authorisation Process**.

A pre-application consultation was held with the City of Cape Town line departments (Tygerberg District) on 24 June 2026, as required for the rezoning to Risk Industry. The stormwater management plan (November 2025) has been submitted, and the Catchment Management Department confirmed its support for the latest stormwater plan. Heritage Western Cape confirmed that the proposed expansion does not trigger Section 38 of the National Heritage Resources Act. Please refer to the **Pre-Application Consultation Meeting Minutes**, the **Catchment Management Department Comments** and the **Heritage Western Cape Record of Decision**.

Erf 9835 is not vacant in terms of its buildings — an industrial building stands on the site — but it is vacant in terms of industrial tenants. The owner reports that unlawful occupants are currently using the premises for residential purposes and that the legal processes to remove them are underway. The building on Erf 9835 will be demolished as part of the proposal.

## SECTION B: APPLICATION

### B) 1. THE APPLICATION

Application is hereby made on behalf of the owner for the following, in terms of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL):

- a) **Rezoning** of Erven 9834 & 9835, Parow, in terms of Section 42(a) of the MPBL, from General Industrial (GI1) to Risk Industry, to permit the operation of the consolidated site as a Major Hazardous Installation (LPG depot);
- b) **Consolidation** of Erf 9834 and Erf 9835, Parow, in terms of Section 42(f) of the MPBL, into a single land unit (7980m<sup>2</sup>) to operate as one entity;
- c) **Permanent Departure** in terms of Section 42(b) of the MPBL to permit the following common building lines for new structures: **3.150m** in lieu of 5m for the wash bay (western and southern boundaries) and **3.150m** in lieu of 5m for the offices (southern boundary); and
- d) **Approval of the Site Development Plan** in terms of Section 42(i) of the MPBL.

The **Application Form** is attached hereto.

## SECTION C: LEGAL AND GENERAL INFORMATION

### C) 1. TITLE ASPECTS

Erf 9834 is held by virtue of Title Deed (read with pivot deed and Erf 9835 by virtue of Title Deed (read with pivot deed . Copies of the **Title Deeds** are attached hereto. The **Conveyancer's Certificates**, prepared by Miltons Matsemela Incorporated (C. Labuschagne), confirm the title deeds applicable to each erf.

#### **a) PROPERTY DESCRIPTION**

The properties are described in the Title Deeds as “*Erf 9834 Parow, in the City of Cape Town, Cape Division, Province of the Western Cape*” and “*Erf 9835 Parow, in the City of Cape Town, Cape Division, Province of the Western Cape*”.

#### **b) PROPERTY SIZE**

The extent of each erf is 3990m<sup>2</sup> (per the Title Deeds and the **Consolidation Plan**), giving a consolidated extent of 7980m<sup>2</sup>. Please refer to the **Consolidation Plan**.

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### c) REGISTERED OWNER

The property is registered in the name of Oryx Gas South Africa (Pty) Ltd (Registration Number 2002/013607/07), which is the applicant in terms of the **Resolution**. The same registered entity (Registration Number 2002/013607/07) appears in certain records as “Oryx Oil South Africa (Pty) Ltd” and “Oryx Energies South Africa (Pty) Ltd”; these are one and the same company, reflecting successive changes of the company's name.

### d) MORTGAGE BONDS

The Title Deeds confirm that no mortgage bonds are registered against the properties.

### e) TITLE DEED CONDITIONS

The Title Deeds contain conditions imposed in terms of Ordinance 33 of 1934, being, in summary: (a) the erf shall not be subdivided; (b) it shall be used for the purpose of industrial buildings only, save that accommodation may be provided for a caretaker; (c) not more than three-quarters of the area shall be built upon, with associated loading-space provisions; (d) no building or structure, except boundary walls and fences, shall be erected nearer than 3.15m to the street line; and (e) trade effluent shall not be discharged without approval, together with the conditions imposed by Joyce and McGregor (Pty) Ltd requiring approval of building plans. The proposal does not trigger the removal of any of these conditions: (a) no subdivision is applied for; (b) the use remains an industrial use; (c) not more than three-quarters of the area is built upon; (d) no building or structure, other than walls or fences, is erected nearer than 3.15m to the street (the departures sought relate to the common (internal) boundaries and not to the street building line); and (e) no trade effluent is discharged without approval (the wash bay operates as a closed-loop system). The **Conveyancer's Certificates** (Miltons Matsemela Incorporated) are attached and record the restrictive conditions affecting development, identifying the beneficiary of the statutory (Ordinance 33 of 1934) conditions as the Administrator — the City of Cape Town, and the developer conditions as Joyce and McGregor (Pty) Ltd (Registration Number 1908/000893/07).

### f) SERVITUDES

There are no servitudes registered over the properties. Please refer to the **General Plan**.

## **C) 2. GENERAL INFORMATION**

### a) LOCATION & ACCESSIBILITY

The physical address is 9 Norton Street and 11 Connaught Road, Beaconvale, Parow. The site is bounded by Norton Street to the south and Connaught Road to the east, and takes access from both streets. Please refer to the **Figures**.

## b) SITE CHARACTERISTICS

The site is flat and fully built upon, comprising a hard-surfaced land unit with no natural vegetation. Geographically, the property is located within the 100-year floodline; the finished floor level is set above the flood level in accordance with the approved stormwater management plan, and the aquatic compliance report confirms that the site lies outside the floodplain of the channelised Elsieskraal River (addressed under Section F).

## c) EXISTING ZONING

In terms of the City of Cape Town Development Management Scheme (DMS), both erven are zoned General Industrial (GI1), as set out in the Municipal Planning By-Law, 2015 (consolidated).

## d) EXISTING LAND USE

Erf 9834 is currently utilised as an Oryx LPG storage and distribution depot. Erf 9835 is not vacant in terms of its buildings — an industrial building stands on the erf — but is vacant in terms of industrial tenants, and is currently unlawfully occupied for residential purposes, with the legal processes to remove the occupants underway.

## e) SURROUNDING LAND USES & ZONING

The surrounding area is a predominantly General Industrial (GI1) precinct, with a Community / Open Space zoning to the north and Residential (Parow Valley) to the east across Connaught Road. Please refer to the **Figures** (Zoning Map).

# SECTION D: DEVELOPMENT PROPOSAL

## D) 1. PROPOSED LAND USE

The proposal expands and consolidates the existing Oryx LPG depot across the two (2) erven, to operate as a single Major Hazardous Installation. The existing operation on Erf 9834 remains largely as is: the existing workshop and plant room to the western boundary are retained, as is the covered filling area in the north-western corner, and the existing two (2) 90m<sup>3</sup> bulk LPG tanks are retained, now located in the northern-central portion of the consolidated site. The central platform on Erf 9834 is removed, and the corner platform is extended for loading and refilling. Please refer to the **Site Development Plan** and **Consolidation Plan**.

On Erf 9835, the existing building is demolished. The existing offices in the south-western corner are demolished and replaced by a wash bay for the gas tanks (a closed-loop system that recirculates wash water and does not discharge off site). New offices are constructed in the south-eastern corner of the consolidated site (a double-storey administration building of approximately 440m<sup>2</sup>), together

with a new parking area for staff and visitors. A new 500m<sup>3</sup> mounded (semi-buried) LPG tank is placed to the east of the site, with an open storage area to its south. The mounded tank is to be constructed to the specifications agreed with, and required by, the Western Cape Government's Directorate: Pollution and Chemicals Management, including embedding the lower portion of the tank below the soil surface on sturdy base supports, providing subsurface access for monitoring and maintenance, and protecting the above-ground section with a covering able to withstand a potential explosion, so as to ensure the safety of the premises and surrounding area. The existing fire wall along the northern boundary is extended to wrap around the enlarged site, and a water tank and diesel-driven fire pump are provided for fire emergencies. Please refer to the **Site Development Plan**, the **Major Hazardous Installation Risk Assessment Report** and the **Pollution and Chemical Management Department Comments**.

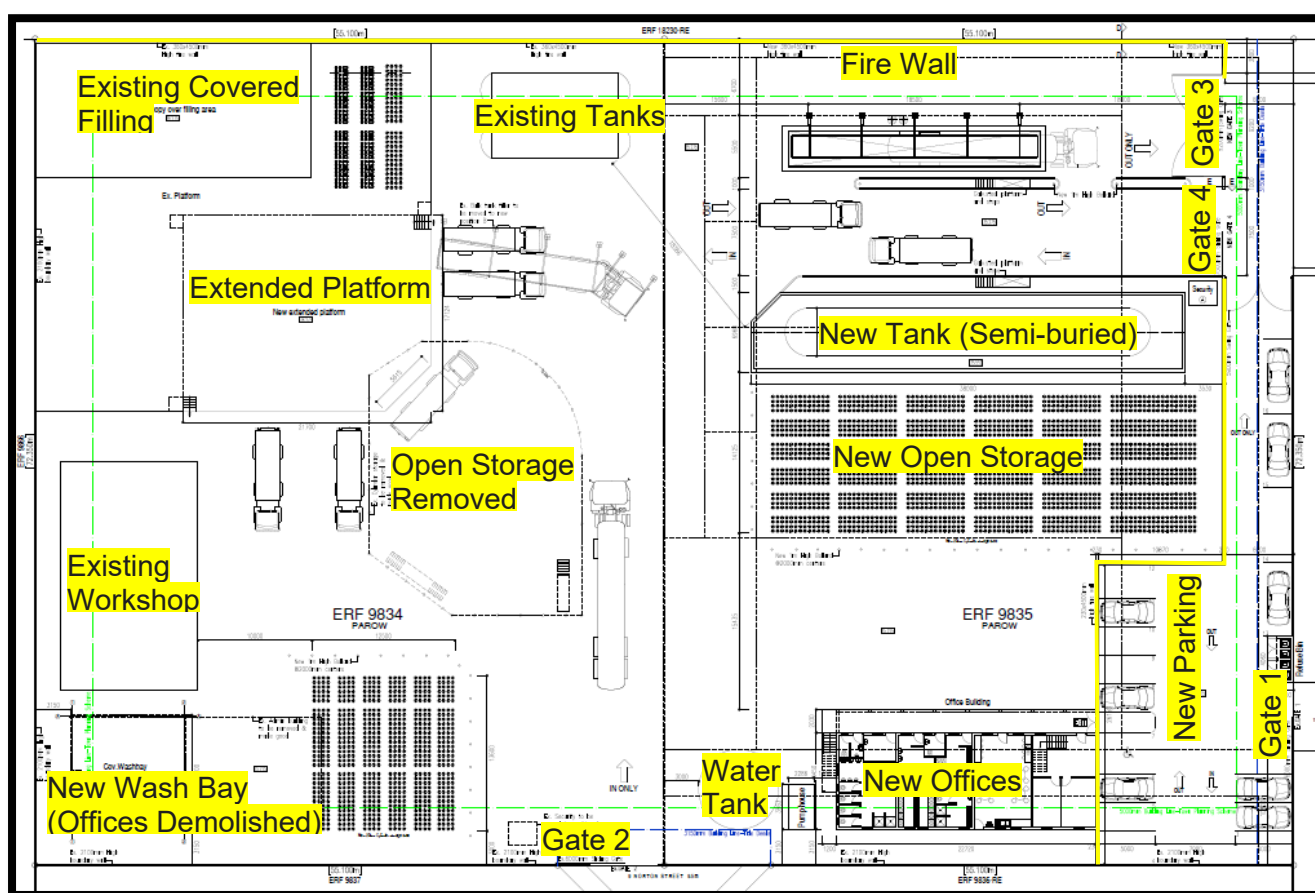


**Fig. 2: Proposed Site Plan**

The Major Hazardous Installation Risk Assessment Report (MMRisk (Pty) Ltd) confirms that the consolidated facility will comprise the two (2) existing 90m<sup>3</sup> vessels and the new 500m<sup>3</sup> mounded vessel, giving a combined storage of approximately 680m<sup>3</sup> and a total LPG inventory of approximately 340 tons. As this exceeds the 200-ton threshold, the facility is classified as a High Hazard Establishment in terms of the Major Hazard Installation Regulations, 2022. The 2014 Environmental

Authorisation for the site capped the combined storage capacity at 500m<sup>3</sup>, which the expanded facility exceeds; it is accordingly confirmed that a new Environmental Authorisation will be undertaken for the expansion of the facility across both erven, and that this environmental process will be re-taken up once this land use application has been submitted. Please refer to the **Major Hazardous Installation Risk Assessment Report**.

## **D) 2. PROPOSED ZONING & REGULATIONS**

Both erven will be rezoned from General Industrial (GI1) to Risk Industry (RI) and consolidated into a single land unit (7980m<sup>2</sup>). Under the Development Management Scheme, a risk activity (which includes a major hazardous installation) is a primary use in the Risk Industry Zoning (item 74), whereas it is not permitted in the General Industrial Zoning. The table below sets out the development parameters against the Risk Industry development rules and the Site Development Plan. The only departures required are for the common building lines to the new wash bay and offices; the coverage, floor factor and height all comply with the Risk Industry rules. As set out in Section C, all of the restrictive title deed conditions are complied with, and no removal of a restrictive condition is required. Application is also made for approval of the Site Development Plan.

| Aspect                                          | Title Deed                                       | Zoning Scheme (DMS)                                           | Proposed                                                     |
|-------------------------------------------------|--------------------------------------------------|---------------------------------------------------------------|--------------------------------------------------------------|
| Use                                             | Industrial buildings only (Cond. B(b))           | Risk Industry (RI) — risk activity is a primary use (item 74) | LPG depot / Major Hazardous Installation ( <b>rezoning</b> ) |
| Common Building Line — Wash Bay (West & South)  | —                                                | 5m (RI item 75(d))                                            | <b>3.150m</b> (departure)                                    |
| Common Building Line — Offices (South)          | —                                                | 5m (RI item 75(d))                                            | <b>3.150m</b> (departure)                                    |
| Street Building Line (Norton St / Connaught Rd) | 3.15m to street line (Cond. B(d))                | 5m (RI item 75(d))                                            | Complies (structures set back ≥ 5m)                          |
| Coverage                                        | Max three-quarters (75%) built upon (Cond. B(c)) | 75% (RI item 75(b))                                           | 14% (1126m <sup>2</sup> ) — complies                         |
| Floor factor                                    | —                                                | 2,0 (RI item 75(a))                                           | 0,17 — complies                                              |
| Height                                          | —                                                | 18m (no limit for risk activity) (RI item 75(c))              | Below 18m — complies                                         |

## SECTION E: POLICIES AND FRAMEWORKS

The proposal has been assessed against the relevant statutes, spatial frameworks and strategies. Only the items that bear on the matter are included below; each is carried through to the Section 99 motivation in Section F.

### **E) 1. NATIONAL HERITAGE RESOURCES ACT NO. 25 OF 1999**

Heritage Western Cape confirmed, on 14 August 2024, that the proposed expansion of the Oryx operations from Erf 9834 onto Erf 9835 does not trigger Section 38 of the National Heritage Resources Act No. 25 of 1999. Please refer to the **Heritage Western Cape Record of Decision**.

### **E) 2. NATIONAL ENVIRONMENTAL MANAGEMENT ACT NO. 107 OF 1998**

The existing depot on Erf 9834 holds a 2014 Environmental Authorisation for the storage of LPG, which capped the combined storage capacity of the site at 500m<sup>3</sup>. The expansion constitutes a listed activity in terms of the National Environmental Management Act No. 107 of 1998, and the combined capacity of approximately 680m<sup>3</sup> exceeds the capacity authorised in 2014. It is accordingly confirmed that a new Environmental Authorisation will be undertaken for the expansion of the facility across both erven, and that this environmental process (previously withdrawn pending resolution of the zoning) will be re-taken up once this land use application has been submitted. Please refer to the **Environmental Authorisation** and the **City Comments on the Environmental Authorisation Process**.

### **E) 3. CITY OF CAPE TOWN MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF), 2023**

According to the MSDF, the subject property lies within the Urban Inner Core as well as within a Development Corridor. The principle of such an area is for targeted investment and land development to spatially transform and integrate the city form. Desired spatial outcomes include the intensification and diversification of land uses, as well as the prioritisation of addressing current social infrastructure backlogs. The MSDF also prescribes spatial strategies that include protecting natural resources and encouraging integrated settlement patterns and a more compact form of development. The proposed development supports these strategies: the identified land is not located within a valuable agricultural area, and the proposed development will ensure a more compact urban form which will increase access to opportunities within the area. The proposal therefore complies with the broader goals of the MSDF, as it allows a greater level of service to be delivered to the broader community.

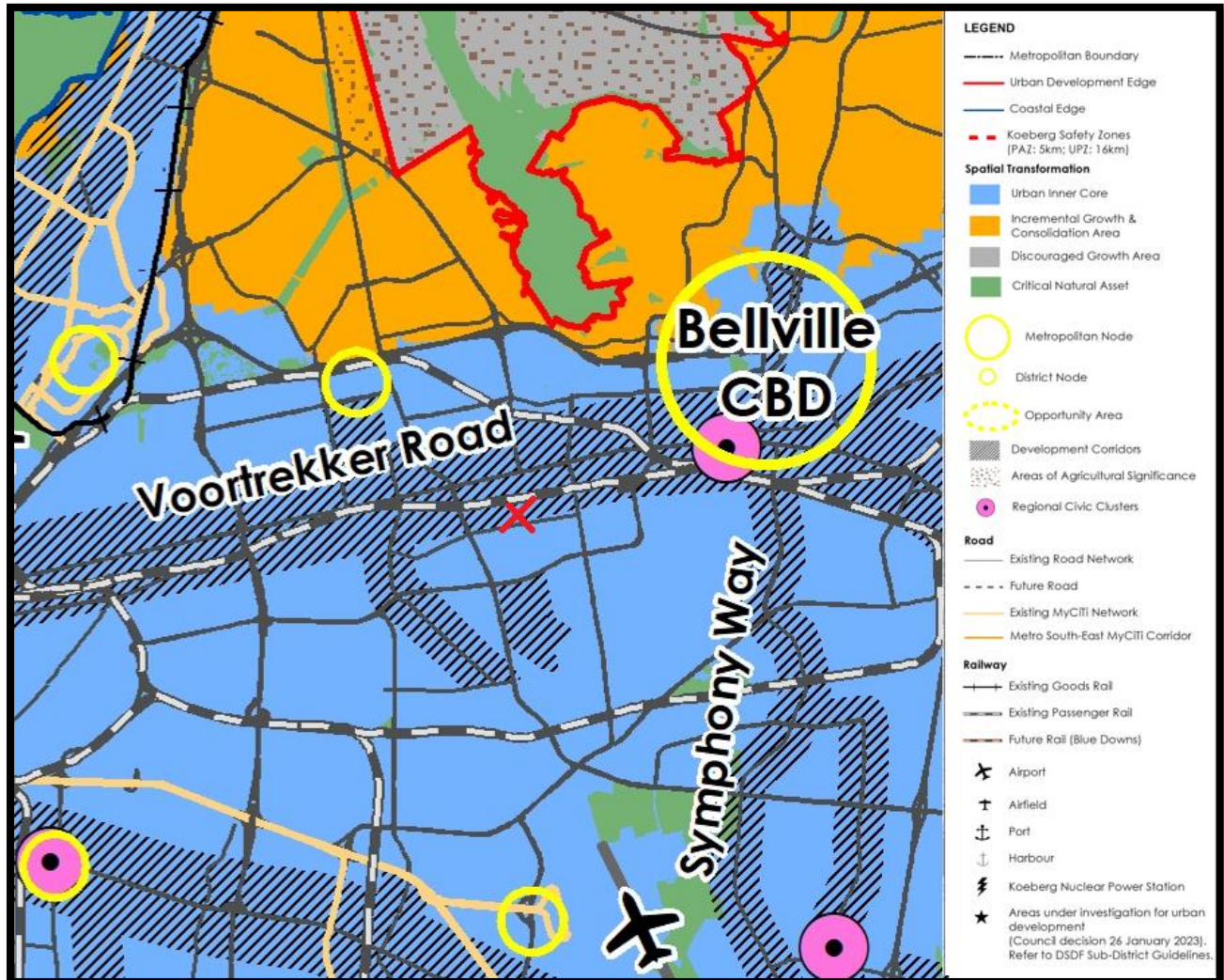


Fig. 3: MSDF

#### E) 4. TYGERBERG DISTRICT PLAN, 2023

The property is located within a development corridor and an identified industrial area (Beaconvale). The District Plan emphasises that an increase in industrial floor area should take place within existing industrial areas, and that such uses are critical to local job creation. Any risk industrial uses should be accompanied by sufficient risk management and prevention plans. The proposal complies with this plan: it increases the industrial floor area within the established Beaconvale industrial area and secures and creates local employment, and, being a risk industrial use, it is accompanied by the required risk management and prevention measures — the Major Hazardous Installation risk assessment and the associated compliance suite (Major Incident Prevention Policy, Process Safety Management System, Safety Report and Emergency Response Plan), together with the measures required by the Directorate: Pollution and Chemicals Management. Please refer to the **Major Hazardous Installation Risk Assessment Report**.

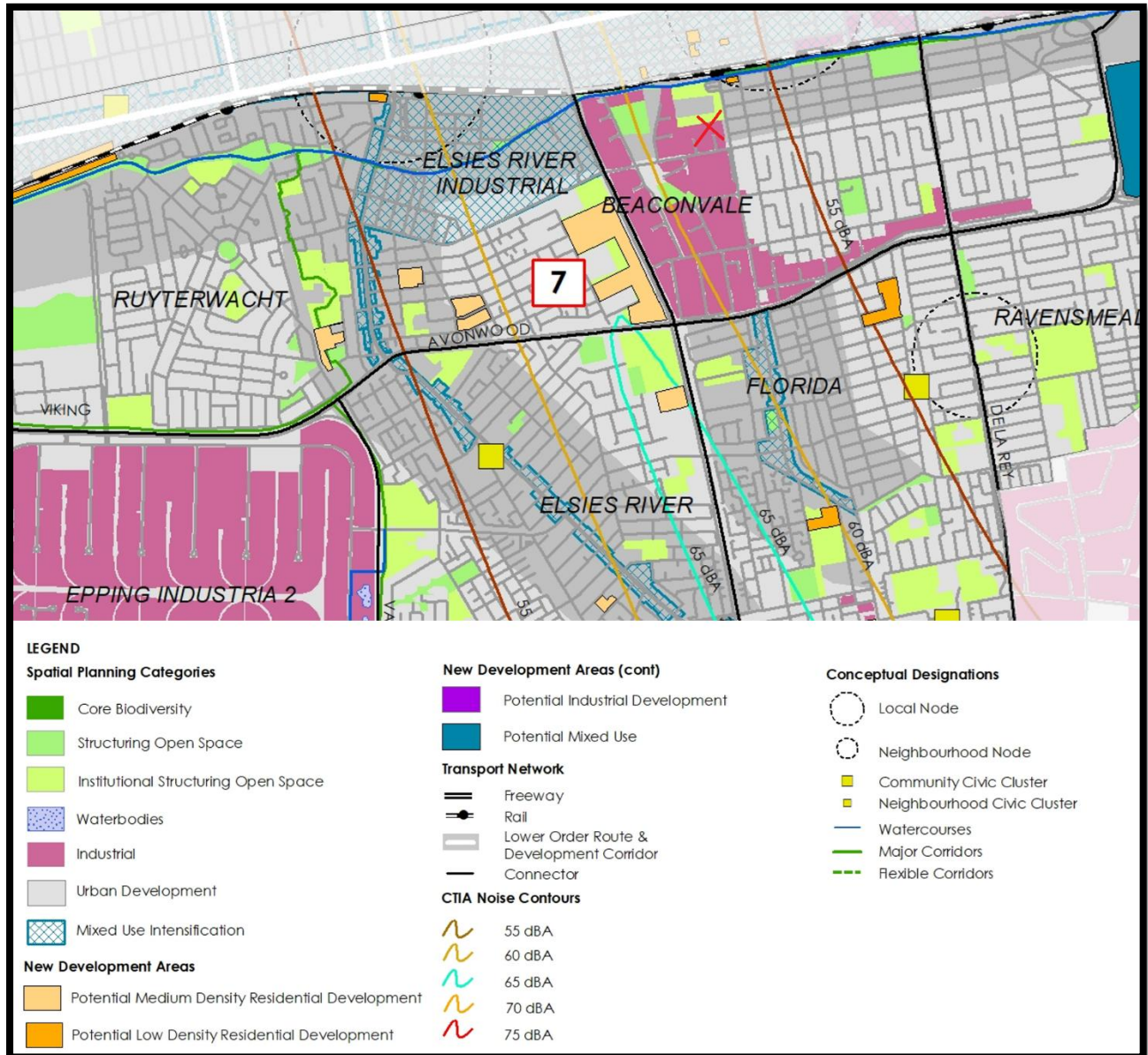


Fig. 4: District Plan

## E) 5. SOCIAL DEVELOPMENT STRATEGY

The Social Development Strategy focuses on addressing poverty, inequality and social ills while providing for the participation of people in their own development. The strategy lists the following objectives: to maximise income-generating opportunities for people who are excluded or at risk of exclusion; to build and promote safe households and communities; to support the most vulnerable through enhancing access to infrastructure and services; to promote and foster social integration; and to mobilise resources for social development. The proposed development is in line with the following levers to help achieve these objectives: 1.2 — develop the skills of people excluded or at risk of exclusion; and 4.3 — foster diversity and inclusivity in the City's corporate structure. The proposed development complies with these objectives, as it provides a much-needed commodity to the area

and to Cape Town in general, as well as job creation for people in an area in need of greater job availability.

## **E) 6. INCLUSIVE ECONOMIC GROWTH STRATEGY, 2021**

The primary intention of this strategy is to aid the recovery of the economy after the Covid-19 pandemic. Specific areas of focus are service provision, business support, labour-market support and investment stimulation. A three-phase recovery approach is proposed by the strategy: stabilisation, adaptation and rebuilding/recovery. The proposed development will make additional funds available to the City by means of Development Contributions, which will be invested into additional infrastructure for the area and improved service delivery. In addition, the development will create much-needed job opportunities for skilled and semi-skilled labourers, including jobs during construction as well as cleaning, maintenance and security thereafter. These fall under the strategy's identified stabilisation initiatives, which are a primary directive after the pandemic.

## **SECTION F: MOTIVATION**

Section 99(3) of the Municipal Planning By-Law, 2015 (consolidated) sets out the considerations relevant to the desirability of a proposed development, being: the socio-economic impact; compatibility with surrounding uses; the impact on the external engineering services; the impact on the safety, health and wellbeing of the surrounding community; the impact on heritage; the impact on the biophysical environment; and traffic impacts, parking, access and other transport-related considerations. These factors, verified against the consolidated by-law, are addressed below.

### **F) 1. SOCIO-ECONOMIC IMPACT**

The existing depot is reported to be the only Oryx depot in Cape Town, resulting in high demand. The expansion secures and increases the supply of LPG to the region, retains and creates employment (during construction and thereafter), and generates Development Contributions payable to Council, which are invested in Council-provided services. The Development Contributions will be calculated by the relevant department.

### **F) 2. COMPATIBILITY WITH SURROUNDING LAND USES**

The surrounding area is a predominantly General Industrial (GI1) precinct. The rezoning to Risk Industry regularises and consolidates an existing, lawful major hazardous installation that has operated on the site for a number of years, and does not introduce a new or incompatible use into the area. The residential community of Parow Valley lies to the east across Connaught Road; the risk to that community is specifically mitigated through the fire wall wrapping the site, the mounded (semi-

buried) design of the new tank, and the retention of tank installations away from the eastern interface, as addressed under F) 4 below. The proposal is therefore compatible with the surrounding land uses.



Fig. 5: Zoning Map

### **F) 3. IMPACT ON EXTERNAL ENGINEERING SERVICES**

The comments on water demand were received during the previous environmental authorisation process, which will be re-taken up together with this application and have not changed: the applicant indicated that no additional water demand is required, and the City's Water and Sanitation: Technical Services accordingly advised that the capacity-report condition may be removed. Stormwater is managed in accordance with the approved stormwater management plan, which provides approximately 118m<sup>3</sup> of permeable-paving storage against a maximum required detention of approximately 71.61m<sup>3</sup>, keeps post-development peak discharge below pre-development levels, and treats runoff before discharge via a subsoil drain to the Connaught Road infrastructure; the Catchment Management Department supports the plan. Consistent with this, the Aquatic Compliance Report confirms that the property lies outside the floodplain of the channelised Elsiekraal River, and the

finished floor level is set above the adopted 1:100-year level. Development Contributions will be payable. Please refer to the **Stormwater Management Plan**, the **Catchment Management Department Comments** and the **Aquatic Compliance Report**.

#### **F) 4. IMPACT ON SAFETY, HEALTH AND WELLBEING OF THE SURROUNDING COMMUNITY**

The facility is a Major Hazardous Installation and is designed and managed in accordance with the relevant South African National Standards (including SANS 10087 Part 3). A quantitative risk assessment has been prepared for the entire consolidated site by MMRisk (Pty) Ltd. The design safety measures include the fire wall extended to wrap around the enlarged site, the new 500m<sup>3</sup> tank being of a mounded, semi-buried design (approximately half below and half above ground, covered with sand and a sealing concrete layer, resembling a levee), which materially reduces the likelihood of a boiling-liquid-expanding-vapour explosion relative to conventional above-ground storage, and a water tank and a separate diesel-driven fire pump to boost pressure to the fire hydrants in emergencies. Following an inspection and a meeting on 28 May 2025, the Western Cape Government's Directorate: Pollution and Chemicals Management confirmed that the placement and design mitigation for the new 500m<sup>3</sup> tank were adequately addressed, and set the following requirements: the lower portion of the tank is to be embedded below the soil surface on sturdy base supports to prevent movement; sufficient subsurface access is to be provided for monitoring, servicing and maintenance; the tank structure and placement are to comply with the applicable national and international standards and the requirements of the local authority; the above-ground section is to be protected by a covering of sufficient strength to withstand a potential explosion, mitigating the spread of tank debris and reducing the sideways movement of a gas fireball; and, as a minimum, a firewall is required, with a blast wall to be considered as guided by the tank design specialist or the relevant national standard. Please refer to the **Major Hazardous Installation Risk Assessment Report** and the **Pollution and Chemical Management Department Comments**.

The Major Hazardous Installation Risk Assessment Report (latest revision 28 January 2025) identified LPG tanker offloading (hose leaks and ruptures) as the principal contributor to risk and recommended a suite of risk-reduction measures, including upgrading the northern (Northlink College) and eastern (Parow Valley) boundary walls to blast-resistant walls, restricting access to the cylinder storage and tanker offloading areas during LPG transfers, conducting offloading outside peak traffic periods, leak-testing equipment before offloading, obtaining an updated Dangerous Goods Certificate, and completing the full MHI legal-compliance suite. Subsequent to that report, following a site inspection and a meeting on 28 May 2025, the Western Cape Government's Directorate: Pollution and Chemicals Management confirmed that, provided the specified measures are addressed during the installation and operation of the new 500m<sup>3</sup> tank, the risks documented in the risk assessment are adequately addressed. The applicant commits to implementing these measures, together with the

mounded (blast-protected) tank design and the full MHI compliance suite, so as to reduce the residual risk to As Low As Reasonably Practicable. On this basis, and with these measures secured as conditions of approval, the safety, health and wellbeing of the surrounding community is adequately safeguarded. Please refer to the **Major Hazardous Installation Risk Assessment Report** and the **Pollution and Chemical Management Department Comments**.



*Fig. 6: Example of semi-buried tank design*



*Fig. 7: Example of semi-buried tank design*

## **F) 5. IMPACT ON HERITAGE**

Heritage Western Cape has confirmed that the proposal does not trigger Section 38 of the National Heritage Resources Act. No heritage impact is anticipated. Please refer to the **Heritage Western Cape Record of Decision**.

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## **F) 6. IMPACT ON THE BIOPHYSICAL ENVIRONMENT**

The site is a fully developed, hard-surfaced brownfield property containing no watercourses or indigenous vegetation. The Elsieskraal River lies in the vicinity; the Aquatic Compliance Report (Enviro-EAP, 19 July 2025) confirms that the property lies outside the floodplain of the channelised Elsieskraal River and that no aquatic features occur on site or within the regulated zone. In parallel, the approved stormwater management plan manages the 100-year flood level (adopted at 35.275m AMSL) by setting the finished floor level at 35.550m AMSL and by providing the permeable-paving detention and subsoil-drain discharge described under F) 3, while the mounded tank design together with the closed-loop wash bay guard against displacement of the tanks and against off-site contamination. Read together, the aquatic and stormwater assessments confirm that the proposal is appropriately managed in respect of both the river floodplain and the 100-year flood level. Please refer to the **Aquatic Compliance Report** and the **Stormwater Management Plan**.

## **F) 7. TRAFFIC, PARKING, ACCESS AND TRANSPORT**

A Site Traffic Analysis (Sturgeon Consulting), together with a September 2026 addendum, has been prepared. Large trucks delivering bulk LPG enter from Norton Street (Gate 2) and exit onto Connaught Road (Gate 3); distribution trucks enter and exit from Connaught Road (Gate 4); and staff and visitor parking is accessed from Connaught Road (Gate 1). The analysis estimates that the development will generate approximately nineteen (19) trips in the AM peak hour and nineteen (19) trips in the PM peak hour — well below the fifty (50) peak-hour trip threshold — so the impact on the surrounding road network is considered negligible and no further traffic analysis is warranted. The addendum resolves the City Transport department's access-geometry concerns raised during the DBAR circulation and pre-application consultation: the movements through Gates 3 and 4 have been reconfigured for conventional keep-left operation at the service-road connection to Connaught Road, the fully dimensioned access arrangements have been incorporated into the updated Site Development Plan, an alternative anti-clockwise truck circulation was assessed and the clockwise arrangement retained (it allows incoming tankers to wait within the property and reduces conflict with the Gate 4 distribution vehicles), and sufficient internal truck queuing and overflow capacity has been confirmed. The site falls within a PT2 parking zone, in which no off-street bays are strictly required; the Site Development Plan nonetheless provides sixteen (16) on-site parking bays (including one disabled bay) for employees and visitors, and incorporates the new office building of approximately 440m<sup>2</sup>. Of the twenty-two (22) existing public parking bays along Connaught Road, five (5) are to be removed to accommodate the site accesses, leaving seventeen (17); the on-site bays offset this reduction. The Parow South taxi rank lies approximately 230m north of the site. The analysis further records that the Jan Smuts Road / Connaught Road intersection experiences minor capacity

constraints in the peak hours and recommends that the City consider signalling it, which would restore acceptable levels of service. Please refer to the **Site Traffic Analysis and Addendum**.

## SECTION G: SUMMARY AND CONCLUSION

As detailed in this report, the proposed rezoning, consolidation, departures and Site Development Plan are desirable and, subject to the implementation of the risk-reduction measures and the regulatory approvals identified in this report, can be undertaken without unacceptable impact on the rights of surrounding properties. The application aligns the zoning of an existing, lawful major hazardous installation with the current Municipal Planning By-Law and enables the consolidated site to operate as a single entity. ELCO Property Developments recommends approval of the application, subject to appropriate conditions. This recommendation is supported by the following:

- The rezoning to Risk Industry regularises and consolidates an existing, lawful Oryx LPG depot in line with the current Municipal Planning By-Law, rather than introducing a new use into the area;
- The site is located within an established General Industrial precinct within the urban edge, and the proposal is compatible with the surrounding land uses;
- The Major Hazardous Installation risk assessment identified LPG tanker offloading as the principal risk contributor and recommended risk-reduction measures; following a site inspection and meeting on 28 May 2025 (post-dating the risk assessment), the Western Cape Government's Directorate: Pollution and Chemicals Management confirmed that, with those measures implemented, the risks are adequately addressed — the measures (blast-resistant boundary walls toward Northlink College and Parow Valley, restricted access during LPG transfers, offloading outside peak periods and the mounded, blast-protected tank design) to be secured as conditions of approval;
- Heritage Western Cape has confirmed that Section 38 of the National Heritage Resources Act is not triggered;
- The Catchment Management Department supports the stormwater management plan, and the Aquatic Compliance Report confirms that the property lies outside the 1:100-year floodline and floodplain of the Elsieskraal River;
- No additional water demand is required, and the proposal has a positive socio-economic impact through security of LPG supply, job creation and Development Contributions;
- Only common building-line departures to the new wash bay and offices are required.