



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

Case ID 1500169713

**Remainder Erf 5341,
33 Mountain Rose Road, Macassar**

Development Management

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PROPOSED REZONING AND SUBDIVISION OF
REMAINDER ERF 5341, MACASSAR, AND
AMENDMENT OF APPROVED GENERAL PLAN
8082/1995.

MACASSAR INFORMAL SETTLEMENT

OCTOBER 2026

FINAL MEMORANDUM

DIRECTORATE HUMAN SETTLEMENTS
DEPARTMENT INFORMAL SETTLEMENTS: PLANNING



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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List of Abbreviations

Abbreviation	Meaning
CoCT	City of Cape Town
DMS	Development Management Scheme

DSDf	District Spatial Development Framework
HWC	Heritage Western Cape
IDP	Integrated Development Plan
MPBL	Municipal Planning By-law
MSDF	Municipal Spatial Development Framework
NMT	Non-Motorised Transport
PSDF	Provincial Spatial Development Framework
SDP	Spatial Development Plan
SG	Surveyor-General
TIA	Traffic Impact Assessment
TOD	Transit-Oriented Development
TRA	Temporary Relocation Area

List of Professional Team

Discipline	Consultant
Town Planning	City of Cape Town
Civil Engineering	Bergstan
Electrical Engineering	B2A Consulting Engineers
Traffic Engineering	Liezl Stodart
Environmental	Sharples Environmental Services
Geotechnical	Core Geotechnical
Surveyor	JM Land Surveyors

1 INTRODUCTION

1.1 Background

An application was submitted by the Director: Informal Settlements Department requesting the reservation of remainder of erf 5341 (the subject area), Macassar, located at the corner of Japonica Crescent and Mountain Rose Road, for the purpose of supporting current and future informal settlement management needs in the area. The subject property measures approximately 2 432 m², as reflected in **Annexure A**.

The land has been formally reserved by the Informal Settlements Department for its intended use in facilitating the relocation of residents from the existing Block Macassar informal settlement, should such relocation become necessary. The site may also accommodate households from other informal settlements requiring temporary or permanent relocation, depending on broader citywide planning requirements.

At present, the site is vacant and offers strategic potential to support either permanent or interim human settlement interventions.

To facilitate the proposed development, professional services are required to assess and support the planning, statutory approval and implementation processes for Remainder Erf 5341, Macassar. General Plan 8082/1995 reflects the historical creation of Erven 6310 and 6311 from Erf 5341. Although these erven were surveyed, the available conveyancing information confirms that they were never registered in the Deeds Office and that Erf 5341 remains the registered property. As General Plan 8082/1995 retains status, the present application includes an application in terms of Section 42(l) of the City of Cape Town Municipal Planning By-law for the amendment of the approved General Plan. The proposed amendment provides for the removal of the two unregistered erven, Erven 6310 and 6311, and the relayout or correct depiction of Erf 5341 on General Plan 8082/1995. The application is submitted by Trinell Naidoo on behalf of the Informal Settlements Department. Refer to **Annexure C** for the Power of Attorney, **Annexure D** for the Land Use Application Form, **Annexure E** for the applicable cadastral documentation and **Annexure P** for the proposed amendment to General Plan 8082/1995.

The development proposal entails the establishment of approximately 18 serviced residential sites. It is envisaged that each serviced site will accommodate two residential units, resulting in an estimated yield of approximately 36 dwelling units, subject to the detailed design process, engineering assessments, statutory approvals and the availability of municipal services.

The proposed development forms part of the City's ongoing efforts to provide well-located residential opportunities, optimise the use of municipal land, support housing delivery objectives, and improve access to basic municipal services within existing urban areas. The proposal will further contribute towards the efficient utilisation of vacant municipal land in a manner that responds to current housing needs and aligns with broader spatial planning and settlement restructuring objectives.

1.2 Property Location

Remainder of Erf 5341, Macassar is located within the City of Cape Town municipal boundary, situated in the south-eastern portion of the metro. The site falls within Ward 108, sub council 8 of the City's administrative demarcation.

For the purposes of this report, Remainder of Erf 5341, Macassar, will hereafter be referred to as the **subject property**.

The property is positioned at the corner of Mountain Rose Road and Japonica Crescent in Macassar, forming part of a predominantly residential urban environment. The site lies near the established Macassar residential area, various community facilities, and the broader transport network serving this part of the metro.

In relation to the City of Cape Town boundary, the site is situated well within the municipal urban footprint, approximately 6 km west of the Somerset West CBD and about 35 km south-east of the Cape Town CBD. Its location places it within the Helderberg district, forming part of the City's designated urban development area.

The exact positioning of the subject property is illustrated in the image below, showing their placement at the intersection of Mountain Rose Road and Japonica Crescent within the Macassar community.

The subject property is strategically located within the Helderberg District of the City of Cape Town. The area is well connected to the metropolitan transport network, with the N2 freeway serving as the primary mobility route providing direct regional access between Cape Town and the Helderberg region. Access to Macassar is achieved via the N2 Macassar off-ramp, reinforcing the site's integration within the broader mobility system.

At a planning scale, the properties fall under the Helderberg District Planning jurisdiction, which guides spatial development and investment priorities for the district. More detailed guidance is provided within the Macassar and Environs Spatial Development Plan, which

outlines local development contexts, constraints, and opportunities relevant to this part of Macassar. The location within this administrative and planning framework supports the site's suitability for human settlement interventions aligned with the City's spatial transformation objectives.

Figure 1: Metropolitan Context

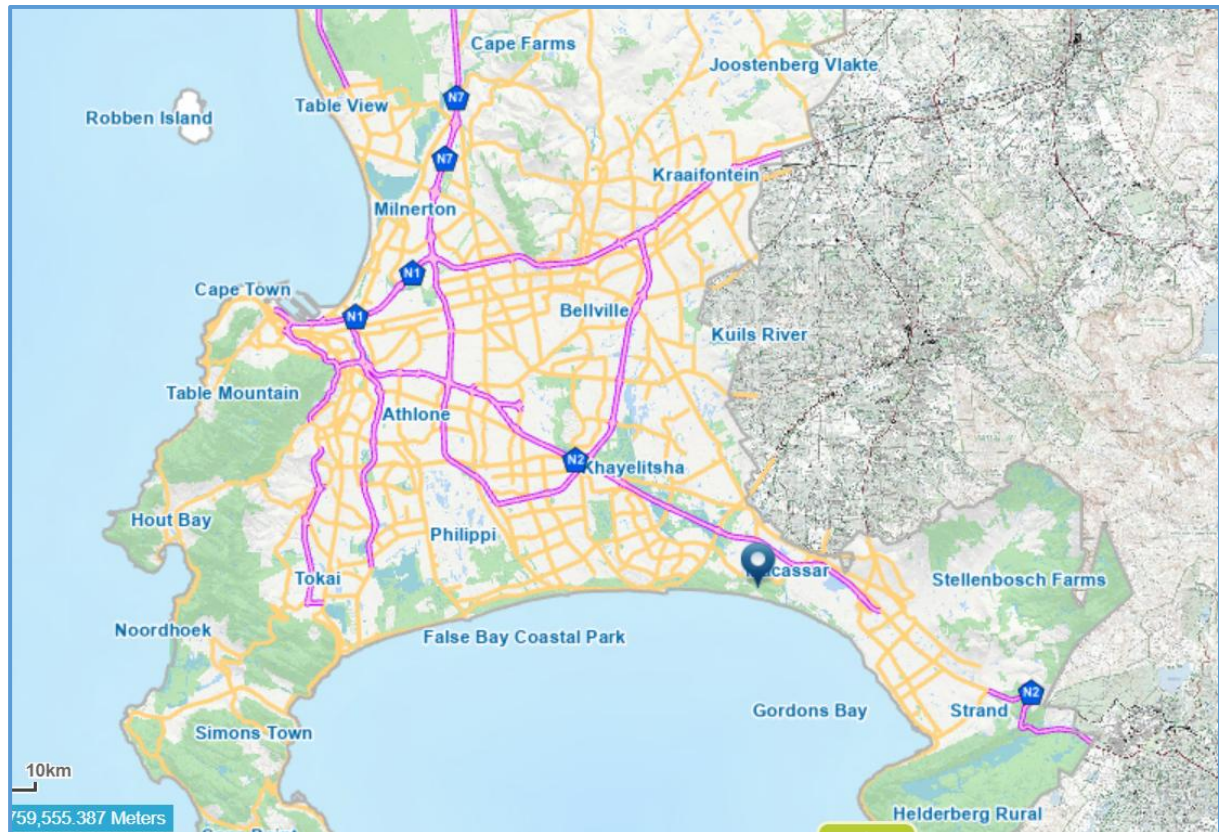


Figure 2: Local Context

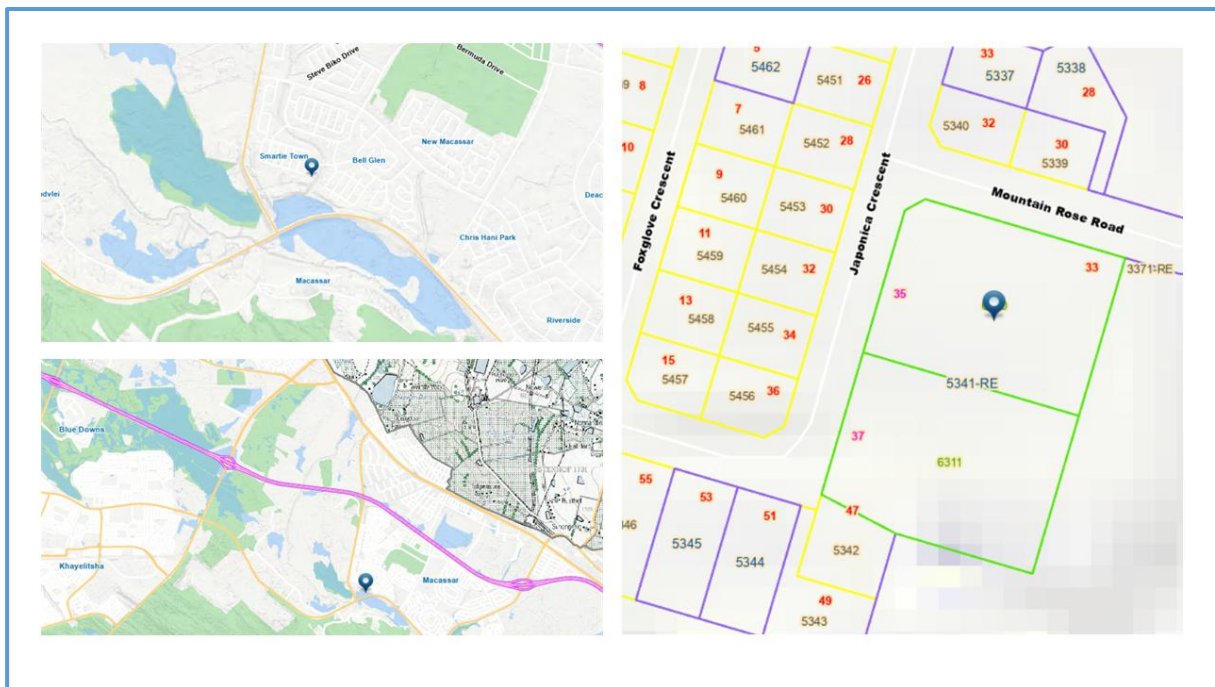


Figure 3: The Subject property



1.3 Property Details

Table 1: Property Details

1.3.1	Property Description	Remainder of Erf 5341 Macassar
1.3.2	<i>Registered Owner:</i>	
1.3.3	<i>Applicant:</i>	Trinell Naidoo CoCT: Directorate: Human Settlements, Department: Informal Settlements: Planning (see Annexure C & D).
1.3.4	<i>Extent:</i>	2432 sqm (see Annexure F)
1.3.5	<i>GP/Diagram:</i>	Erf 5341 is reflected on General Plan 8082/1995, approved by the Surveyor-General on 20 November 1995. The General Plan also reflects the historical creation of Erven 6310 and 6311. These erven were not registered in the Deeds Office and Erf 5341 remains the registered property. This application therefore includes the amendment of approved General Plan 8082/1995 in terms of Section 42(l) of the Municipal Planning By-law, as reflected in Annexures E and P .
1.3.6	<i>Historical cadastral status</i>	Erven 6310 and 6311 are depicted on General Plan 8082/1995 but were not registered in the Deeds Office. The proposed application includes the amendment of the approved General Plan to remove these unregistered erven and correctly reflect Erf 5341.
1.3.7	<i>Title Deed:</i>	Title Deed: , issued on 10 April 1997. The conveyancing investigation confirms that Erf 5341 remains registered and that Erven 6310 and 6311 were not registered. Refer to Annexure B .
1.3.8	<i>Restrictive Title Conditions:</i>	No restrictive title deed conditions affecting the proposed land use have been identified from the available title information.
1.3.9	<i>Servitudes</i>	A review of SG Diagram No. indicates that no servitudes are reflected on the available Surveyor-General records and no cadastral servitude constraints affecting the subject properties have been identified, attached hereto as Annexure E .
1.3.10	<i>Applicable Zoning Scheme:</i>	City of Cape Town: Development Management Scheme
1.3.11	<i>Current Zoning:</i>	CO1 (see Figure 4)
1.3.12	<i>Current Land use:</i>	The subject property is currently vacant.

1.4 The Proposed Application

In line with the above background, the Informal Settlements: Planning Department hereby submits a land-use application in respect of Remainder Erf 5341, Macassar. The application includes the rezoning and subdivision of the subject property, the amendment of approved General Plan 8082/1995, and the approval of the proposed street name. No consolidation application forms part of the present submission. References to Erven 6310 and 6311 relate

to the historical cadastral configuration reflected on General Plan 8082/1995. Although these erven were never registered, their depiction on the approved General Plan must be formally addressed through the present application. The application consists of the following land use processes:

1. Rezoning Application

An application is made in terms of Section 42(a) of the City of Cape Town Municipal Planning By-law for the rezoning of Remainder Erf 5341, Macassar, from Community Zone 1 to Subdivisional Area Overlay Zoning to permit the establishment of Residential Zone 2 erven and a Transport Zone 2 erf.

2. Subdivision Application

Application is made in terms of Section 42(d) of the City of Cape Town Municipal Planning By-law for the subdivision of Remainder Erf 5341, Macassar, into:

- 18 Residential Zone 2 erven; and
- 1 Transport Zone 2 erf,

substantially in accordance with the proposed Subdivision Plan, Drawing No. MAC 01/2026, dated 16 September 2026, attached as **Annexure F**.

The following zonings will be applicable in accordance with the attached subdivision plan no. drawing no: MAC 01/2026 dated 16 September 2026:

Table 2: Proposed Land Use Rights

ZONING	LAND USES	ERF NUMBER S	NO OF ERVEN	EXTENT (sqm)	PERCENT AGE %
Residential 2	Incremental Residential	1-18	18	1514	62.25
Transport Zone 2	Public road	19	1	918	37.88
			19	2432	100%

3. Amendment of Approved General Plan 8082/1995

Application is made in terms of Section 42(l) of the City of Cape Town Municipal Planning By-law for the amendment of approved General Plan 8082/1995. The amendment provides for the removal of the depiction of the two unregistered erven, Erven 6310 and 6311, and the relayout or correct depiction of Erf 5341 on General Plan 8082/1995.

The proposed amendment is reflected on the plan titled “Amendment to General Plan 8082/1995,” Drawing No. [MAC 02/2026], dated [02 October 2026], attached as **Annexure P**.

4. Street Naming Application

An application is also submitted for the approval of street names associated with the proposed public road created through the subdivision of the property. The street naming application is included to allow simultaneous processing, advertisement and consideration together with the rezoning and subdivision applications. Proposed street numbering shown is indicative only and remains subject to confirmation and allocation by the City of Cape Town Address Management Section in accordance with the Street Naming and Numbering Policy.

1.5 Current Zoning

The subject property is zoned as CO1 and is shown in Figure 4.

Figure 4: Current Zoning



2 CONTEXTUAL ANALYSIS

2.1 Existing Land Uses and Surrounding Land Uses

The subject property is currently vacant parcels of land situated at the corner of Mountain Rose Road and Japonica Crescent in Macassar. The surrounding area is predominantly formal residential, consisting mainly of established single-residential dwellings. No commercial, industrial, or incompatible land uses directly border the site, and the broader neighbourhood reflects a stable residential character. Figure 4 illustrates the immediate residential context.

2.2 Accessibility

2.2.1 ROADS

A Traffic impact assessment has been compiled by Liezl Stodart for the project area, for a detailed read please refer to **Annexure G**.

A site visit on 29 January 2026 confirmed that the road network surrounding the project area consists of several road types:

- Kramat Road functions as a Class 3 Minor Arterial, linking Macassar and Croydon across the N2. It provides one lane in each direction with paved shoulders.
- Macassar Road (M12) is also a Class 3 Minor Road, connecting Somerset West to the east and Khayelitsha to the west. It carries one lane per direction with paved shoulders.
- Link Avenue is a Class 4 Collector, operating as an undivided two-lane street with paved sidewalks. It carries approximately 680 vehicles in the AM peak and 540 vehicles in the PM peak.
- Mountain Rose Road and Japonica Crescent are Class 5 residential streets, each providing one lane per direction without sidewalks or shoulders.

2.2.2 EXISTING PUBLIC TRANSPORT SERVICES AND INFRASTRUCTURE

Minibus taxis: The City of Cape Town Open Data Portal website shows that the Macassar – Somerset Mall route runs along Mountain Rose Road and the Macassar – De Beers – Somerset West route runs along Mountain Rose Road and Japonica Crescent. The nearest taxi rank is the Macassar rank on Zandvliet Road, about 2,5 kilometres' walking distance from the development.

Golden Arrow bus services operate along Mew Way as part of the Harare–Bellville route, providing scheduled bus-based public transport access between Khayelitsha and major employment and activity nodes.





Golden Arrow buses: According to goldenarrowmaps.com, Golden Arrow buses operate along Link Ave, which is about 500 metres walking distance from the project.

2.2.3 TRAFFIC IMPACT

Based on the outcomes of the TIA, the proposed development of formal housing phase are expected to have a negligible impact on the surrounding road network. The limited number of additional trips generated by the development can be accommodated without compromising current road performance.

2.2.4 KEY CONCLUSIONS

The following conclusions were drawn from the assessment:

The application proposes the rezoning of the subject property from Community Zone I to Subdivisional overlay zone and includes a subdivision to facilitate the construction of new internal roads and residential plots.

- Phase 1 of the development will deliver a Temporary Relocation Area consisting of 36 structures.
- Phase 2 will create 18 single residential erven as part of the permanent housing component.
- The surrounding road network currently operates efficiently and has sufficient spare capacity to absorb the marginal increase in vehicle trips associated with the development.
- The project area is well served by public transport, offering residents multiple mobility options and reducing reliance on private vehicles.

2.2.5 RECOMMENDATIONS

The TIA supports the approval of the proposed development, subject to the following engineering and road-design conditions:

- Road Reserve Alignment

A portion of Erf 5342 must be excised to create a straight-line road reserve boundary at the Japonica Crescent access point; or the existing road must be realigned to accommodate the stepped boundary configuration.

- **Internal Road Standards**

All internal roads must have a minimum width of 5 metres.

Bellmouths should be constructed with 5-metre radii to ensure safe vehicle turning movements.

- **Cul-de-sac Treatment**

Rollover kerbs must be installed along the cul-de-sac to facilitate ease of manoeuvrability.

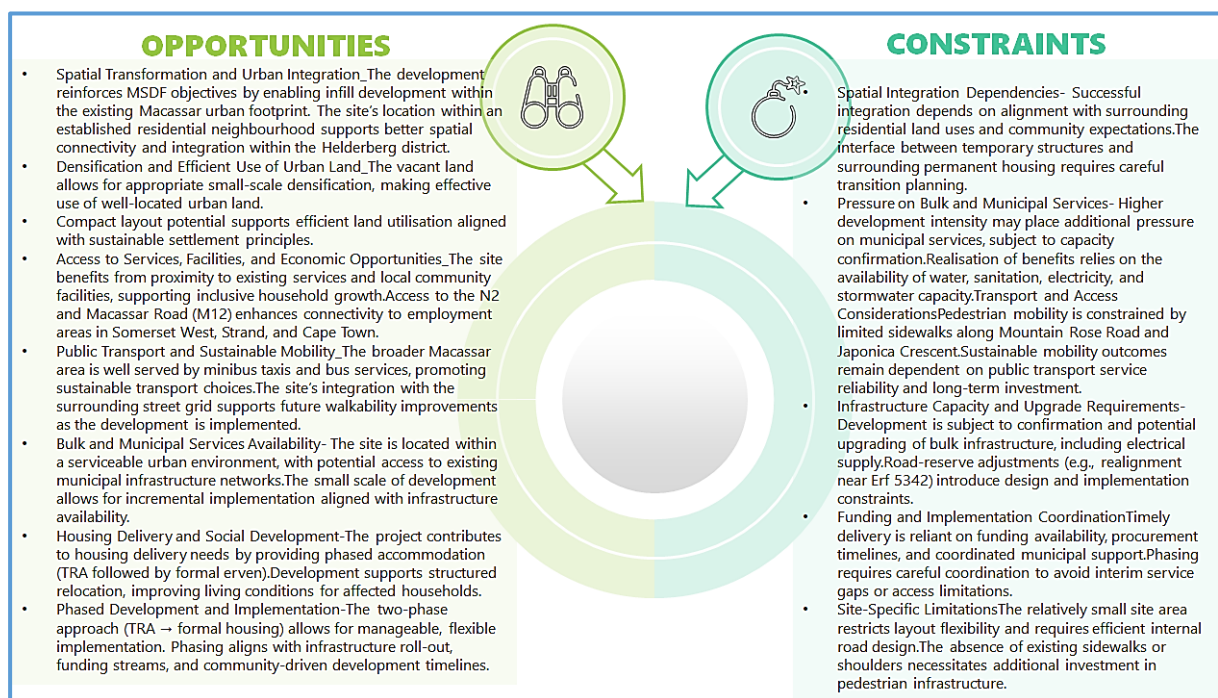
- **Pedestrian Infrastructure**

Sidewalks or shoulders along internal streets must be constructed using suitable material, compacted, and levelled to ensure safe and accessible pedestrian movement throughout the development.

3 OPPORTUNITY AND CONSTRAINTS

After an analysis of the site and surrounds were completed the following informants which will inform the final layout was determined:

Figure 5: Opportunities and Constraints



OPPORTUNITIES

- Urban infill site
- Existing roads
- Service access
- 18 housing sites

CONSTRAINTS

- Infrastructure capacity
- Internal roads needed
- Small site area
- Pedestrian upgrades

LEGEND

- Opportunity
- Constraint
- Existing services
- Housing opportunity

The map shows 18 numbered housing sites (yellow) and 18 housing opportunities (orange). Sites are labeled with their area in square meters (sqm). Constraints include 'Road connectivity', 'Capacity check', 'Housing delivery', 'Internal roads', and 'Limited road area'. Opportunities include 'Services' and 'Housing opportunity'. The map also shows '8m Public Road' and 'Mountain Road'.

4.1 Engineering

A preliminary electrical engineering report has been prepared by B2A Consulting Engineers for the proposed development. The report outlines the proposed approach to electrical reticulation and street lighting provision for the development of 18 residential units within the Macassar TRA project area. Further details are contained in **Annexure I**

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proposed development. The point of supply will be from the existing 400V overhead low-voltage network located within Japonica Crescent.

The proposed electrical reticulation network will comprise an overhead low-voltage distribution system configured to align with the existing network infrastructure in the area. The installation will include pole-mounted distribution kiosks, consumer connections to individual residential units, budget energy controller meters, and street lighting infrastructure designed in accordance with the City of Cape Town's Public Lighting requirements.

The report concludes that the proposed development can be adequately serviced from the existing Eskom network, subject to the installation of the required internal electrical infrastructure by the developer.

4.1.2 CIVIL

A concept civil engineering report has been prepared by Bergstan South Africa for the proposed development. The report outlines the existing site conditions, availability of bulk services, and the proposed design approach for internal roads and municipal engineering services. Further details are contained in **Annexure H**.

The findings of the concept report indicate that the site is well-located within an established area with existing bulk infrastructure in proximity. Existing municipal services, including sewer, water, and stormwater systems, are present and have sufficient capacity to accommodate the proposed development, subject to detailed design confirmation.

Access to the site will be obtained via Mountain Rose Road and Japonica Crescent, with internal roads proposed as part of the development layout. The internal engineering services will connect to the existing municipal infrastructure network, and the development is not expected to place significant additional strain on bulk services or increase flood risk.

The report concludes that, given the availability of existing infrastructure and the limited scale of the development, the project can proceed to detailed design, subject to the completion of the necessary specialist studies and approvals

4.2 Traffic

A Traffic Impact Assessment (TIA) for the proposed development on remainder of Erf 5341, Macassar has been completed by Liezl Stodard. Detailed findings, methodology, and technical assessments are included in **Annexure G**.

The site is supported by an existing local road network that includes Mountain Rose Road and Japonica Crescent, both functioning as Class 5 residential streets that provide direct access to the surrounding neighbourhood. The broader mobility network is strengthened by nearby higher-order routes such as Macassar Road (M12) and Kramat Road, which connect the area to the N2 and regional destinations including Somerset West, Strand, and Cape Town. These routes ensure adequate vehicular access and facilitate movement into and out of Macassar.

Public transport accessibility in the area is well established, with the Macassar community being serviced by minibus taxi routes and bus services, providing reliable mobility options for residents. While sidewalks are limited on the immediate local streets, public transport remains readily available along the main routes surrounding the site.

The TIA utilised the most recent available traffic data, reflecting conditions that have remained stable in this part of Macassar. The assessment ultimately concludes that the proposed development both the Temporary Relocation Area and the later formal housing phase will have a negligible impact on traffic operations within the existing network.

4.3 Topographical survey

A topographical survey of the subject property was undertaken by JM Land Surveyors in December 2025. The survey provides detailed information on site levels, existing services, and surrounding infrastructure. Further details are contained in **Annexure J**.

The survey confirms that the site is generally flat, with levels ranging approximately between 7.0 m and 8.5 m above mean sea level, sloping gently towards the eastern boundary.

Existing infrastructure identified includes adjacent roads (Mountain Rose Street and Japonica Crescent), as well as underground services such as sewer and stormwater pipes, and associated manholes within and along the site boundaries.

The topographical information supports the feasibility of developing the site, with adequate connectivity to surrounding infrastructure and sufficient gradients to accommodate stormwater drainage towards the existing network.

4.4 Geotechnical investigation

A preliminary geotechnical desktop investigation was undertaken by Core Geotechnical Consultants for the subject property. The report assesses the likely ground conditions and

the suitability of the site for the proposed development. Further details are contained in **Annexure M**.

The site is generally flat and underlain by sandy soils with variable clay and silt content, typical of the Cape Flats region. Uncontrolled fill comprising sandy material with rubble and refuse is expected across portions of the site, which may vary in thickness.

The findings indicate that the site has intermediate suitability (Class 2BDL) for urban development. Key constraints include the presence of potentially compressible soils, uncontrolled fill, and the possibility of a seasonal perched water table at shallow depth, particularly during winter months. In addition, the proximity to a natural drainage line may present a localized flood risk.

While the site is considered suitable for development, these conditions may require mitigation measures such as removal and replacement of unsuitable materials, ground improvement, and appropriate foundation design. A detailed Phase 1 geotechnical investigation is recommended to confirm site conditions and inform final engineering design.

4.5 Environmental

A review of the applicable environmental legislation and the Environmental Screening Report undertaken for the subject property confirmed that no significant environmental flaws or constraints have been identified that would prevent development of the site. The desktop screening process identified several environmental sensitivities, including terrestrial biodiversity, heritage resources and plant species; however, a site verification undertaken by the Environmental Assessment Practitioner (EAP) established that the site is highly transformed and degraded, consisting predominantly of disturbed grassed areas with limited ecological value. For a more detailed assessment, refer to the Environmental Screening Report attached as **Annexure K**.

The Environmental Screening Report assessed the applicability of the Environmental Impact Assessment Regulations and concluded that none of the identified listed activities are triggered by the proposed development. Specifically, Listing Notice 1 Activity 19, relating to the excavation, removal or movement of more than 10 m³ of material within a watercourse, was assessed and found not to be triggered as the proposed stormwater connection will link into the existing stormwater channel and no material is anticipated to be moved from a watercourse.

The report further concludes that a Basic Assessment process and Environmental Authorisation are not required for the proposed development, subject to confirmation of the

findings through submission of a checklist to the Department of Environmental Affairs and Development Planning (DEA&DP).

Due to the proximity of the proposed development to a watercourse, an aquatic specialist was consulted to determine the applicable water-use authorisation requirements. The aquatic specialist subsequently confirmed that an Aquatic Compliance Statement and General Authorisation process are recommended. Accordingly, a Water Use Licence Application is not currently anticipated, subject to confirmation by the Department of Water and Sanitation during the authorisation process.

Based on the findings of the screening assessment and specialist input received, the following environmental processes are anticipated:

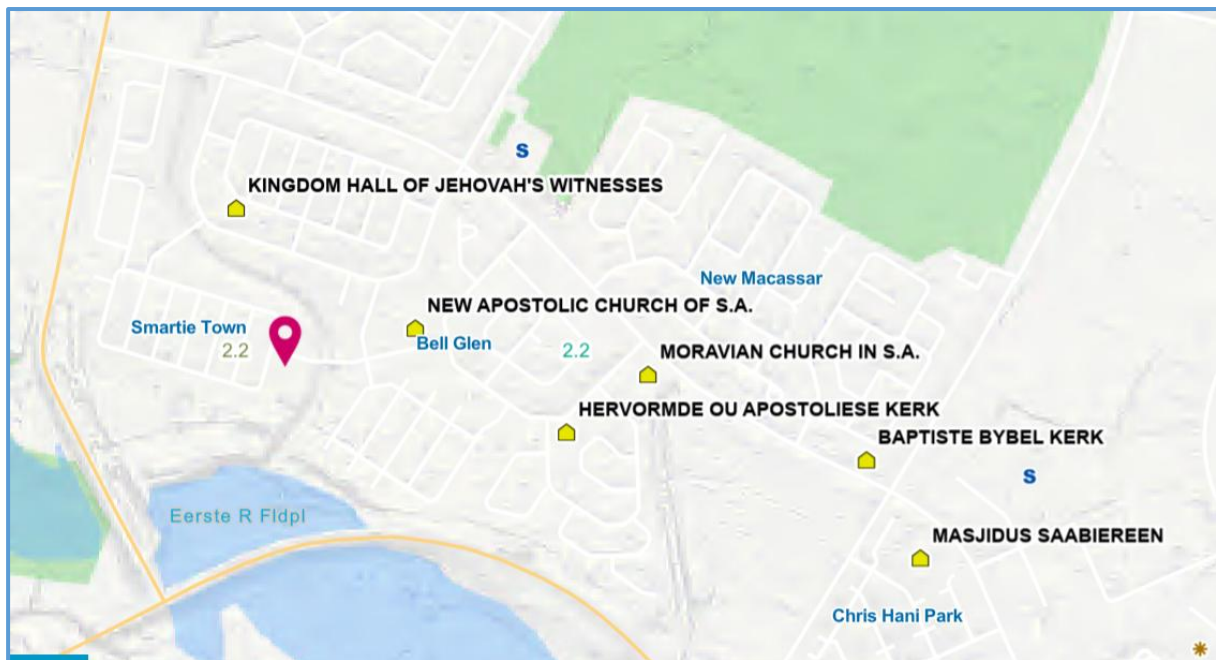
- Submission of a checklist to DEA&DP to confirm the EAP's findings and listed activity assessment;
- Submission of a Terrestrial Plant Species Compliance Statement, if required by DEA&DP;
- Submission of a Notice of Intent to Develop (NID) to Heritage Western Cape;
- Preparation of an Aquatic Compliance Statement; and
- Registration and compliance with the applicable General Authorisation requirements in terms of the National Water Act.

The Environmental Screening Report concludes that the site is suitable for development and that no Environmental Impact Assessment process is required. Development may therefore proceed, subject to the completion of the identified heritage and water-related authorisation processes and confirmation from the relevant authorities.

4.6 Public open space and social infrastructure

The site is located within an established residential area of Macassar and is supported by existing social and community infrastructure. The surrounding area accommodates a range of community facilities, including several places of worship within walking distance, reflecting an established and functioning neighbourhood. Public open space is also available in proximity to the site, including a large green area to the north-east and a waterbody/vlei system to the south-west, which provide recreational and environmental value. In line with the CSIR Guidelines for Human Settlement Planning and Design and the City of Cape Town's planning standards, the relatively small scale of the proposed development (18 serviced sites) is not expected to generate significant additional demand on social infrastructure or open space and can be adequately accommodated within the existing network of facilities.

Figure 7: Social facilities surrounding the subject property



4.7 Landscaping plan

A detailed landscape plan has been prepared and is attached as **Annexure L**. The plan illustrates the proposed treatment of the drainage line/greenbelt interface, including the provision of a 2m wide pedestrian pathway, clustered tree planting, and the installation of concrete bollards along the new road edge to restrict vehicular access.

The landscape plan further sets out the indicative tree planting approach, including the use of clustered 500L trees positioned to support establishment and maintenance, as well as a proposed tree palette subject to final approval by City Parks and availability.

The inclusion of bollards at appropriate intervals is specifically intended to discourage illegal dumping and protect the integrity of the greenbelt edge.

Accordingly, the application sufficiently addresses landscaping considerations at this stage, with further refinement to be undertaken, where necessary, in consultation with the relevant City departments at implementation phase.

4.8 Heritage

The Environmental Screening Report identified the site as having a Very High Archaeological and Cultural Heritage sensitivity, primarily due to its location within 5 km of a Grade I Heritage Site. Notwithstanding this desktop sensitivity rating, the subject site is vacant and situated

within an established urban area, with no known heritage structures, archaeological resources, or cultural landscape features identified during the site inspection.

The Environmental Assessment Practitioner concluded that, while no significant heritage constraints to development have been identified, a Notice of Intent to Develop (NID) should be submitted to Heritage Western Cape in terms of Section 38 of the National Heritage Resources Act, 1999 (Act 25 of 1999), to confirm the heritage requirements associated with the proposed development.

A Notice of Intent to Develop has been submitted to Heritage Western Cape and the applicant will comply with any requirements arising from the heritage process. No significant heritage constraints have been identified.

5 PROPOSED DEVELOPMENT

5.1 Proposed Rezoning

This application proposes the rezoning of Remainder Erf 5341, Macassar, from Community Zone 1 to Subdivisional Area Overlay Zoning, comprising 18 Residential Zone 2 erven and 1 Transport Zone 2 erf, as indicated on the proposed Subdivision Plan, Drawing No. MAC 01/2026, dated 16 September 2026, attached as **Annexure F**, in terms of Section 42(a) of the City of Cape Town Municipal Planning By-law.

The rezoning of the site to a Subdivisional Area is proposed to secure the necessary land use rights for the formalisation of the Macassar settlement, enabling the development of residential erven and the coordinated provision of municipal services and associated infrastructure.

5.2 Proposed Subdivision

This application proposes the subdivision of the remainder of Erf 5341 to create 18 Residential Zone 2 erven, and 1 Transport Zone 2 erf, as illustrated on the proposed Subdivision Plan attached hereto as **Annexure F**, MAC 01/2026 dated 16 September 2026, in terms of Section 42(d) of the City of Cape Town Municipal Planning Amendment By-law, 2025.

The proposed subdivision plan reflects the proposed residential erven and public road network together with the relevant dimensions, erf numbering and street naming information. The subdivision layout has been designed to optimise the use of the site while providing adequate access, service provision and future development opportunities.

5.3 Proposed Amendment of General Plan 8082/1995

General Plan 8082/1995 reflects the historical subdivision of Erf 5341 into Erven 6310 and 6311. However, the available conveyancing information confirms that the two erven were not registered in the Deeds Office and that Erf 5341 remains the registered property.

Notwithstanding the non-registration of Erven 6310 and 6311, General Plan 8082/1995 retains status. An application is therefore made in terms of Section 42(l) of the City of Cape Town Municipal Planning By-law for the amendment of the approved General Plan.

The proposed amendment provides for the removal of the depiction of unregistered Erven 6310 and 6311 and the relay-out or correct depiction of Erf 5341 on General Plan 8082/1995. The amendment will regularise the approved cadastral framework and enable the proposed subdivision of Erf 5341 to be considered and implemented in accordance with the latest subdivision layout.

The proposed amendment is illustrated on the plan titled “Amendment to General Plan 8082/1995,” Drawing No. [MAC 02/2026], dated [02 October 2026], attached as **Annexure P**. Following approval of the relevant land-use applications, the appointed Professional Land Surveyor will undertake the necessary cadastral survey, peg the approved erven, complete the survey calculations, prepare the new General Plan and submit the cadastral documentation to the Surveyor-General for approval.

6 PROPOSED DEVELOPMENT

6.1 DEVELOPMENT OBJECTIVES

6.1.1 STRATEGIC GOAL AND OUTCOME

The strategic intent of the proposed development for the subject property is to support the creation of sustainable, integrated and service-efficient human settlements within an established residential area. The development contributes to improving living conditions, strengthening neighbourhood structure, and enabling long-term spatial and social integration within Macassar.

Strategic Goal:

To establish a safe, functional and well-located residential environment that enhances household quality of life and supports the City’s incremental upgrading and consolidation objectives.

Human Settlements Outcome:

To promote integrated and sustainable settlements, improved living environments, and access to basic services, consistent with national human-settlement principles such as tenure security, basic service provision, and dignified living conditions.

6.1.2 PLANNING PRINCIPLES

The layout and design of the development have been guided by the following planning principles, each tailored to the context of the subject property:

Creating Safe and Secure Environments:

The structured layout and passive surveillance created by front-facing residential units will enhance safety within the new development.

Responding to Movement and Access Patterns:

Internal circulation has been designed to integrate with Mountain Rose Road and Japonica Crescent, ensuring logical access for vehicles and pedestrians.

Responding to Local Lifestyles and Community Patterns:

The layout supports walkability, access to nearby community facilities, and the potential for small-scale home-based activities where permissible.

Considering Physical Site Characteristics:

The compact, level, and currently vacant nature of the site informed the efficient subdivision layout, enabling cost-effective engineering solutions.

Integrating with Existing Infrastructure:

The development leverages surrounding infrastructure networks, with internal services designed to align with future capacity confirmations from the City.

Considering Existing Vegetation and Natural Features:

As the site is largely undeveloped and not environmentally sensitive, the design prioritises functional open-space elements and stormwater management rather than environmental mitigation.

Ensuring Cost-Effective Engineering Solutions:

The subdivision and internal street layout minimise infrastructure lengths, promotes ease of installation, and supports long-term maintenance efficiency.

Promoting a Functional and Sustainable Neighbourhood:

The infill nature of the project strengthens the existing Macassar residential fabric and contributes to a more compact and efficient urban structure.

Strengthening Local Connectivity:

Although not a coastal-linkage project, the development complements Macassar's integration with the broader Helderberg transport system through improved access and neighbourhood consolidation.

6.1.3 PLANNING PRINCIPLES INFORMING THE DEVELOPMENT CONCEPT

To achieve the strategic goal for the subject property, the development concept has been shaped by a set of planning principles that directly respond to the characteristics, constraints, and opportunities of the Macassar project area. These principles ensure that the proposed Temporary Relocation Area (TRA) and future formal residential erven are designed in a manner that supports safe, efficient, and sustainable settlement formation. Key principles include:

- A structured and legible layout that formalises the currently vacant land, ensuring clear movement routes and a predictable internal urban structure.
- Safety and passive surveillance, achieved through organising future residential units so that they overlook internal streets and pedestrian routes.
- Responsive access design, ensuring the internal road network connects logically to Mountain Rose Road and Japonica Crescent, and supports pedestrian and vehicle circulation.
- Consideration of the physical attributes of the site, including its compact size and relatively level topography, to guide a practical and cost-effective subdivision layout.
- Integration with existing municipal infrastructure, aligning internal services with capacity confirmations currently awaited from the City, and ensuring future servicing can be implemented efficiently.
- Provision for long-term upgrading, with the TRA layout structured to transition seamlessly into formalised erven and service connections during later implementation stages.
- Support for a functional, incremental neighbourhood, enabling future households to benefit from proximity to local amenities, public transport and existing residential areas in Macassar.

6.2 Development layout

This application seeks to secure the appropriate land use rights required to establish the subdivision of the remainder of Erf 5341 into formal residential plots. At this stage, the

application does not propose any permanent top structures, as construction and servicing will occur incrementally in accordance with future implementation phases and confirmed service capacities.

6.2.1 DEVELOPMENT PHASING

The development is proposed to be implemented in two phases.

6.2.1.1 Phase 1: Temporary Relocation Area (TRA)

Phase 1 will accommodate approximately 18 serviced sites capable of supporting up to 36 temporary residential structures. These structures are intended for temporary accommodation associated with informal settlement upgrading, emergency relocations, disaster interventions and related human settlement programmes.

Subject to statutory approvals and budget availability, implementation is anticipated within approximately 12 to 24 months from the date of approval.

Engineering infrastructure including roads, water, sanitation, stormwater and electricity services will be installed as part of this phase.

6.2.1.2 Phase 2: Permanent Residential Development

Phase 2 will facilitate the long-term establishment of formal residential opportunities on the approved Residential Zone 2 erven.

At this stage the exact housing typology, building plans and subsidy programme have not yet been finalised. No permanent top structure approvals are therefore sought through the present application.

The purpose of the current application is to secure the required land use rights and subdivision pattern to facilitate future housing delivery.

6.2.2 THE DESIGN OF THE LAYOUT

The layout has been intentionally designed to accommodate future formal residential erven, enabling a smooth transition from temporary structures to permanent housing solutions. This approach supports orderly land-use planning, structured urban growth, and the City's incremental upgrading methodology.

Any future subdivision and development of the erven will be subject to the City of Cape Town's Development Management Scheme (DMS) and applicable statutory processes, ensuring proper regulation and alignment with municipal service and planning standards.

The proposed internal road network, as reflected in the Subdivision Plan (Annexure F), incorporates:

- 8-metre road reserves for internal access,
- a minimum 5-metre surfaced carriageway, and
- 5-metre bellmouth radii at intersections to support vehicle movement and meet basic operational requirements.

This road structure ensures safe access, supports municipal servicing, and forms a legible circulation framework for both TRA occupation and future formalisation.

6.2.3 FENCING AND STREETScape

No continuous boundary walls are currently proposed along the street frontages. Temporary fencing may be erected during the implementation of Phase 1 for safety and site management purposes where required.

Future residential development will be guided by the Development Management Scheme and relevant municipal standards. The intention is to create an active residential streetscape with direct surveillance of public spaces and roads.

7 MOTIVATION

7.1 CONSIDERATION CRITERIA IN TERMS OF SECTION 99(1) OF THE MPBL:

Section 99(1) states that an application must be refused if the decision maker is satisfied that it fails to comply with or being consistent with the municipal spatial development framework:

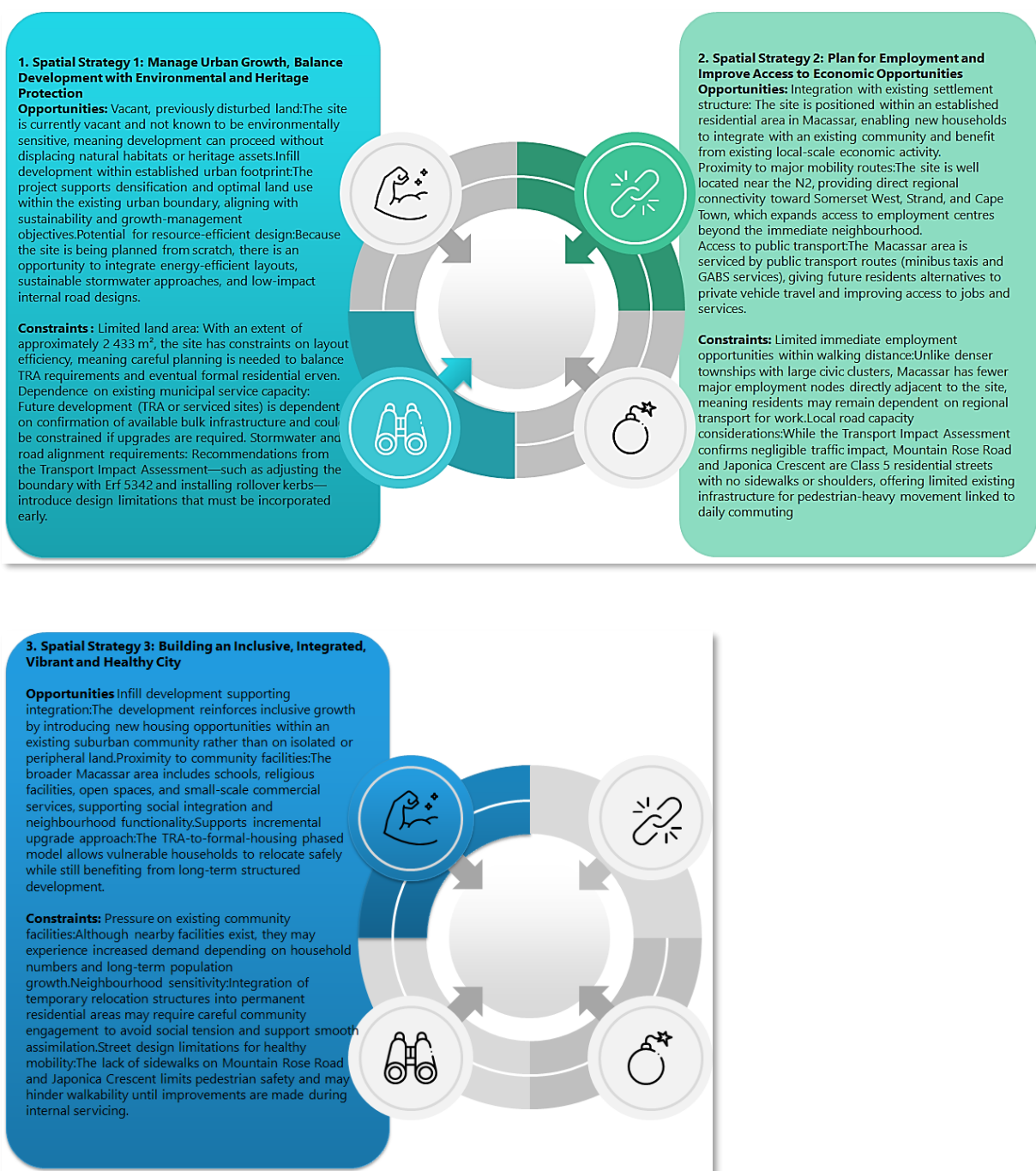
7.1.1 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF), 2023

The MSDF (2023) guides long-term spatial transformation across the City of Cape Town and is applicable to all development within the metropolitan area, including remainder of Erf 5341 in Macassar. The City's overarching vision "A City of Hope for All" is supported by the Integrated Development Plan (IDP), which sets out top-tier priorities focused on Safety, Economic Growth and Basic Services, and secondary priorities relating to Housing, Public Space, Environment, Amenities and Transport.

The proposed development aligns with this vision by contributing to improved residential opportunities, formalising living environments, supporting efficient service delivery, and reinforcing compact, structured growth within the existing Macassar urban footprint.

7.1.1.1 Spatial Strategies:

The spatial concept in-line with the priorities is guided by the following strategies:



7.1.1.2 Consolidated Spatial Concept

The project area is situated within an area earmarked designated as **Incremental growth and consolidation** area as shown in Figure 8. The desired spatial outcomes and land use guidelines for the designation includes the following:

The subject property is located within the City's Incremental Growth and Consolidation policy environment, where the MSDF's citywide approach is to pursue inward growth, enable spatial transformation, and consolidate existing urban areas through targeted public and private investment and service upgrades.

Within these areas, the MSDF prioritises densification and diversification of land uses, aligned to multidirectional accessibility and the TOD philosophy, to bring residents closer to employment, services and public transport

Desired Spatial Outcomes (as applied to the site)

Inward Growth, Consolidation and Densification

Promote infill development that makes efficient use of urban land within the existing footprint, with appropriate densification that supports viable public transport and reduces travel distances between home and work. (The Subject property enables a compact, small-scale infill typology within an established neighbourhood).

Spatial Transformation and Redress

Prioritise development that advances spatial transformation, improves integration with surrounding areas, and addresses historical inequities through better proximity to social and economic opportunities. (The site's infill location in Macassar contributes to the restructuring of settlement patterns in the Helderberg district.)

Transit-Oriented Development (TOD) and Sustainable Mobility

Consolidation areas should support TOD principles intensifying around movement routes, strengthening local accessibility, and improving non-motorised transport connections so that daily trips are shorter and more affordable. (The site's access to Macassar Road and N2-linked routes underpins these outcomes; local pedestrian upgrades should be prioritised.)

Coordinated, Cross-Sector Implementation

Direct coordinated public investment (transport, bulk services, community facilities) to unlock incremental upgrading and manage growth, ensuring alignment between sectoral master plans, the DSDF, and the MSDF investment logic. (Phased delivery TRA transitioning to formal erven should track confirmed capacities and upgrade schedules.)

Optimisation of Public and Private Land Release

Support strategic land release and optimisation of both public and private parcels to address affordable housing needs in well-located areas, with an emphasis on incremental delivery and consolidation of existing settlements. (Remainder of Erf 5341, as reserved land in a serviceable context, align with this directive.)

Targeted Infrastructure Upgrading and Backlog Reduction

Prioritise capital investment to address urban infrastructure constraints (water, sanitation, electricity, stormwater) and to reduce social-facility backlogs in consolidating neighbourhoods, thereby supporting incremental growth without overburdening networks. (Site servicing and pedestrian infrastructure should be sequenced with available capacity.).

Alignment of Public Expenditure and Spatially-Targeted Mechanisms

Coordinate grant funding and capital budgets with spatially targeted interventions identified by the MSDF/DSDF (e.g., catalytic programmes, priority precincts) to maximise transformation impact and implementation efficiency.

Implications for the subject property:

- **Policy Support:** The proposed TRA (Phase 1) and small-scale formal housing (Phase 2) represent incremental consolidation and infill housing consistent with the MSDF's inward-growth and transformation agenda.
- **Urban Efficiency:** Compact layout and modest densification enhance efficient land use and can strengthen demand thresholds for local services and public transport.
- **Implementation Logic:** Phasing should be sequenced with infrastructure confirmation and coordinated across sectors (roads, NMT, water, sanitation, electricity) to ensure sustainable consolidation.
- **Mobility & TOD:** Design should embed NMT improvements and public-transport access in line with TOD principles, reducing trip lengths and enhancing affordability.

The proposed development of the subject property aligns with the spatial outcomes and land-use guidelines applicable to Incremental Growth and Consolidation areas. As a residential redevelopment initiative, the subdivision and layout planning incorporate principles that support the following objectives:

Improvement of Living Conditions for Vulnerable Households

The project contributes to upgrading living environments by providing a structured, serviced residential area that can accommodate households currently residing in informal or vulnerable conditions.

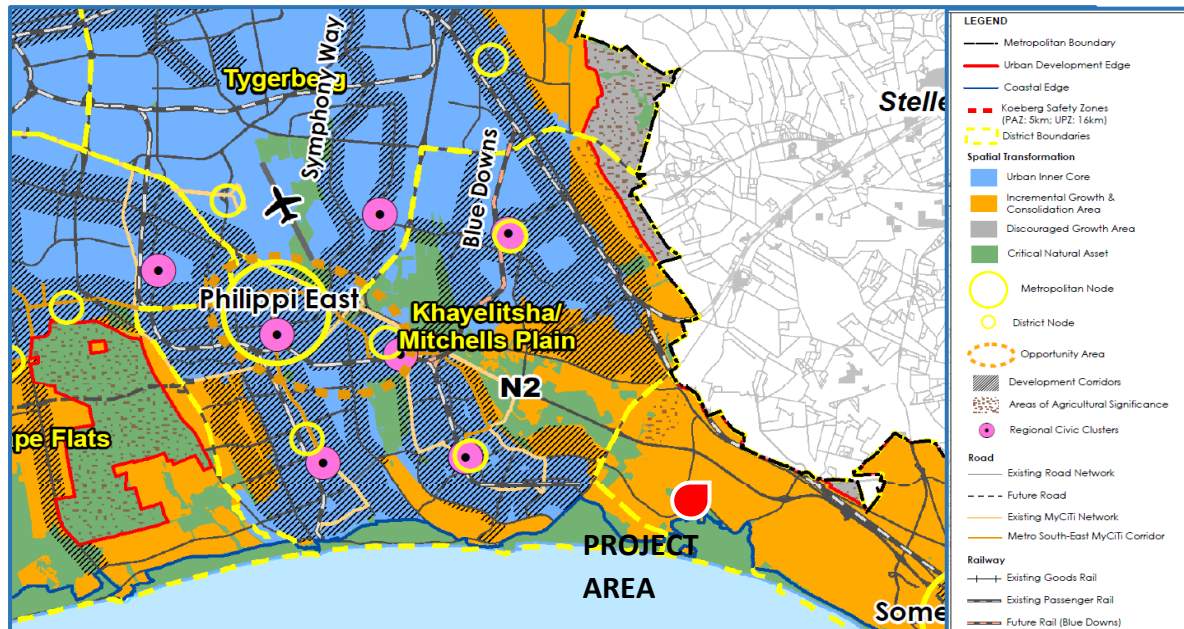
Provision of Safer, More Functional Living Environments

The development introduces formalised plots with clear access, improved service delivery, and safer public spaces, thereby enhancing overall settlement quality and household wellbeing.

Infill Development That Enables Efficient Service Provision

By developing within an established urban area, the project avoids the challenges of servicing irregular informal layouts. The structured subdivision enables efficient installation and maintenance of infrastructure, including water, sanitation, stormwater management, and electricity, supporting more reliable and sustainable service access for future residents.

Figure 8: Consolidated Spatial Concept



7.1.1.3 Development Directives

Section 5.2 of the MSDF outlines development directives that have been developed based on the environmental, risk and social factors that are likely to impact on the development potential of sites and may trigger additional legislative processes. The below sections assess the proposed development's alignment to various development directives confronting the project area. Figure 9 illustrates the Wetlands, Protected Areas, Terrestrial Biodiversity Network and Indigenous Vegetation identified within the project area. The Figure confirms that the project area is already transformed with existing informal residential structures. Additionally, no protected areas, CBAs or indigenous vegetation were identified within the project area.

Figure 9: Wetlands, Protected Areas, Terrestrial Biodiversity Network and Indigenous Vegetation



7.2 CONSIDERATION CRITERIA IN TERMS OF SECTION 99(2) OF THE MPBL:

Section 99(2) of the City of Cape town's planning by law sets out the criteria for deciding applications. The preceding sections and the legislative review below, exhibits how the proposal passes the tests set by section 99(2):

7.2.1 COMPLIANCE WITH SPATIAL DEVELOPMENT FRAMEWORKS

7.2.1.1 Western Cape Provincial Spatial Development Framework (PSDF)

The proposed development is aligned with the objectives and spatial intent of the Western Cape Provincial Spatial Development Framework (PSDF), which supports the upgrading and formalisation of informal settlements within the existing urban footprint. The PSDF promotes the efficient utilisation of well-located land, improved access to basic services, and the progressive integration of historically marginalised areas through targeted public investment and infrastructure provision. Although the Macassar TRA area is not specifically identified in the PSDF, the site falls within an established urban area where the principles of densification, spatial integration, and incremental service delivery are encouraged. The proposed development responds directly to these objectives by facilitating the orderly upgrading of the area and improving access to engineering services.

7.2.1.2 City of Cape Town Integrated Development Plan (IDP)

The proposal is further consistent with the priorities of the City of Cape Town's Integrated Development Plan (IDP), which emphasises the upgrading of informal settlements, the delivery of basic services, and the creation of inclusive and integrated communities. The broader Macassar area forms part of the City's ongoing efforts to address housing backlogs and improve living conditions through incremental upgrading initiatives. In this context, the proposed development of approximately 18 serviced sites represents a small-scale intervention that supports these objectives by enabling structured and phased implementation, improving access to services, and contributing to localised spatial integration without placing significant strain on existing infrastructure.

7.2.2 HELDERBERG DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF), 2023

The Helderberg District SDF forms part of the City of Cape Town's broader Municipal Spatial Development Framework (MSDF) and is prepared in terms of the City of Cape Town Municipal Planning By-law. As a district-level plan, it provides finer-grained spatial guidance, development priorities, and land-use management directives specific to the Helderberg District, offering more detailed guidance than the MSDF.

The District SDF identifies targeted areas for consolidation, incremental growth, and managed development, including locations suitable for residential, community, and supporting land-use activities. Since the subject property falls within an Incremental Growth and Consolidation Area in the Helderberg District, the proposed development must be assessed against the district-level spatial policies and development guidelines.

This section evaluates the proposed subdivision, TRA establishment, and future formal housing development in relation to the Helderberg District SDF, ensuring alignment with the MSDF's strategic direction and the district's spatial planning objectives.

7.2.2.1 Sub-District Alignment (Helderberg District)

Planning context. Within the City's planning system, the Helderberg District Spatial Development Framework (DSDF) provides district-scale guidance that gives effect to the MSDF's inward-growth, densification, and spatial-transformation approach. Macassar is within the Helderberg District, and the site sits in an Incremental Growth & Consolidation policy environment where small-scale infill, managed upgrading, and targeted service investment are encouraged.

Applicable sub-district objectives

The following DSDF-consistent objectives guide development in this sub-area and are directly applicable to the project:

- Enable incremental consolidation and infill on suitable, well-located land to make efficient use of the existing urban footprint, while supporting modest densification that strengthens local thresholds for services and public transport. (Project response: phased TRA to formal erven on serviced urban land.).
- Coordinate infrastructure upgrades (water, sanitation, electricity, stormwater) and internal street layouts to improve functional access, safety, and maintainability, in step with available bulk capacities and funding sequences. (Project response: subdivision and internal road standards aligned with capacity confirmation and TIA recommendations.).
- Improve non-motorised transport (NMT) and local accessibility through safe pedestrian linkages and verge/sidewalk treatments, reducing trip lengths and supporting affordable mobility in line with the MSDF's TOD philosophy at district scale. (Project response: provision for compact layout and pedestrian-friendly internal streets.).
- Support social facility access and local place-making by situating new households close to existing community amenities in Macassar, strengthening neighbourhood integration and service utilisation. (Project response: infill location within established residential fabric).
- Encourage compatible micro-enterprise within residential areas where appropriate, to diversify local economic activity without undermining neighbourhood character. (Project response: layout can accommodate small, home-based enterprises subject to land-use controls.).
- Manage environmental risk and stormwater, with attention to site-appropriate drainage and greywater management as part of incremental upgrading and resilient urban form. (Project response: stormwater and cul-de-sac treatments incorporated per engineering guidance).

The proposed development of the subject property of 18 serviced erven is consistent with Helderberg DSDF intent for incremental growth, consolidation and service-efficient infill. It advances the MSDF's inward-growth and transformation agenda by formalising a small, well-located parcel within the existing urban footprint, sequencing delivery with infrastructure capacity, and improving local accessibility and public-realm quality.

The Macassar & Environs SDP further underpins this approach by promoting intensification within Macassar, improved internal road systems, and orderly, serviced residential growth—principles directly reflected in the project's subdivision and access strategy.

7.2.2.2 Alignment with the Macassar and Environs Spatial Development Plan (SDP)

The Macassar and Environs Spatial Development Plan (2002) set out a concept for strengthening Macassar's integration with the wider Helderberg Basin, promoting intensified residential development within the existing settlement, improved internal road systems, and a coordinated approach to transport and community facilities. The proposed development of the subject property, implemented to formal serviced erven accords with the SDP's emphasis on intensifying development within Macassar, formalising orderly street and block layouts, and enabling serviceable, well-located residential growth.

The project's reliance on, and upgrades to, local access streets (with linkages to higher-order routes and the N2) align with the SDP's transportation plan and the broader goal of connecting Macassar more effectively to Helderberg destinations. In doing so, the proposal advances the SDP's long-term objective of shifting Macassar's growth toward better spatial and functional integration, while addressing historic challenges associated with irregular layouts by introducing a structured, service-efficient subdivision that supports incremental upgrading and settlement consolidation.

7.2.3 URBAN DESIGN POLICY, 2024

The City of Cape Town's Urban Design Policy (2024) applies across the entire metropolitan area and sets out principles to guide development that is socially, environmentally, and economically responsive. The proposed TRA and subsequent formal housing development on the subject property, aligns with the policy's key objectives as follows:

Objective 1: Ensure a legible spatial structure

The subdivision layout for the site introduces a clear and simple street pattern that enhances legibility and supports safe movement. The positioning of internal access roads and the arrangement of erven reinforce an orderly spatial structure that integrates logically with Mountain Rose Road and Japonica Crescent.

Objective 2: Create good-quality open space through placemaking

Although the site is compact, the layout allows for appropriately located pedestrian spaces and circulation areas. Engagement with the Recreation and Parks Department will ensure that any public-realm elements such as sidewalks, pedestrian routes or small communal spaces are designed to contribute positively to neighbourhood character. A landscape treatment plan will be prepared at implementation stage to enhance amenity and comfort for residents.

Objective 3: Contribute to healthy and safe communities

By formalising the area and replacing informal conditions with a structured layout, the development promotes safer environments. Overlooking of streets by residential units enhances passive surveillance, while increased pedestrian activity and clear movement routes support safer daily use of the site.

Objective 5: Promote intensity, diversity and adaptability of uses

The development supports appropriate residential intensification within an existing suburb and is designed to integrate with local amenities, road networks and public transport. The layout supports future adaptability, including the potential for small-scale home-based enterprise activity were permitted by zoning controls.

Objective 6: Ensure positive interfaces with the public realm

The subdivision and placement of units along internal streets create positive frontages facing the public realm. Housing structures will define and overlook streets and pedestrian areas, strengthening safety and promoting a well-defined public edge along Mountain Rose Road and Japonica Crescent.

Objective 9: Respect and enhance local character and identity

Although the site does not contain heritage resources, heritage confirmation will be obtained as part of the planning process. The proposed built form is compatible with the surrounding residential environment in Macassar and does not detract from the area's established character. The development reinforces the incremental growth and consolidation vision for the neighbourhood.

For the reasons outlined above, the proposed development of the subject property demonstrates strong alignment with the principles and intentions of the Urban Design Policy (2024) and supports the creation of a structured, safe and socially supportive neighbourhood environment.

7.2.4 ANY APPLICABLE POLICY OR STRATEGY APPROVED BY THE CITY TO GUIDE LAND USE DECISION MAKING

7.2.4.1 Integrated Human Settlements Five-Year Sector Plan (2022/23–2026/27)

The proposed development is aligned with the City of Cape Town's Integrated Human Settlements Five-Year Sector Plan (2022/23–2026/27), which supports the upgrading and formalisation of informal settlements within the existing urban footprint. The Sector Plan places emphasis on the progressive provision of engineering services, improved tenure security, and the creation of sustainable human settlements. The proposal responds to these objectives by facilitating the development of serviced sites within the Macassar TRA area, enabling the incremental upgrading of the settlement through the provision of basic municipal infrastructure. The small-scale and phased nature of the project supports a practical and implementable approach to service delivery, while also accommodating the management

of relocations in a manner that minimises disruption and improves overall living conditions within the area.

7.2.4.2 City of Cape Town Densification Policy (2012)

The proposal is consistent with the City of Cape Town Densification Policy (2012), which promotes the efficient use of urban land through appropriate residential intensification in areas supported by existing infrastructure and services. The development of approximately 18 serviced sites within an existing urban area represents a modest form of densification that responds to the surrounding context. The proposal makes use of well-located land within Macassar, supports the optimisation of existing infrastructure, and contributes to the broader objective of creating more compact and integrated human settlements. Given the limited scale of the development, the proposal does not result in significant intensification but rather supports incremental settlement upgrading in line with the intent of the policy.

7.2.5 INCLUSIVE ECONOMIC GROWTH STRATEGY (2021)

The proposal is aligned with the City of Cape Town's Inclusive Economic Growth Strategy (2021), which promotes improved access to opportunities, spatial integration, and the inclusion of historically marginalised communities within the formal urban economy. The development of serviced sites within the Macassar TRA area supports these objectives by formalising land use, improving access to basic services, and creating more stable living conditions that enable household-level economic activity. While modest in scale, the provision of approximately 18 serviced erven contributes to incremental economic upliftment by supporting small-scale, home-based enterprises and improving connectivity to existing economic opportunities in the surrounding area. By reinforcing development within the established urban footprint, the proposal supports more efficient use of infrastructure and contributes to broader spatial integration and inclusive growth.

7.2.6 IMPACT ON EXISTING RIGHTS (MPBL SECTION 99(2) (E))

No existing rights will be adversely impacted by the proposal. The subject property comprises vacant and underutilised land, and there are no existing informal settlements, structures, or lawful activities on the site that would be affected by the proposed rezoning. The application is intended to facilitate the future development of the land for residential purposes and supporting infrastructure through the establishment of appropriate land use rights. The proposal therefore does not prejudice existing rights or result in the displacement of any residents or existing land uses.

The proposed amendment of General Plan 8082/1995 will not adversely affect registered ownership rights, as the conveyancing investigation confirms that Erven 6310 and 6311 were

not registered and that Erf 5341 remains the registered property. The amendment is intended to align the approved General Plan with the registered cadastral position and the proposed subdivision layout.

7.3 CONSIDERATION CRITERIA IN TERMS OF SECTION 99(3) OF THE MPBL: EXTENT OF DESIRABILITY OF THE DEVELOPMENT PROPOSALS. THE PRECEDING SECTIONS AND THE REVIEW BELOW, SHOW HOW THIS PROPOSAL PASSES THE TESTS SET BY SECTION 99(3)

7.3.1 NEED AND DESIRABILITY OF THE PROPOSAL

The subject property has remained vacant and underutilised for more than 20 years and has not been developed for the community-related purposes envisaged by its current Community Zone 1 (CO1) zoning. In the context of a significant demand for affordable housing opportunities within Macassar and the broader Helderberg area, retaining the existing zoning is considered neither the most efficient nor the most responsive use of this well-located parcel of public land.

The amendment of approved General Plan 8082/1995 is also necessary and desirable to align the approved cadastral framework with the registered property position. Although Erven 6310 and 6311 are depicted on the approved General Plan, they were not registered in the Deeds Office and Erf 5341 remains the registered property. The proposed amendment will remove this inconsistency, correctly reflect Erf 5341 and enable the proposed subdivision to proceed on a clear and legally coherent cadastral basis.

The proposed rezoning will facilitate the productive utilisation of the property for residential purposes, enabling the delivery of serviced residential opportunities in a planned and sustainable manner. Furthermore, the development represents a proactive intervention by the City to bring vacant land into beneficial use and reduce the potential risk of unlawful occupation, while supporting the City's objectives for housing delivery, spatial integration, and the optimal use of public land resources.

7.3.2 SOCIO-ECONOMIC IMPACT – SECTION 99(3)(A)

The proposed development will have a positive socio-economic impact by providing much needed temporary and future formal housing opportunities within the established Macassar community. The area is well integrated into the urban fabric and located close to schools, local shops, public transport routes and community facilities, which supports improved household stability and access to services. The project advances the City's objectives for incremental upgrading, improved living environments and more efficient use of well-located urban land in the Helderberg District.

7.3.3 COMPATIBILITY WITH SURROUNDING LAND USES – SECTION 99(3)(D)

The surrounding area is characterised predominantly by formal residential development together with community facilities and public open space. The proposed development is residential in nature and is therefore compatible with the prevailing character of the area.

Phase 1 will accommodate temporary residential structures associated with formal relocation programmes. Although temporary in nature, these structures will be located on serviced sites supported by formal engineering infrastructure and managed in accordance with municipal standards.

The scale of the development remains modest and does not introduce industrial, commercial or other potentially incompatible land uses into the neighbourhood.

Phase 2 will facilitate the long-term development of formal residential opportunities that are consistent with the residential character of the surrounding area and will reinforce the existing urban structure of Macassar.

Accordingly, both implementation phases are considered compatible with surrounding land uses and supportive of the broader residential character of the neighbourhood.

7.3.4 IMPACT ON EXTERNAL ENGINEERING SERVICES – SECTION 99(3)(E)

The applicant is awaiting final confirmation of services capacity from the relevant municipal service departments. Preliminary engagement indicates that the scale of the proposed development is unlikely to exceed available service capacity, subject to standard conditions of connection and installation of internal services. All bulk capacity requirements, service connections and any necessary upgrades will be adhered to once confirmation is received. No extraordinary demands on external engineering services are anticipated based on the modest scale of the development.

7.3.5 IMPACT ON SAFETY, HEALTH AND WELLBEING – SECTION 99(3)(F)

The proposal is expected to positively influence safety, health and wellbeing.

Phase 1 will provide serviced temporary accommodation supported by formal water, sanitation, electricity, refuse removal and stormwater infrastructure. Access to basic municipal services will improve living conditions and reduce environmental health risks associated with unmanaged occupation.

The proposed road layout will improve accessibility for emergency services, municipal maintenance vehicles and residents.

Phase 2 will further enhance wellbeing through the development of formal residential opportunities and increased tenure security.

The development introduces an orderly and managed urban environment comprising defined erven, roads and engineering services which will contribute positively to the health, safety and wellbeing of both future residents and the surrounding community.

7.3.6 IMPACT ON HERITAGE – SECTION 99(3)(G)

A Notice of Intent to Develop has been submitted to Heritage Western Cape and the applicant will comply with any requirements arising from the heritage process. Attached as **Annexure N**.

7.3.7 IMPACT ON THE BIOPHYSICAL ENVIRONMENT – SECTION 99(3)(H)

The Environmental Screening Report concluded that the site is highly transformed and degraded, with no significant environmental constraints that would preclude development. The assessment determined that no listed activities in terms of the EIA Regulations are triggered, including Listing Notice 1 Activity 19, and that a Basic Assessment and Environmental Authorisation are not required, subject to confirmation from DEA&DP. Due to the site's proximity to a watercourse, an aquatic specialist has recommended the submission of an Aquatic Compliance Statement and the undertaking of a General Authorisation process. Subject to compliance with these requirements and any conditions imposed by the relevant authorities, the proposed development is not anticipated to result in significant impacts on the biophysical environment.

7.3.8 TRAFFIC IMPACTS, PARKING AND ACCESS – SECTION 99(3)(I)

The Traffic Impact Assessment (TIA) prepared for this application concludes that the proposed TRA and future formal housing will have a negligible impact on the surrounding road network. Local access is provided via Mountain Rose Road and Japonica Crescent—both Class 5 residential streets—while higher-order mobility is supported by Macassar Road (M12) and the N2. The TIA confirms that no external road upgrades are required to support the development. The area is already well served by public transport, providing multiple mobility options for future residents.

7.3.9 IMPOSITION OF MITIGATING CONDITIONS – SECTION 99(3)(J)

The proposal has been refined through internal engagement and professional inputs, resulting in an appropriate layout that aligns with the local context, supports safe pedestrian

movement and ensures efficient service installation. Apart from standard municipal conditions relating to access, road alignment, and internal service requirements, no extraordinary mitigating conditions are considered necessary.

8 CONCLUSION

The proposed rezoning and subdivision of the subject property, together with the amendment of approved General Plan 8082/1995, provide for the orderly development of a vacant and strategically located urban site within the Helderberg District.. The development proposes an incremental approach to housing delivery, commencing with a Temporary Relocation Area (TRA) accommodating up to 36 temporary structures, followed by the establishment of approximately 18 serviced residential erven. This approach responds directly to local housing needs while promoting the efficient utilisation of well-located urban land within the existing urban footprint. The proposal is further supported by its proximity to existing social facilities, public transport routes, and municipal infrastructure networks.

Merits Supporting Approval

Context-Appropriate Urban Infill Development

The proposal facilitates the redevelopment of a vacant site located at the intersection of Mountain Rose Road and Japonica Crescent, introducing a structured residential environment that complements the surrounding neighbourhood character. The development promotes the efficient use of urban land, strengthens the existing settlement pattern, and contributes to improved accessibility, safety, and spatial integration.

Incremental Housing Delivery and Social Benefit

The phased implementation strategy provides a practical mechanism for addressing immediate accommodation needs while simultaneously creating a pathway towards formal residential tenure. By enabling the transition from temporary accommodation to formal residential opportunities, the proposal contributes to improved living conditions, greater tenure security, and enhanced long-term settlement sustainability without promoting outward urban expansion.

Alignment with Spatial and Development Policy

The proposal is consistent with the objectives of the Municipal Spatial Development Framework (MSDF) and the Helderberg District Spatial Development Framework (DSDF), which encourage compact urban development, spatial integration, the optimisation of existing infrastructure, and the consolidation of development within the established urban footprint. The application further supports the City's broader human settlements and spatial transformation objectives.

Engineering Services Feasibility

Although detailed confirmation from the relevant service departments remains subject to the municipal approval process, the relatively modest scale of the development suggests that the proposal can be accommodated through existing and planned municipal infrastructure, subject to standard conditions of approval. Internal engineering services and any required upgrades will be implemented in accordance with applicable municipal standards and requirements.

Transport and Access Considerations

The development is not expected to generate significant additional traffic volumes and can be accommodated within the capacity of the existing road network. Access arrangements from Mountain Rose Road and Japonica Crescent will integrate effectively with the surrounding transport network, supporting safe and efficient movement for residents and service providers.

Environmental and Heritage Considerations

An Environmental Screening Report undertaken for the site concluded that the property is highly transformed and suitable for development, with no significant environmental constraints identified. The assessment confirmed that no listed activities are triggered and that a Basic Assessment and Environmental Authorisation are not anticipated to be required, subject to confirmation by DEA&DP. An aquatic specialist has recommended an Aquatic Compliance Statement and General Authorisation due to the proximity of the development to a watercourse. Furthermore, a Notice of Intent to Develop has been submitted to Heritage Western Cape, and the applicant will comply with any additional heritage requirements that may arise. The identified environmental and heritage processes do not present a constraint to the proposed development.

Conclusion Statement

Overall, the proposed rezoning, subdivision and amendment of approved General Plan 8082/1995 represent appropriate, desirable and policy-aligned development interventions. The amendment of the General Plan will remove the depiction of the two unregistered erven, Erven 6310 and 6311, correctly reflect Erf 5341 and enable the latest subdivision layout to be implemented on a clear cadastral basis.

The development is compatible with the surrounding urban context, makes efficient use of vacant land and existing infrastructure, and contributes positively towards the City's housing delivery and spatial transformation objectives. Subject to compliance with applicable municipal requirements and conditions of approval, the proposal is not anticipated to result in significant adverse impacts on surrounding properties or municipal services. Rather, it will

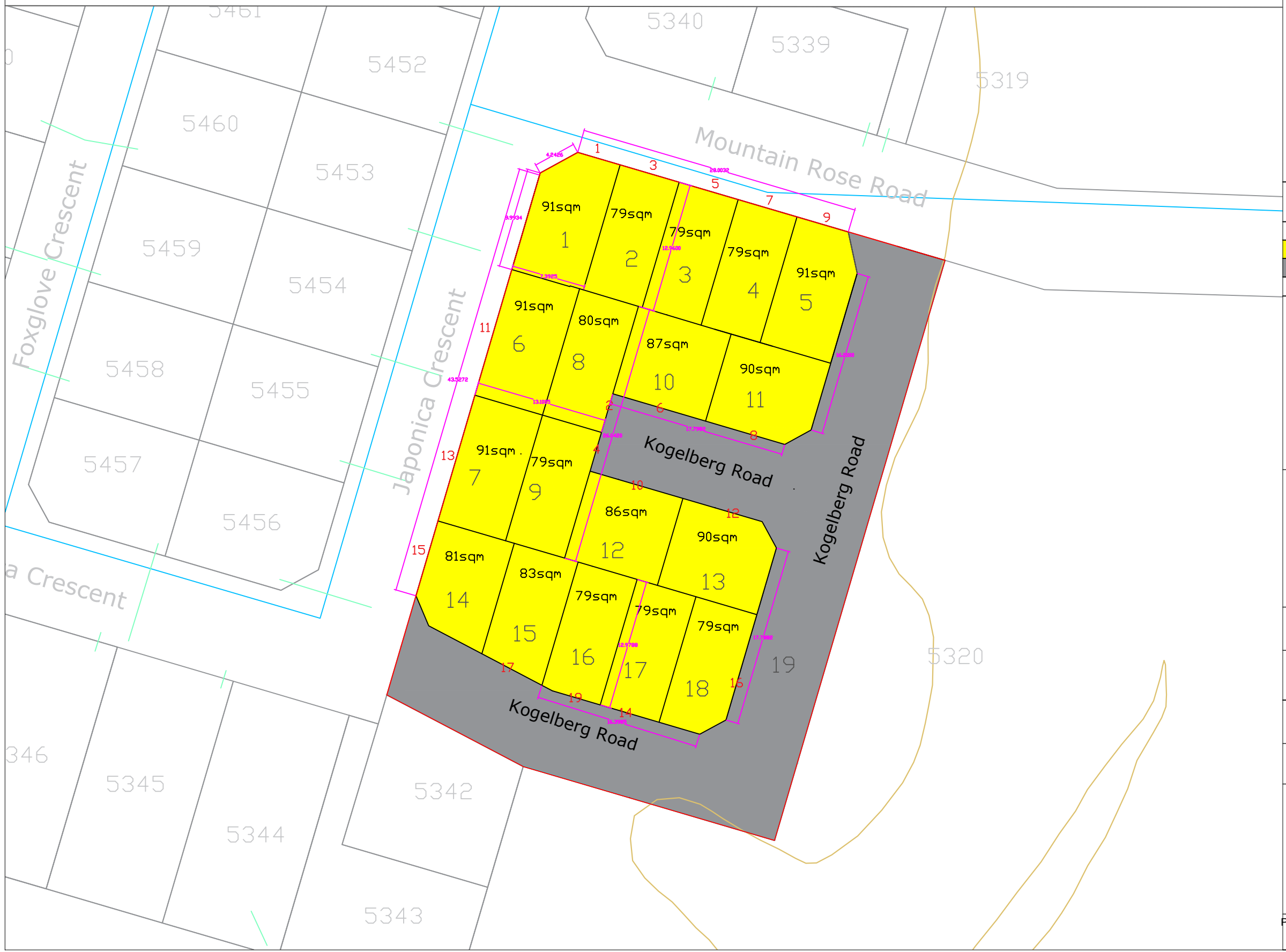
contribute to greater spatial integration, improved urban functionality, and the creation of a more sustainable and inclusive human settlement within Macassar.

X

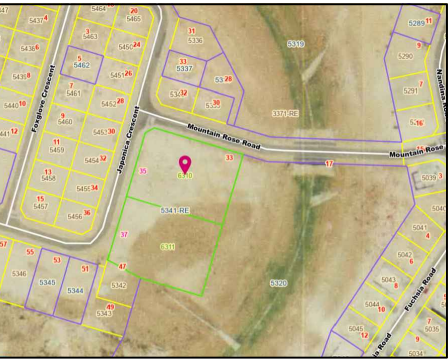
Trinell Naidoo

Senior professional officer

Proposed Rezoning and Subdivision plan



Locality



Land Use Table

	No.	Erf	Zoning	Use	Area (sqm)
	18	1-18	R2	Residential	1514
	1	19	TR2	Roads	918
Total			2 432		

Key:

- Proposed Street numbers
- Site Boundary
- 2m Contours
- Water Mains
- Cadastral
- Sewer connection line

Notes:

Proposed erven:
Minimum Erf size is 78 sqm service sites
Total service site opportunity = 18

Address:
35 & 37 JAPONICA CRESCENT, MACASSAR

Scale:
A3 at 1: 400

Drawn By:
Trinell Naidoo

Project:
Remainder of Erf 5341, Macassar

Client:
CITY OF CAPE TOWN
Informal settlements
Planning



Project Name. Macassar	Drawing Nr. MAC 01/2026	Date: 16 September 2026
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