CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500171413

Remainder Erven 504 & 505 and Erf 506, 24 Doig Road and 23 and 1 Bloemhof Avenue, Wetton

Development Management

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Application in terms of the City of Cape Town Municipal Planning By-law, 2015

Remainder Erf 504, Remainder Erf 505 and Erf 506, Wetton

Application to City of Cape Town

26 October 2026

Pierre Smit and Associates

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1. INTRODUCTION

Application is made in terms of Section 42 of the City of Cape Town Municipal Planning By-law, 2015 (MPBL) for consolidation of Remainder Erf 504, Remainder Erf 505 and Erf 506, Wetton into one erf, rezoning of the consolidated erf to subdivisional area overlay zone, and subdivision into three portions zoned General Residential Zone 2 (GR2), Utility Zone (UT) and Transport Zone 2 (TR2).

The purpose of the application is to subdivide and transfer portions of the consolidated property to the City for the widening of Low Street and to accommodate a municipal substation along Doig Road. The remainder of the property will be developed with 4-storey blocks of flats comprising a total of 95 apartments. The proposed development is consistent with both the existing low- to medium-density residential character of the surrounding area and the City`s longer-term spatial vision for the area.

The proposal substantially complies with the development rules applicable to the GR2 zone, however, minor departures from the Development Management Scheme (DMS) are required. Accordingly, application is made for departures to permit a shortfall in off-street parking and for buildings to encroach street boundary building lines.

This report provides the relevant information for the evaluation of the proposal and serves as motivation for approval of the land-use management application.

A completed City of Cape Town application form is attached, marked *Annexure A.*

A summary of the required pre-application consultation with the municipality is attached, marked *Annexure B.*

2. APPLICATION

Application is made in terms of Section 42 of the MPBL for the following approvals:

- Section 42(f): Consolidation of Remainder Erf 504, Wetton, Remainder Erf 505, Wetton and Erf 506 Wetton into one erf, 7 534 m² in extent.
- Section 42(a): Rezoning of the consolidated erf to subdivisional area overlay zone to permit General Residential 2, Utility Zone and Transport Zone 2 development.
- Section 42(d): Subdivision of the consolidated erf into the following portions:
    - Portion 1, 1 388 m² in extent, zoned Transport Zone 2 (public road).
    - Portion 2, 20 m² in extent, zoned Utility Zone (substation).
    - Remainder, 6 127 m² in extent, zoned General Residential Zone 2.

- Section 42(b): The following departures from the DMS:
  - Item 41(e): To permit buildings to be set back 3,5 m in lieu of 4,5 m from the Low Street boundary.
  - Item 41(e): To permit buildings to be set back 3,5 m in lieu of 4,5 m from the Bloemhof Avenue boundary.
  - Item 137: To permit 121 off-street parking bays in lieu of 143 bays.
- Section 42(i): City Approval of the Site Development Plan and Landscaping Plan.

3. THE APPLICANT

The properties are registered in the names of respectively, who gave power of attorney to Asrin Property Developers (Pty) Ltd to proceed with the submission of an application in terms of the MPBL. Asrin Property Developers (Pty) Ltd appointed Pierre Smit and Associates to prepare and submit the relevant town planning applications to the City. Attached, marked *Annexure C*, is the signed Special Power of Attorney.

4. THE PROPERTY

The subject property comprises Remainder Erf 504, Remainder Erf 505 and Erf 506, Wetton. Please refer to the table below for the relevant property information.

Property Description	Remainder Erf 504, Wetton	Remainder Erf 505, Wetton	Erf 506, Wetton
Property Address	24 Doig Road, Wetton	23 Bloemhof Avenue, Wetton	1 Bloemhof Avenue, Wetton
Registered Owner			
Title Deed Number			
Erf Size	3 172 m²	3 172 m²	1 190 m²
Zoning	Residential Zone 1	Community Zone 1	Community Zone 1
Overlay Zoning	None	None	None
Current Land Use	2 Dwelling houses	Dwelling house*	Dwelling house*

** It is assumed that the current land use is a non-conforming use*

Copies of the relevant Title Deeds and SG Diagrams are attached, marked *Annexure D* and *Annexure E*, respectively.

Attached, marked *Annexure F*, are conveyancer`s certificates prepared by STBB Attorneys, confirming that the title deeds do not contain any conditions prohibiting or restricting the proposed development.

The site (comprising the three erven) is located at 24 Doig Road and 1 and 23 Bloemhof Avenue, Wetton. It is well served by major roads, the site being approximately 150 m south of Govan Mbeki Road and less than 100 m west of Strandfontein Road.

A 10,8 m-wide municipal services servitude runs parallel along the eastern boundaries of Remainder Erf 504 and Remainder Erf 505. The servitude is in favour of the City and is reflected on the SG diagrams. The three erven will be consolidated into one erf, 7 534 m² in extent and the servitude area will be subdivided and transferred to the City for the purposes of a public road (Low Street extension). A 20 m² portion will be subdivided and transferred to the City for the purposes of an electrical substation. The developable remainder of the consolidated site, 6 127 m² in extent, will be developed for the purposes of flats as per the attached *Site Development Plan (SDP)*.

The site, which has a flat topography, is developed with a dwelling house on each erf.



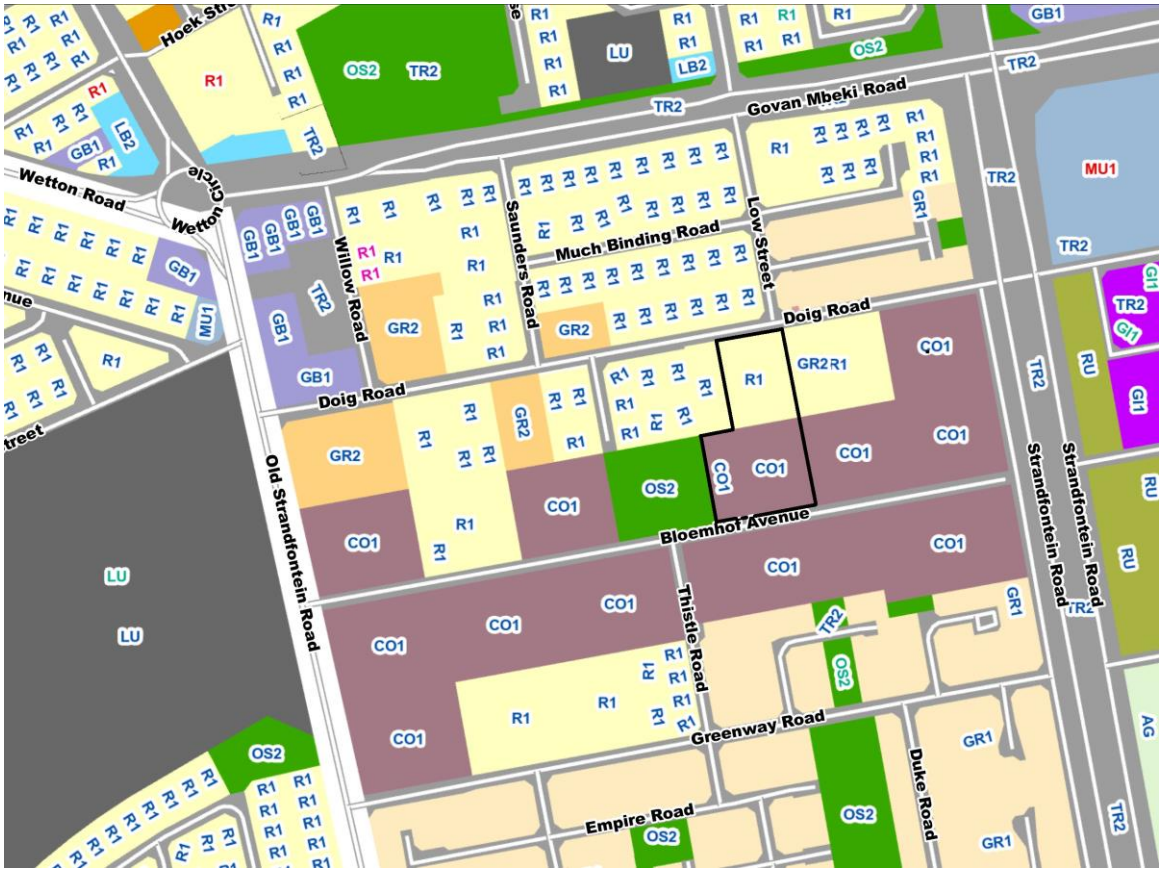
AERIAL PHOTOGRAPH SHOWING THE SUBJECT PROPERTIES AND SURROUNDING DEVELOPMENT

5. URBAN CONTEXT

The property is located in a mixed-use enclave bounded by Govan Mbeki Road, Strandfontein Road, Old Strandfontein Road and Greenway Road. It has the characteristics of an area in transition with large CO1-zoned properties used for a variety of purposes, including residential, business and storage. It appears that these properties are not used in accordance with their zoning and it is likely that they will be redeveloped in the near future with the completion of the currently partially constructed road network.

Residential development in the immediate vicinity of the property comprises dwelling houses, group houses and flats. A recently completed block of flats is situated directly east of the site. To the west, the site is bounded by a dwelling house (on Doig Street) and an undeveloped open space along Bloemhof Avenue containing remnants of a highly-impacted depression wetland.

The site is well served by the surrounding road network. Govan Mbeki Road is currently undergoing significant upgrades as part of the City's MyCiTi Phase 2A rollout, which will provide a high-quality public transport connection between Khayelitsha and Mitchells Plain and the Wynberg and Claremont areas.



EXTRACT FROM ZONING MAP

6. THE PROPOSAL

Development Concept: It is proposed to subdivide the public road and electrical substation portions from the consolidated site and to develop the remainder with five 4-storey buildings comprising a total of 95 apartments. No "affordable housing" opportunities will be provided. The buildings are situated on the perimeter of the site, facing Doig Road, Low Street and Bloemhof Avenue (refer to the *Site Development Plan)*



DOIG ROAD ELEVATION

Vehicular access to a centralized parking area with 111 parking bays is from Doig Road. Ten additional visitors` parking bays are provided in a small parking area off Doig Road. Provision is made for a communal garden along the western boundary of the site (refer to the *Landscaping Plan*).

The total residential floor space is 5 636 m². The proposed floor factor and coverage are 0,92 and 33%, respectively, and the maximum height of buildings is 13 m.

Pedestrian access to the development is from Doig Road via a dedicated pedestrian gate, as well as from Low Street.

Pre-application Consultation: Two pre-application consultation meetings with municipal departments were held. The pre-application consultation notes are attached, marked *Annexure B*. All the relevant departments supported the proposal in principle, subject to compliance with conditions and submission of additional information.

The attached *Site Development Plan* reflects the amendments and additional information requested by departments. Ground truthing of the adjacent wetland was done and a Freshwater Report prepared by Freshwater Consulting CC, is attached. A Landscaping Plan, Civil Engineering Services Report, Stormwater Management Plan, Electrical Services report and Traffic Impact Statement are attached.

Statutory Requirements: As the site is currently zoned CO1 and R1, application is made for rezoning to subdivisional area overlay zone and subdivision into 3 erven zoned TR2 (public street

portion), UT zone (electrical substation) and GR2 zone (flats). The TR2 and UT zones permit a public street and an electrical substation, respectively, as primary uses.

The GR2 zoning permits the proposed residential development as a primary right. Departures are required to permit street boundary building line encroachments as well as a shortfall in off-street parking.

With reference to the *Site Development Plan*, please note the following:

- Regarding Item 126 of the DMS (raising of ground floor): all buildings comply with the relevant development rules.
- Regarding Existing Ground Level (EGL): EGL is based on the City`s Ground Level Map.

The development rules applicable to the GR2 zone, and compliance/non-compliance with the rules, are shown below.

Development Rule	**Permitted/Required**	**Proposed**
Primary uses	Flats	Flats
Floor factor	1,0	0,92
Coverage	60%	33%
Maximum height	15 m	13 m
Street building line (Doig)	4,5 m	4,5 m
Street building line (Bloemhof & Low)	4,5 m	3,5 m
Common boundary building line	4,5 m or 0,6H (0,0 m up to 15 m height for distance of 18 m from street)	>4,5 m/0,6H
Off-street parking	1 bay/du = 143 bays	1,27 bays/du = 121 bays
Adjacent road width	Min. 9 m	9,45 m
Width of cwc	Max. 8 m	5,4 m
Height of boundary walls	Street: max. 2,1 m Common boundary: max. 2,5 m	Street: max. 1,95 m Common boundary: max. 1,8 m
Site Development Plan	Required	Attached

From the above it is evident that the proposed development substantially complies with the development rules applicable to flats in the GR2 zone. While application is made for three departures, the departures are for minor deviations from development rules with an insignificant impact on adjacent properties and the streetscape.

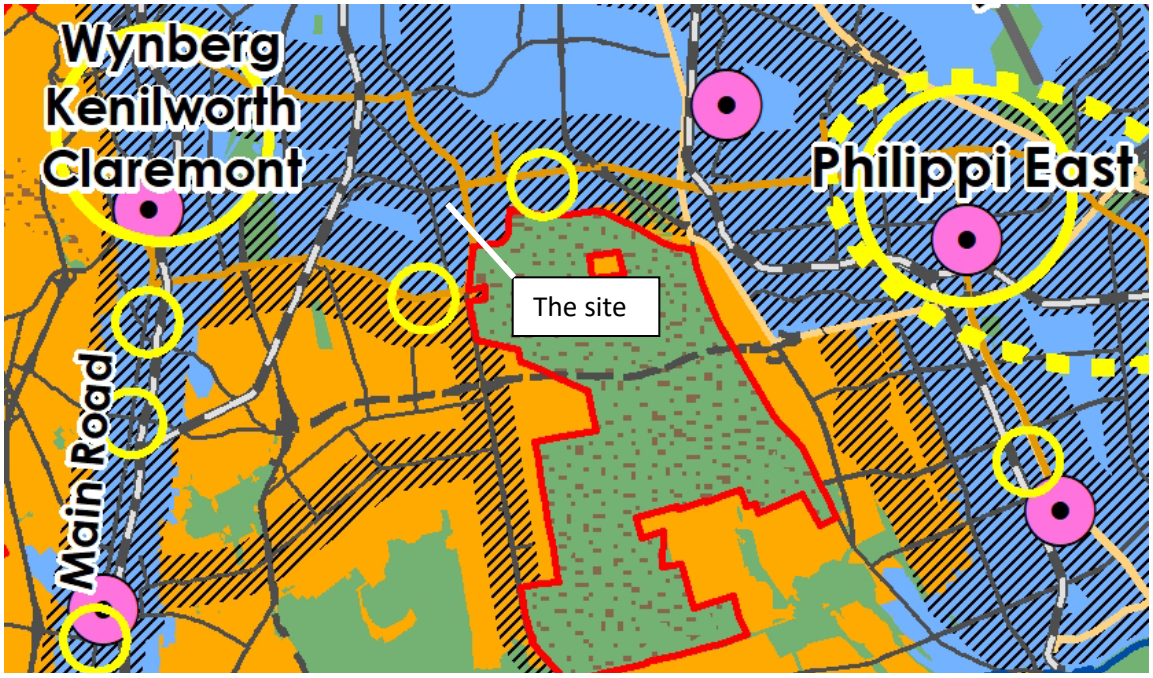
As mentioned above, the property`s title deeds do not contain any conditions prohibiting or restricting the proposed development.

7. MOTIVATION

Section 99 of the MPBL prescribes the criteria for evaluating applications. In motivating an application, the following criteria must be addressed:

Spatial Development Frameworks

In terms of the proposals of the *Municipal Spatial Development Framework, 2023 (MSDF)*, the property is located in the Urban Inner Core where the City is committed to target investment and development in order to spatially transform and integrate city form. The emphasis in the urban inner core is on diversification and intensification of land-use in association with public transport infrastructure provision, thereby contributing to achieving the objectives of Transit Oriented Development (TOD).



EXTRACT FROM MSDF

The property is also located in a Development Corridor. According to the MSDF, a Development Corridor is *"Typified by intensified and diversified land use; these corridors reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment."*

More intensive development and higher residential densities as proposed is therefore supported by the MSDF.

The proposal is aligned with Spatial Strategy 1 (building an inclusive, integrated, vibrant city) and supports Policy 1 by providing for the intensification and diversification of land-uses in areas supportive of TOD. It is also aligned with Spatial Strategy 2 (manage urban growth and create a balance between urban development and environmental protection) and specifically with Policy 19 which encourages appropriate land-use intensification. Furthermore, the proposal is for development in an area which is not exposed to risk and which will not impact in any way on the City`s natural environment, critical biodiversity networks or heritage resources.

The *Cape Flats District Plan (2023)* is a spatial development framework applicable to the Cape Flats District of the City and is a component of the MSDF. It provides conceptual proposals for the future development of the district and contains guidelines for assessment of development applications. The subject property is located in the Sub-district 3.

In terms of the District Plan, the property is located in a Local Node and earmarked for Urban Development. It is directly adjacent to an area earmarked for Mixed Use Intensification.



EXTRACT FROM DISTRICT PLAN

While the District Plan does not provide any specific development objectives for the subject property, the plan states that appropriate land use options for underutilised land should be considered. As the site, with an extent of 6 127 m², is severely underutilized, the proposed development of 95 dwelling units represents a significantly better use of this well-located land. Being adjacent to and not within an area earmarked for mixed land-use intensifications, the proposal for residential densification is considered the most appropriate response. It can therefore be concluded that the proposed development supports the objectives of the District Plan.

City of Cape Town Policies

The City`s *Densification Policy, 2012***,** addresses the issue of rapid and continuous low-density development and its negative impact on the sustainable development of Cape Town. In terms of the policy, densification is viewed as "a necessary step to promote the longer-term sustainability of Cape Town`s valuable natural, urban and rural environments". The purpose of the policy is to guide decision-making with respect to density-related applications.

According to the policy, densification is desirable for the following reasons:

- Making more efficient use of land, which is a scarce resource, especially in sought-after areas with an abundance of social, institutional and recreational opportunities.
- Urban sprawl is contained with the result that pressure on land with high agricultural, conservation and amenity value is reduced.
- Equity within the City is encouraged. Low densities close to areas with good opportunities merely displace other people to worse-located land. Invariably the greatest impact is upon the urban poor.
- Densification allows more people to live in and enjoy the benefits of well-located areas with good amenities.
- Densification of well-located areas helps to reduce travel distances. This has significant advantages for reducing congestion on the metropolitan transportation network as well as substantial environmental benefits by reducing fuel consumption.
- Densification aids in facilitating the pre-conditions for a viable public transport system.
- Densification contributes significantly towards environmental sustainability.
- Densification allows for the changing needs of the inhabitants of the City.

The proposal is for a significant increase in residential density in accordance with the proposals of the MSDF and District Plan. As the property is in an area with good amenities where densification is encouraged, and as densification will support the viability of the public transport system and result in a more efficient use of land, it can be concluded that the proposal supports the objectives of the Densification Policy.

The *Urban Design Policy, 2024* contains nine objectives to guide the formulation of development proposals. While it is the opinion that the proposal supports all the objectives, the following objectives are particularly relevant:

- *Objective 1 - Ensure legible structure:* The proposal is for high-density residential development comprising 4-storey buildings in an area earmarked for more intensive development and residential densification. The proposed development responds and contributes positively to its surrounding context and the built form of the neighbourhood. It supports the objectives of the relevant spatial development frameworks, including the urban form encouraged by these frameworks.

- *Objective 3 - Contribute to the creation of healthy and safe communities:* The development improves surveillance of the surrounding streets by having windows facing the streets and balconies opening out toward the adjacent streets. This will increase the level of safety, reduce occurrences of vandalism, and discourage criminal and violent activities.

- *Objective 5 - Promote development intensity, diversity and adaptability:* The proposal will result in more intense development and will contribute towards a more diverse range of residential accommodation.

- *Objective 6 - Ensure positive interfaces onto the public realm:* The proposed placement of buildings is consistent with the concept of perimeter development which promotes enclosure of space (public roads in this instance) and a positive interface with adjacent public roads.

- *Objective 9 - Respond to the character and identity of an area:* The proposal is for a high-density residential development which is compatible with the evolving residential character of the neighbourhood. The 4-storey buildings situated along the three street boundaries of the site, facing the streets, do not have any negative impact on surrounding development. The proposed built form is therefore considered contextually appropriate.

The City`s *Inclusive Economic Growth Strategy, 2021 (IEGS)* is a short, medium and long-term plan for addressing the economic crisis facing Cape Town. The Strategy acknowledges that inclusive economic growth can contribute to the alleviation of existing poverty and inequality. In this regard, it is stated that *"the construction sector contributed to 5.26% of GVA growth from 2007-2017, and 4.98% of employment growth over that period, representing a vital source of job and wealth creation."*

Construction and maintenance of the buildings and grounds will result in the creation of both temporary and permanent employment opportunities, income generation, poverty alleviation and sustainable economic growth. It can therefore be concluded that the proposal supports the objectives of the IEGS.

The focus of the City`s *Social Development Strategy, 2013 (SDS)* is on poverty alleviation. Development will involve several small businesses, thereby contributing towards job creation and poverty alleviation. Furthermore, 95 additional families will be able to live in the neighbourhood, close to the urban opportunities available in the surrounding area and local node.

The proposal will therefore contribute towards job creation and sustainable economic growth over the long term, with a sustained positive impact on poverty alleviation.

Efficient resource utilisation is one of the priorities in support of achieving "The Opportunity City", one of five strategic focus areas of the *Integrated Development Plan (IDP).* As the proposal is for the more intensive utilization of well-located, vacant land - which is a scarce resource - it can be concluded that approval will support the objectives of the IDP.

Being within 500 m from the two proposed MyCiTi bus stops at Wetton Circle, the property is in a proposed Transit Accessible Precinct (TAP) as demarcated in the *Transit Oriented Development: Strategic Framework, 2016 (TOD).* The proposed increase in density therefore supports the provision of public transport in the area and supports the objectives of TOD. Locational efficiency will be maximized by providing more residential opportunities close to public transport.

Criteria of the Development Management Scheme

Application is made for rezoning of the consolidated erf to subdivisional area overlay zone and subdivision into 3 erven zoned TR2, UT and GR2. Application is also made for permanent departures from the DMS and City approval. As pointed out above, the public street and electrical substation are primary uses in the TR2 and UT zone, respectively.

Regarding development on the newly-created erf zoned GR2, the proposal substantially complies with the development rules applicable to the GR2 zone.

Approval of the *Site Development Plan* and *Landscaping Plan* in terms of Item 123 of the DMS is motivated above. Apart from departures relating to street boundary building lines and the provision of off-street parking, the development complies with the development rules of the DMS.

Permanent departures: The proposed development requires approval of the following permanent departures in terms of Section 42(b) of the MPBL:

- Item 41(e): To permit buildings to be set back 3,5 m in lieu of 4,5 m from the Low Street boundary.
- Item 41(e): To permit buildings to be set back 3,5 m in lieu of 4,5 m from the Bloemhof Avenue boundary.
- Item 137: To permit 121 off-street parking bays in lieu of 143 bays.

Given the moderate 13 m-height of buildings, the departures to permit buildings to be set back 3,5 m in lieu of 4,5 m from Bloemhof Avenue and Low Street are not considered significant. Approval of these departures will not have any impact on surrounding properties. It can also be argued that placing the buildings closer to street boundaries supports urban design principles such as “enclosure of space (streets)”, “positive interfaces onto the public realm” and “perimeter development”.

Regarding the departure to permit 121 parking bays in lieu of 143 bays, Apex Transport Solutions in their *Traffic Impact Statement* attached as *Annexure G*, states the following:

- *Parking will be provided at a ratio of 1,27 bays/unit, slightly exceeding the 1,25 bays/unit ratio in PT1 Areas.*
- *Each unit will be provided with a vehicular bay, as the proposed development is aimed at prospective buyers who possess a single car.*
- *The visitor bay component of 0,25 bays/unit, equivalent to 24 bays, will be provided.*
- *The additional 0,25 bays/unit requirement for developments in Standard Areas means that every fourth unit will require an additional bay, i.e. 24 units, but the proposed development is aimed at prospective buyers who possess a single car.*
- *However, an additional bay would be available for two of the units.*
- *The neighbouring residential complex, The Camden, provides parking at a ratio of 1,25 bays/unit.*
- *The proposed development is well served by public transport and would conveniently satisfy the parking requirement for developments in PT1 areas. PT1 areas refer to areas where the use of public transport is promoted, but where the City considers the provision of public transport inadequate or where the use of motor vehicles is limited.*
- *The site falls approximately 400 m outside the Lansdowne PT1 area.*
- *The site is located within comfortable walking distance to the Govan Mbeki and Old Strandfontein Road public transport corridor, which is frequented by minibus taxis and Golden Arrow buses.*
- *Furthermore, the proposed development would benefit from the imminent MyCiTi bus services which will provide a high-quality public transport connection between Khayelitsha and Mitchells Plain and the Wynberg and Claremont areas*
- *E-hailing taxi services are expected to serve as a strong alternative to private transport, and will further reduce parking demand.*

Desirability

Socio-Economic Impact: Approval of the application and construction of the proposed buildings will result in a significant increase in the value of the property and a concomitant increase in property values in the area. This will result in a substantial increase in property rates and taxes collected by the City, which funds will be spent across the City to the benefit of all residents. Furthermore, employment opportunities will be created during the construction phase and after completion of the development.

The proposal will therefore have a positive impact on economic growth and poverty alleviation.

As mentioned above, 95 residential opportunities will be created, and 95 families will therefore have access to the urban opportunities in this well-located area.

Compatibility: Existing development in the immediate vicinity of the site comprises single- and double-storey dwelling houses, group houses and flats.

The proposed residential development consisting of 4-storey buildings with 95 apartments, is considered fully compatible with existing development in the area. It can also be expected that the development of a large, underutilized site will have a positive impact on the general amenity of the neighbourhood.

With a maximum height of 4 storeys, a floor factor of 0,92 and coverage of only 33%, the scale of the proposed development is considered moderate and in keeping with similar developments in the area.

It can therefore be concluded that as far as the scale and massing of the buildings are concerned, the proposal represents a built form which is compatible with the evolving character of the neighbourhood.

Impact on Safety, Health and Wellbeing: As argued above, with regard to land-use, scale and design of buildings, the proposed development is compatible with surrounding development and can therefore not impact negatively on the safety, health or wellbeing of the surrounding community. Furthermore, as noted above, by developing this underutilized site, safety will be improved

Traffic Impact and Parking: A Traffic Impact Statement (TIS) prepared by Apex Transport Solutions is attached, marked *Annexure G*. The report recommends as follows:

- *The City of Cape Town support the proposed development as it is not expected to have a material adverse traffic impact on the surrounding road network.*

- *A sidewalk/paved surface be provided along the Doig Road frontage to improve pedestrian accessibility and facilitate future integration with the surrounding pedestrian network.*
- *The proposed parking departure of 121 bays in lieu of the required 143 bays be supported.*

Impact on Engineering Services: Civil Engineering Services and *Stormwater Management Reports* by Inani consulting engineers are attached, marked *Annexure H* and J. It is confirmed that there is external engineering services capacity to service the proposed development and that the development can be connected to the City`s reticulation systems.

Regarding electrical services, a letter prepared by B2A Consulting Engineers is attached, marked *Annexure K*. The letter confirms that here is sufficient capacity on the existing 11 kV network in Doig Road to service the proposed development. The Developer will be required to provide a 5 m x 4 m miniature substation site on Doig Road for exclusive use by the Electricity Department. Approval of the subdivision to create this site forms part of the application under consideration.

Approval of the application will be subject to payment of development contributions for the provision of bulk engineering services, and conditions of approval will ensure implementation of the proposals contained in the engineering services reports.

Impact on Bio-Physical Environment and Heritage Resources: As requested during pre-submission consultation, a *Freshwater Report* was prepared by Freshwater Consulting. The report is attached, marked *Annexure L*. The report found that the site immediately west of the development site (Erf 509) contains a highly impacted depression wetland. The development site itself does not present any significant freshwater ecological constraints.

As the proposal does not require any authorizations in terms of environmental legislation, it can be concluded that the development will not have any significant impact on environmental resources.

Regarding heritage, Ron Martin Heritage Consultancy was appointed to prepare and submit a Section 38 Notification of Intent to Develop (NID) and a Section 34 demolition application (24 Doig Road only) to Heritage Western Cape (HWC). At this stage it can be confirmed that *"There are no heritage issues with regard to the latest SDP, as this area in Wetton is determined by the CoCT to be of little heritage significance by their Heritage Resources Section, seeing as they are applying for exemption from S38 of the NHR Act. The NID will therefore suffice and no HIA will be required. There should also not be any issues with 24 Doig as it's an ordinary 1950s mass-housing unit which is substantially altered*.

Conditions: To ensure that the proposal is implemented in accordance with the application under consideration and that no negative impacts are created, it is proposed that approval be made subject to compliance with the attached *Site Development Plan* and *Landscaping Plan.* The provision of engineering services as per the proposals of the attached engineering services reports should be made conditions of approval.

Impact on Existing Rights

There are no restrictive conditions of title entitling any other person existing rights apart from the servitude in favour of the City along the eastern boundaries of Remainder Erf 504 and Remainder Erf 505. The servitude area will be subdivided off and transferred to the City.

The proposed redevelopment will result in a substantial increase in the value of the property and a concomitant increase in the development potential and value of properties in the area.

Regarding the impact of the proposed departures on adjacent properties, it has been argued that the impact will be insignificant. It can therefore be concluded that approval of the application will have a positive impact on existing rights.

Furthermore, approval will not compromise the ability of surrounding property owners to exercise their development rights in terms of the MPBL or any other property-related legislation.

Application for the consolidation of land units

In terms of Section 99(2)(f) of the MPBL, an application for consolidation must be considered in terms of the scale and design of development, impact of building massing and impact on surrounding properties.

The proposed consolidation will result in a property of 6 127 m² in extent. In this regard, it should be noted that the surrounding area contains a variety of erf sizes and that the consolidated property will be one of the largest sites in the area. However, the proposed coverage is only 33 %, with buildings concentrated along the three street boundaries, thereby keeping most of the site area available for landscaping, parking and vehicular circulation.

The building façade is highly articulated by the arrangement of façade elements, fenestration and balconies, thereby breaking down the massing of the buildings. Furthermore, development essentially comprises 5 separate sections, thereby further breaking down the massing of the building. The result is a development which is not overbearing despite the consolidation of 3 erven which can potentially accommodate a larger and taller building (please refer to the Axonometric Views and Street 3D views on the attached *Site Development Plan)*

It is worth noting that, in terms of existing development rights, without consolidation, a total floor area of almost 5 000 m² with a maximum building height of 12 m can be developed on the 3 erven.

Considerations Prescribed in Relevant National and Provincial Legislation

In terms of the provisions of LUPA and SPLUMA, land development must be consistent with the principles of spatial efficiency, spatial sustainability, spatial justice, spatial resilience and good administration.

All the City`s spatial development frameworks and policies are premised on the principles of spatial sustainability and spatial efficiency. It is argued that the proposal complies with these spatial frameworks and policies insofar as it supports intensification and efficiency, urban integration and viable communities. Consequently, the proposed development is regarded as being consistent with the principles of spatial sustainability and efficiency.

The principle of spatial justice requires spatial planning mechanisms such as the MPBL and DMS to contain provisions which would improve access to and use of land. It is argued that development of this large, underutilized site, which is well-located with regard to transport routes, will create improved access to work opportunities. The land will also be put to its most productive use.

The proposal supports spatial resilience in that it supports the diversification of the economy by providing residential opportunities which contributes to a greater range of residential opportunities.

With regard to the principle of good administration, the application complies with the submission requirements of the MPBL. The proposal has been motivated in terms of the decision-making criteria of the MPBL, and the development principles of SPLUMA and LUPA. Furthermore, all the relevant internal departments and interested and affected parties will have an opportunity to comment on the application, which comments will be considered during the decision-making process.

In view of the above it can be concluded that the development proposal adheres to the development principles of SPLUMA and LUPA, thereby giving effect to the overarching goal of spatial transformation.

8. CONCLUSION

In terms of Section 99(1) of the MPBL an application must be refused if it does not satisfy the minimum requirements listed in this section. In this regard, it is reiterated that the proposal is consistent with the relevant spatial development frameworks, i.e. the MSDF and the District Plan.

Given the above, the application does not fail to meet the minimum requirements as stated in Section 99(1) of the MPBL and should therefore not be refused but supported by the decision-maker.

In terms of Section 99(2) of the MPBL, if the application is not refused in terms of Section 99(1), when deciding whether to approve an application, the decision-maker must consider the following:

- The proposal adheres to the proposals of the MSDF and Cape Flats District Plan.
- The proposal substantially complies with the criteria of the DMS.
- The proposal supports the relevant Council policies.
- As argued in this report the proposal is desirable.
- The proposed development will not have a negative impact on existing rights.
- The proposal adheres to the overarching principles relating to spatial efficiency, spatial sustainability, spatial justice, spatial resilience and good administration.

We respectfully submit that the application should be approved in terms of Section 98(1)(b) of the MPBL since it satisfies the decision-making criteria stipulated in the MPBL.



Pierre Smit

Pr.Pln A/1417/2011

Ref : 26/6232

SIDES metres		ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 19° X		
			Constants	0,00	+3 700 000,00
A B	50,35	259.30.40	A	+44 405,63	+64 176,44
B C	125,90	349.22.00	B	+44 356,12	+64 167,27
C D	69,27	79.24.00	C	+44 332,89	+64 291,01
D E	62,95	169.21.00	D	+44 400,98	+64 303,75
E F	18,91	259.22.40	E	+44 412,61	+64 241,89
F A	63,05	169.23.10	F	+44 394,02	+64 238,40
23 Q 18			⊕	+45 047,95	+64 321,80
24 Q 18			⊕	+44 914,91	+64 262,02

SG No.

Approved

For Surveyor-General

Sheet 1 of 2 Sheets

BEACON DESCRIPTIONS

A,B,C,D,E,F : 12mm Iron Peg

COMPONENTS:

1. The figure ABjF represents Remainder Erf 504 Wetton vide Dgm No. 1838/1912 annexed to D/T 1912 - - 8275
2. The figure FjCg represents Remainder Erf 505 Wetton vide Dgm No. 1854/1912 annexed to D/T 1912 - - 9077
1. The figure EFgD represents Erf 506 Wetton vide Dgm No. 4334/1937 annexed to D/T 1937 - - 8497

Servitude Notes:

1. The figure kBjh represents a Servitude Area vide Dgm No. 4204/1966 annexed to D/S 1971 - - 219
2. The figure hjCm represents a Servitude Area vide Dgm No. 4205/1965 annexed to

The figure A B C D E F represents

7 534 square metres of land being

ERF one WETTON (Comprising 1. to 3. above)

situate in the City of Cape Town

Administrative District of Cape Province of the Western Cape

Surveyed in July 2026

A.G. Geach (PLS 0869)
Professional Land Surveyor

by me,

This Diagram is annexed to	The original diagrams are as quoted above	File No.
No.		S.R. No.
dated		Comp.AHNC-2121 (M1674) AHNC-2123 (M1680)
i.f.o.		
Registrar of Deeds		LPI C0160061

Ref : 26/6232

ERF one WETTON (Comprising 1. to 3. above)

July 2026
by me,

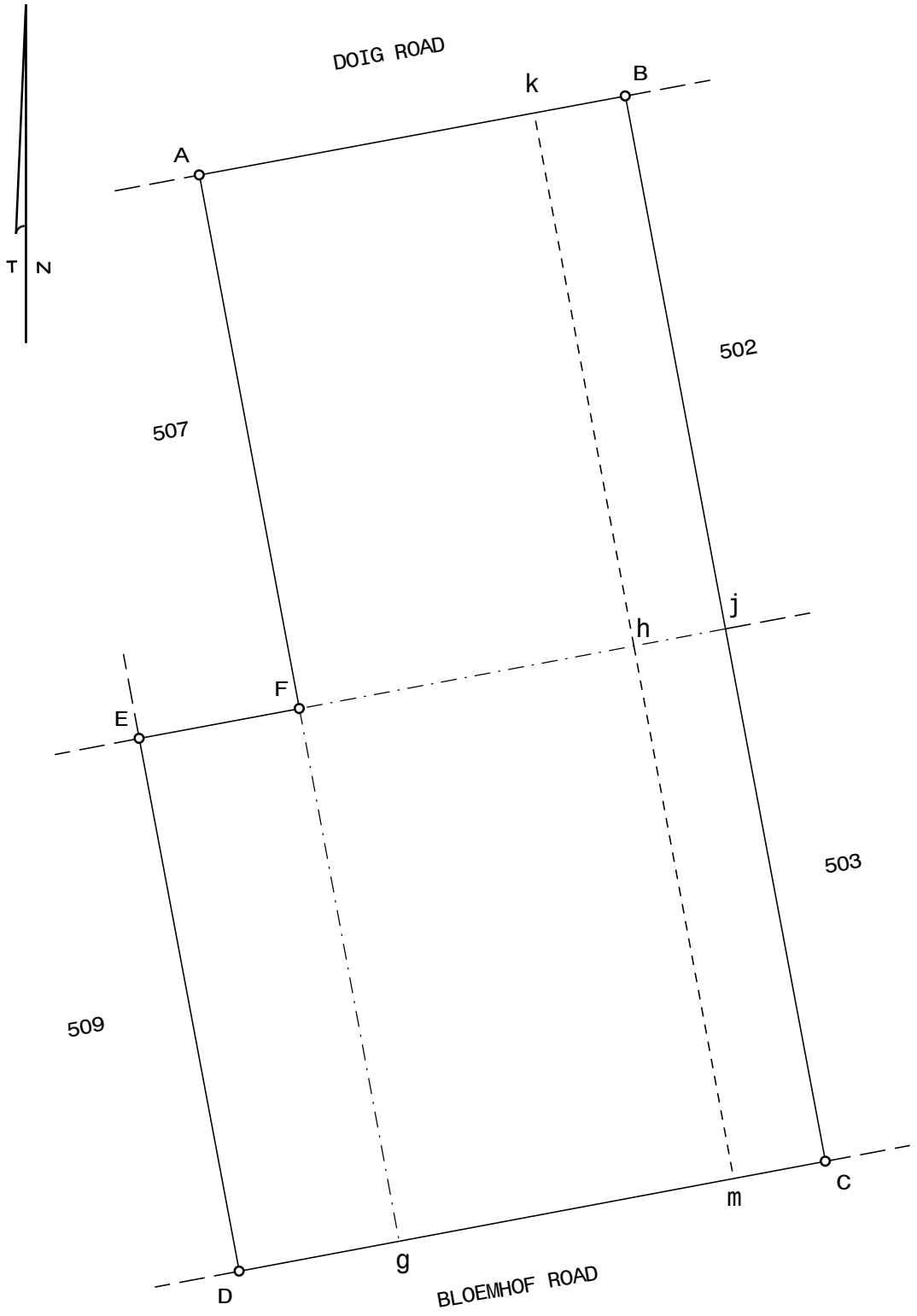
A.G. Geach (PLS 0869)
Professional Land Surveyor

SG No.

Approved

For Surveyor-General

Sheet 2 of 2 Sheets



Scale 1: 750

Ref : 26/6232

SIDES metres		ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 19° X		
			Constants	0,00	+3 700 000,00
A B	29,57	259.32.00	A	+44 400,72	+64 175,52
B C	7,08	304.27.30	B	+44 371,64	+64 170,14
C D	115,92	349.24.10	C	+44 365,80	+64 174,15
D E	7,07	34.24.20	D	+44 344,49	+64 288,09
E F	53,41	79.24.00	E	+44 348,48	+64 293,93
F G	62,95	169.21.00	F	+44 400,98	+64 303,75
G H	18,91	259.22.40	G	+44 412,61	+64 241,89
H J	59,05	169.23.10	H	+44 394,02	+64 238,40
J K	5,00	259.30.40	J	+44 404,90	+64 180,37
K A	4,01	169.23.10	K	+44 399,98	+64 179,46
23 Q 18			⊕	+45 047,95	+64 321,80
24 Q 18			⊕	+44 914,91	+64 262,02

SG No.

Approved

For Surveyor-General

Sheet 1 of 2 Sheets

BEACON DESCRIPTIONS

A,B,C,D,E,F,G,H,J,K : 12mm Iron Peg

The Figure A B C D E F G H J K

represents 6 127 square metres of land being

ERF four POTRION OF ERF one WETTON

situate in the City of Cape Town

Administrative District of Cape Province of the Western Cape

Surveyed in August 2026

by me,

A.G. Geach (PLS 0869)
Professional Land Surveyor

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i.f.o.		
Registrar of Deeds		LPI C0160061

Ref : 26/6232

ERF four PORION OF ERF one WETTON

July 2026
by me,

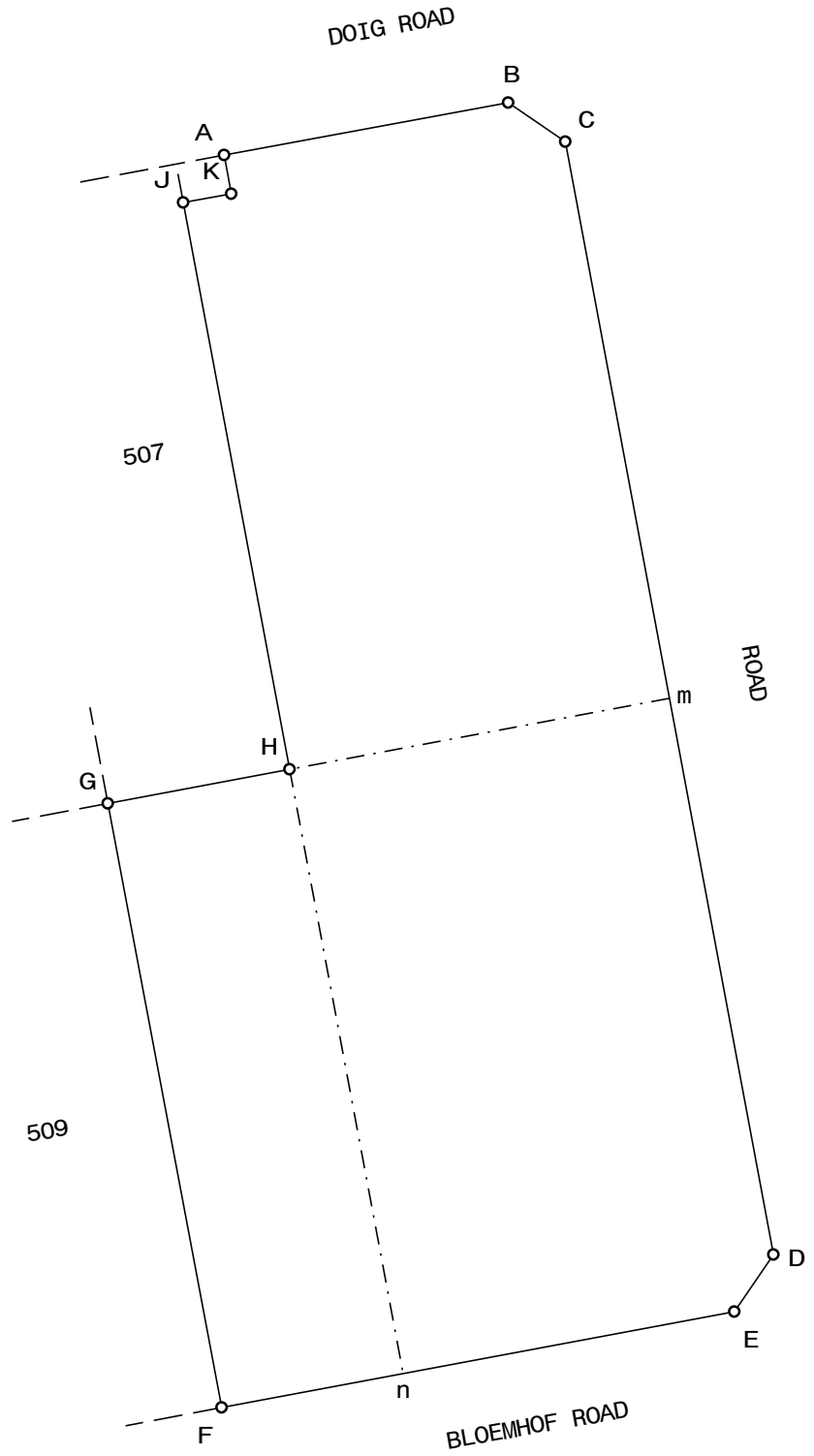
A.G. Geach (PLS 0869)
Professional Land Surveyor

SG No.

Approved

For Surveyor-General

Sheet 2 of 2 Sheets



Scale 1: 750

Ref : 26/6232

SIDES metres		ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 19° X		
			Constants	0,00	+3 700 000,00
A B	15,78	259.30.40	A	+44 371,64	+64 170,14
B C	125,90	349.22.00	B	+44 356,12	+64 167,27
C D	15,86	79.24.20	C	+44 332,89	+64 291,01
D E	7,07	214.24.20	D	+44 348,48	+64 293,93
E F	115,92	169.24.10	E	+44 344,49	+64 288,09
F A	7,08	124.27.30	F	+44 365,80	+64 174,15
23 Q 18			⊕	+45 047,95	+64 321,80
24 Q 18			⊕	+44 914,91	+64 262,02

SG No.

Approved

For Surveyor-General

Sheet 1 of 2 Sheets

BEACON DESCRIPTIONS

A,B,C,D,E,F : 12mm Iron Peg

Servitude Notes:

1. The figure gBkj represents a Servitude Area vide Dgm No. 4204/1966 annexed to D/S 1971 - - 219

2. The figure jkCh represents a Servitude Area vide Dgm No. 4205/1966 annexed to

The Figure A B C D E F

represents 1 388 square metres of land being

ERF three PORION OF ERF one WETTON

situate in the City of Cape Town

Administrative District of Cape

Province of the Western Cape

Surveyed in August 2026

A.G. Geach (PLS 0869)
Professional Land Surveyor

by me,

This Diagram is annexed to	The original diagram is	File No.
No.	No. annexed to	S.R. No.
dated		Comp.AHNC-2121 (M1674) AHNC-2123 (M1680)
i.f.o.	Transfer No.	
Registrar of Deeds		LPI C0160061

Ref : 26/6232

ERF three PORION OF ERF one WETTON

July 2026
by me,

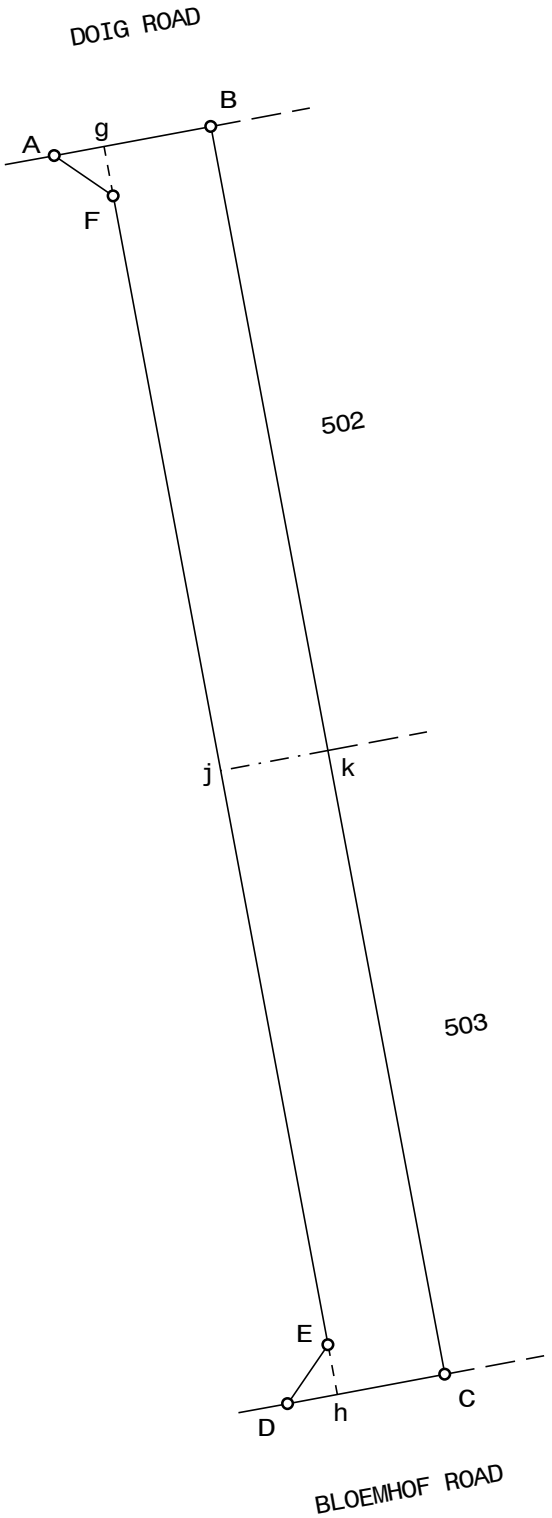
A.G. Geach (PLS 0869)
Professional Land Surveyor

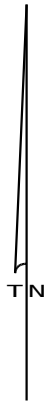
SG No.

Approved

For Surveyor-General

Sheet 2 of 2 Sheets





Scale 1: 750

Ref : 26/6232

SIDES metres		ANGLES OF DIRECTION		CO-ORDINATES Y System: WG 19° X	
				Constants 0,00	+3 700 000,00
A B	5,00	259.23.20	A	+44 405,63	+64 176,44
B C	4,01	349.23.10	B	+44 400,72	+64 175,52
C D	5,00	79.30.40	C	+44 399,98	+64 179,46
D A	4,00	169.22.50	D	+44 404,90	+64 180,37
23 Q 18			⊕	+45 047,95	+64 321,80
24 Q 18			⊕	+44 914,91	+64 262,02

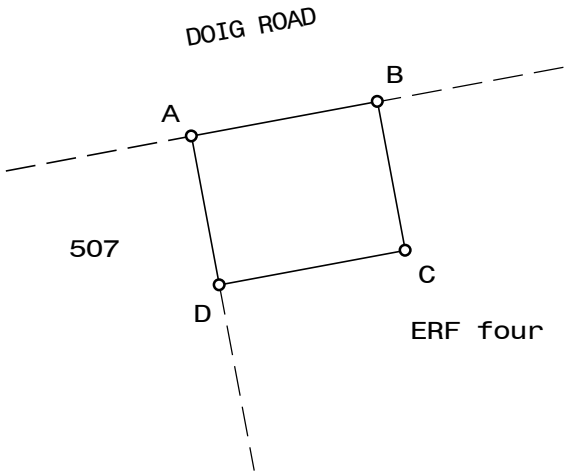
SG No.

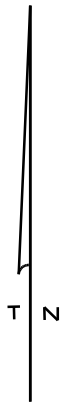
Approved

For Surveyor-General

BEACON DESCRIPTIONS

A,B,C,D : 12mm Iron Peg





Scale 1: 200

DRAFT

SUBJECT TO FINAL SURVEY

The figure A B C D

represents 20 square metres of land being

ERF two PORION OF ERF one WETTON

situate in the City of Cape Town

Administrative District of Cape

Province of the Western Cape

Surveyed in July 2026
by me,

A.G. Geach (PLS 0869)
Professional Land Surveyor

This Diagram is annexed to	The original diagram is	File No.
No. dated i.f.o. Registrar of Deeds	No. annexed to Transfer No.	S.R. No. Comp.AHNC-2121 (M1674) LPI C0160061