



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500168868

**Erven 485, 486 and 552,
8 Old Main Road, Firgrove**

Development Management

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*Application for
Rezoning, Consolidation, Departure &
Approval of Site Development Plan:
Erven 485, 486 & 552,
Firgrove*

August 2026

H 10-193



P-J le Roux

Stads-en Streekbeplanners/
Town and Regional Planners

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1. INTRODUCTION

1.1. The Application

With this document formal application is made for the following:

- (i) In terms of **Section 42(a)** of the City of Cape Town Municipal Planning By-Law, 2025 for the **REZONING** of **Erf 485 and 486 Firgrove** from **Single Residential Zone 1 (SR1) to Local Business Zone 2 (LB2)**;
- (ii) In terms of **Section 42(f)** of the City of Cape Town Municipal Planning By-Law, 2025 for the **CONSOLIDATION** of **Erf 485 Firgrove (450m²)**, **Erf 486 Firgrove (450m²)** and **Erf 552 Firgrove (1564m²)** to create one large land unit viz. ***Unregistered Erf 886 Firgrove*** measuring **2464m²** in extent (*see draft Consolidation diagram attached*);
- (iii) In terms of **Section 42(b)** of the City of Cape Town Municipal Planning By-Law, 2025 for **PERMANENT DEPARTURE** to facilitate a relaxation of the required onsite parking from 1,5 parking/flat to 1,25 parking/flat.
- (iv) In terms of **Section 42** of the City of Cape Town Municipal Planning By-Law, 2025 for the **APPROVAL** of the ***Site Development Plan(s): Plans 001-005 REV11 dated 17 January 2024, and Landscape Plan dated 12 February 2026*** respectively depicting the proposed multi-storey residential development (flats) on the Unregistered Erf 886 Firgrove.

Details will be discussed in Section 5 and 6 of this report



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1.2. Owners/ Applicant

CHRISTIAAN STEPHANUS MOLLER duly authorized by
registered owners of **Erven 485 & 552
Firgrove**, appointed *Messrs p-j LE Roux Town Planners Pty Ltd* to prepare a
formal application for the Rezoning and Consolidation for the subject
properties in order to utilize it for residential apartment development and to
submit it to the relevant authorities for formal approval. **Erf 486 Firgrove** is
currently registered in the name of but is in
the process of being transferred to
(***Power of Attorney, Resolution & Letter from attorney attached***).



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2. PROPERTY INFORMATION

Description	Erf 485, Erf 486 & Erf 552 Firgrove
Location	Main Road Firgrove
Extent	Erf 485: 450m ² Erf 486: 450m ² Erf 552: 1564m ²
Registered owner	
Title Deed	
Existing zoning	Erf 485: Residential Zoning 1 (R1) Erf 486: Residential Zoning 1 (R1) Erf 552: Local Business Zoning 2 (LB2)
Restrictive Conditions	None
Planning Legislation	City of Cape Town Municipal Planning By-Law (2025)

Table 1: Property information

The subject properties are located within the urban area of Firgrove between the R102 and the railway line inside the area of jurisdiction of the City of Cape Town, Western Cape Province.



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The subject properties are clearly illustrated in the extract from **SG diagrams** (Erf 485: 6729/77; Erf 486: 6730/77 & Erf 552: 2554/81) in figure 1 below.

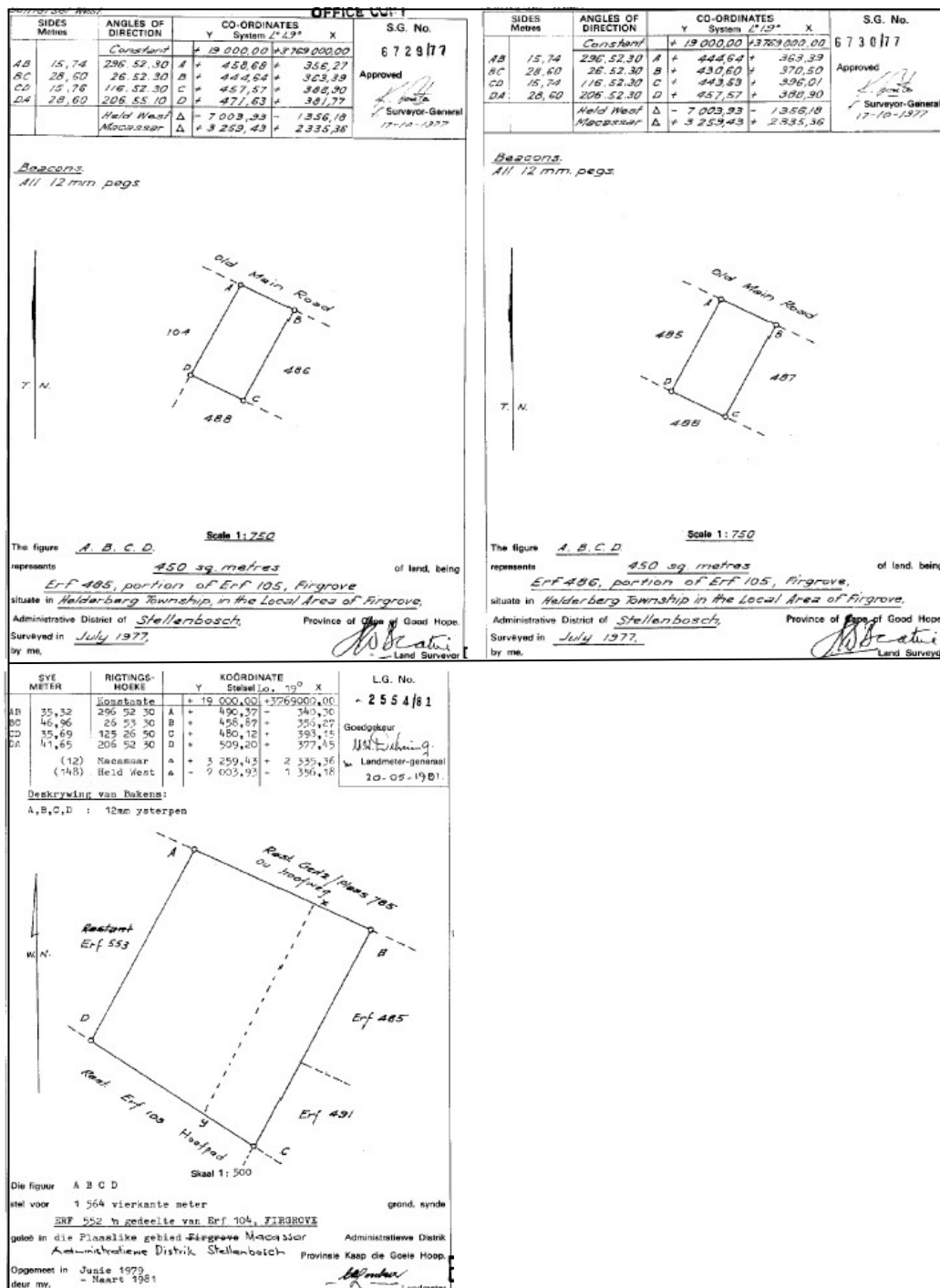


Fig.1: Extract from SG diagrams of Erven 485, 486 & 552 Firgrove



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3. LOCALITY

The subject properties are situated in the area wedged between the R102 and the railway line approximately 260m west of the Firgrove Station.



Fig.2: Locality



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This long and narrow area comprises only a few erven of which the majority is residential. There are many vacant residential erven especially in the area immediately north of the subject properties along the railway line. Main Road is the main access road and runs parallel with the R102 and the railway line. This road links with R102 at the signalised intersection with Grove Street east of the subject properties. Erven 485 & 486 represent existing small residential erven, while Erf 552 is zoned for business purposes. Both Erven 485 & 552 are currently vacant, while Erf 486 has an existing dwelling thereon.

All three erven are bounded by Main Road to the north and the existing Shell service station on Erf 867 to the south. Erf 552 which is the largest of the three is bound by the R102 to the south, a vacant land unit to the west. Although Erf 552 abuts R102 no access is taken from the R102, only from Main Road to the north.



Fig.3: Site Locality



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Since the intention is to consolidate all three erven into one larger land unit (Unregistered Erf 886 Firgrove) and redeveloped the consolidated property into a multi-storey residential development, the existing dwelling on Erf 486 will be demolished.

Even though each of the erven has an existing entrance, a new combined erf entrance will be provided along Main Road onto the parking area of the consolidated property. No vehicle access is proposed from R102.



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4. LEGAL LAND USE RIGHTS

4.1. Existing zoning

The City of Cape Town has confirmed that **Erf 485 & Erf 486 Firgrove** are both currently zoned in terms of the City of Cape Town Development Management Scheme; Schedule 3 of the City of Cape Town Municipal Planning By-Laws(2025) **Residential Zoning 1: Conventional Housing (R1)**.

The City has also confirmed vide a Zoning Certificate dated 21 November 2018 that **Erf 552 Firgrove** is currently zoned in terms of the City of Cape Town Development Management Scheme; Schedule 3 of the City of Cape Town Municipal Planning By-Laws(2025) **Local Business Zone 2 (LB2)**.

According to **Table 1(a)** of the Management Scheme the following are primary land uses in terms of **Residential Zoning 1 (R1)**:

“Dwelling house, private road, micro wind turbine, structure-mounted energy system and additional use rights”

Additional use rights (subject to conditions):

“Second dwelling, third dwelling, Home occupation or bed and breakfast establishment or home childcare, filming (items 21(b)(iii) and (iv) does not apply), affordable rental flat, supplementary dwelling unit, small-scale wind turbine (only for land unit areas of equal or greater than 650m²), place of instruction (with not more than 34 children)”

Consent Uses:

“Utility services, place of instruction, place of worship, house shop, institution, guest house, minor rooftop base telecommunication station, rooftop base telecommunication station, wind turbine infrastructure,



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open space, urban agriculture, halfway-house, electric vehicle charging station, small-scale animal care centre, chancery, boarding house, ground mounted energy system, commune, clinic, small-scale wind turbine (only for land unit areas less than 650m²), informal trading and veterinary practice”.

According to **Table 1(h)** of the Management Scheme the following are primary land uses in terms of **Local Business Zoning 2 (LB2)**:

*“Shop, office, dwelling house, second dwelling, bed and breakfast establishment, boarding house, **flats**, place of instruction, place of worship, institution, clinic, guest house, service trade, utility service, rooftop base telecommunication station, private road, open space, filming, electrical vehicle charging stations, micro wind turbine, structure mounted energy system and veterinary practice”*

Since the purpose of this application is to utilise all three properties as one combined development site to permit a multi-storey residential development (**flats**) thereon, formal application is submitted in accordance with the requirements and procedures as contemplated in the City of Cape Town Municipal Planning By-Law (2025).

It is worth noting that the City of Cape Town has vide **case id. 70459193** dated **14 January 2020** (final notification) granted approval for the Rezoning, Consolidation, Permanent Departure and Approval of Site Development Plan & Landscape Plan for Erven 485 & 552 Firgrove (*copy of previous approval and plans attached*). This approval however **has lapsed** and a **new land use application including Erf 486 Firgrove** is herewith submitted for approval.

4.2. Existing land uses

Both **Erven 485 and 552** are currently **vacant** with no temporary or permanent structures thereon. The improvements on **Erf 486** however



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include a **dwelling house with vibacrete boundary walls**, which will all be demolished to facilitate the new development on the consolidated land unit (*Unregistered Erf 886 Firgrove*).



Erf 552



Erf 485



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Erf 486

Even though each erf has its own erf entrance from Main Road, a new consolidated security-controlled entrance is proposed as part of the new development proposal as clearly depicted on the attached Site Development Plan: Plan 002 Rev 11 dated 17 January 2024 and in the extract below in figure 4.

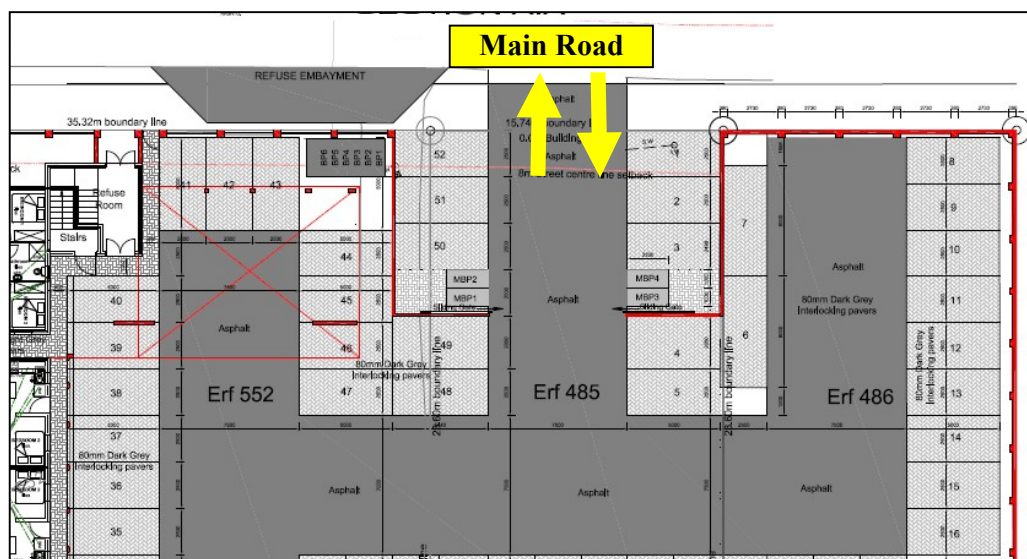


Fig.4: Extract from SDP with position of new consolidated erf entrance



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5. DEVELOPMENT CONCEPT

5.1. Application objective

The objective of this application is to utilize the existing natural and manmade environment to optimize the consolidated land unit (**Unregistered Erf 886 Firgrove**) illustrated in figure 5 below by utilizing it for residential purposes comprising multi storey residential buildings (flats).

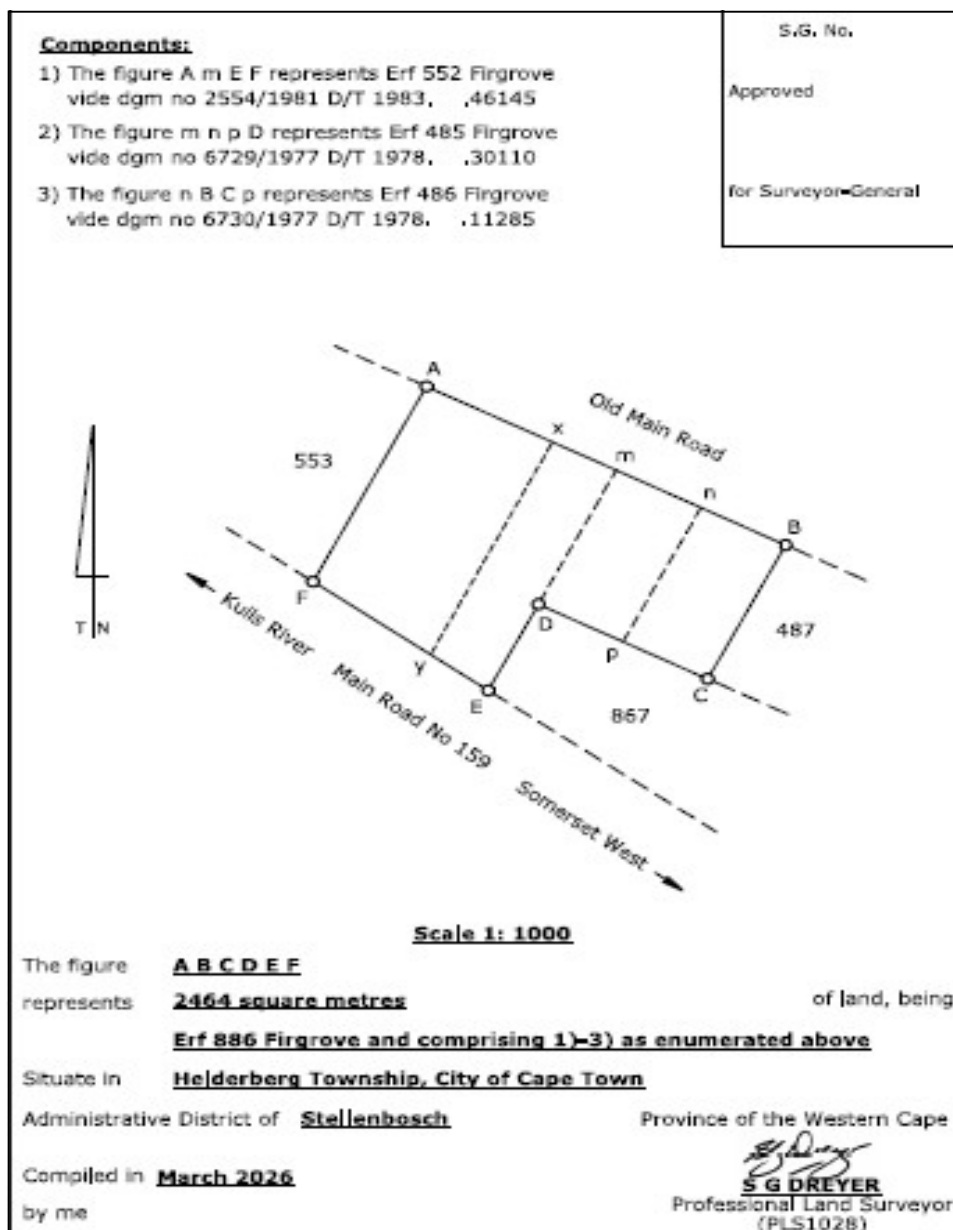


Fig.5: Extract from Draft Consolidation Diagram of Unreg. Erf 886 Firgrove



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The proposed development will optimize the existing infrastructure and unique location of the subject properties to their fullest potential through providing a higher density integrated development in the immediate surrounds of the Firgrove Station and abutting commercial and retail precinct. The objective is to develop the subject property into a well-balanced and financially viable business enterprise, which will be beneficial to the applicant as well as the residents of Firgrove and surrounding environment. The development proposal which will be discussed in more detail is illustrated on the attached ***Site Development Plan: Plan 002 Rev 11 dated 17 January 2024.***

5.2. Development proposal

The development proposal comprises a new residential multi-storey apartment building on the consolidated land unit measuring 2464m² in extent (Unregistered Erf 886 Firgrove (*draft consolidation diagram attached*)).

The proposed new building comprises a contemporary designed **four (4) storey structure (ground plus three storeys)** which has been designed in three separate blocks that interconnects to create almost a u-shaped development. The new building comprises a total of **42 two-bedroom flats** with a **total coverage of 752m²** which represents **30,11%** of the consolidated land unit and a **total floor area** of approximately **1972,5m²** in extent which represents a **bulk factor of 0,801**. Both the coverage as well as the bulk are well below what is prescribed in the Management Scheme.

The **ground storey** of the building will comprise **10 flats** measuring in total 469,5m² in extent plus **stairs** (33,5m²), **refuse room** (15,5m²) and **undercover walkways** measuring 109,5m² as well as **undercover parking and roads** measuring 120m² in extent.

The **first storey** will comprise **12 flats** measuring 564m² in extent with **undercover walkways** measuring 139m² in extent. A portion of the first



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storey (additional two flats will overhang some of the parking bays on the ground floor.

The **second and third storeys** will each comprise **10 flats** measuring 469,5m² in extent with **open walkways** measuring 124m² in extent.

The Site Development Plan also makes provision for sufficient **onsite parking bays** for the flats. Since the subject properties are located near the **PT1 Zone** due to the proximity to the Firgrove Station and public transport route along R102, the parking requirements are calculated at a ratio of 1,25 parking bays/apartment (Section 138 of Cape Town Management By-Law). **It is worth noting that this is the same ratio previously approved for Erven 485 & 552.** To accommodate the proposed 42 apartments a total of **53 onsite parking bays** is provided for on the Site Development Plan. These parking bays are made up of **52 vehicle parking bays and 1 parking bay making provision for 4 motorcycles and 6 bicycles bays.**



Fig.6: Extract from Site Development Plan



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Fig.7: Proposed elevations

According to the MSDF document areas within 500m walking distance from rail and BRT stations are referred to as Transit Accessible Precincts (TAP's). These areas are important spatial structuring elements which will lead to optimizing opportunities within these areas as well as ensuring a more sustainable public transport system. The subject properties fall within one of these areas with the Firgrove Station approximately 250m to the east thereof. The existing commercial activities on the abutting Erf 867 act as a catalyst for land intensification within this area, especially due to the high exposure of this existing precinct onto the R102 as well as the Firgrove Station. The proposed development will optimize existing properties within this precinct and redevelop the properties into a new integrated higher density residential development thereby strengthening the existing node. It is evident that the proposed development will optimize existing infrastructure and services and at the same time led to more inward urban growth and access to new economic opportunities in the area.



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6. APPLICATION

To achieve the objective of this application to redevelop the subject properties into a higher density residential development, it was confirmed during the pre-consultation communication with senior officials from the City of Cape Town that the existing land use rights pertaining to the subject property be amended to facilitate the intended residential development thereon and to correspond to the requirements of the City of Cape Town Municipal Planning By-Law (2025). These applications will be discussed in more detail as follows.

6.1. Rezoning

During the pre-application meeting it was agreed that since the development are proposed on a larger consolidated land unit (Unregistered Erf 886 Firgrove) and **Erven 485 and 486 Firgrove are currently zoned Residential Zoning 1 (R1)** which does not permit the development of flats thereon, Erven 485 & 486 must be rezoned to the same **Local Business Zone 2 (LB2) zoning of Erf 552 Firgrove**, which permits “flat” as a primary right.

Flat is defined as follows in terms of the City of Cape Town Development Management Scheme:

“Flat means a building containing four or more dwelling units and includes apartments together with such outbuildings as are ordinarily associated therewith but excludes a dwelling house, second dwelling, third dwelling and affordable rental flats.”

Formal application is therefore made in terms of **Section 42(a)** of the City of Cape Town Municipal Planning By-Law, 2015 for the **REZONING** of **Erf 485 and 486 Firgrove** from **Single Residential Zone 1 (SR1)** to **Local Business Zone 2 (LB2)** to permit the construction of flats thereon as part of the consolidated development proposal.



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6.2. Consolidation

Since the intention is to combine all three properties into one larger land unit (Unregistered Erf 886 Firgrove) on which the flats will be constructed, it is necessary that formal application be made in terms of **Section 42(f)** of the City of Cape Town Municipal Planning By-Law, 2015 for the **CONSOLIDATION** of **Erf 485 Firgrove (450m²)**, **Erf 486 Firgrove (450m²)** and **Erf 552 Firgrove (1564m²)** to create one large land unit viz. Unregistered Erf 886 Firgrove measuring **2464m²** in extent (*see draft Consolidation diagram attached*).

6.3 Permanent Departure

Since the subject properties are located slightly outside the designated PT1 Zone near the Firgrove station, the standard parking requirement according to Table 13 of the Management Scheme is applicable. For flats the parking ratio in standard areas are 1,25 bays per dwelling unit, plus 0,25 bays per dwelling unit for visitors. For the proposed 42 flats a total of 63 onsite parking bays is required.

In terms of Table 13 the parking ratio for flats in PT1 Zone is 1 bay per dwelling unit, plus 0,25 bays per dwelling unit for visitors. The required onsite parking bays for 42 flats in PT1 Zone are 52,5 onsite parking bays.

It is worth noting and supporting in the attached Traffic Impact Statement that due to the proximity to the PT1 Zone, the development can be assessed as part of the PT1 Zone. This was also important to note that with the previous application the parking requirements were also met because of the proximity to Firgrove Station and R102 as public transport route.

To facilitate this relaxation, formal application is made terms of **Section 42(b)** of the City of Cape Town Municipal Planning By-Law, 2025 for **PERMANENT DEPARTURE** to facilitate a relaxation of the required onsite parking from 1,5 parking/flat to 1,25 parking/flat (53 onsite parking bays in lieu of 63).



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6.4 Approval of Site Development Plan and Landscape Plan

To ensure that the development is constructed in accordance with the approvals, it is necessary that the details pertaining to the proposed development and land uses are captured on a specific plan according to which the proposed development must be done. It is for this reason why the ***Site Development Plan: Plans 001 Rev 11 – 005 Rev 11 dated 17 January 2024*** must be formally approved as part of the formal application.

In addition, it is also important that the landscaping proposal that forms part of the proposed development is captured in a formal Landscape Plan that must be approved. The attached ***Landscape Plan dated 12 February 2026*** reflects a visual presentation of the new plantings, interface of the landscaped areas with the new buildings and how the open areas will be treated.

In terms of **Section 42** of the City of Cape Town Municipal Planning By-Law, 2015 for the **APPROVAL** of the ***Site Development Plan(s): Plans 001-005 REV11 dated 17 January 2024, and Landscape Plan dated 12 February 2026*** respectively depicting the proposed multi-storey residential development (flats) on the Unregistered Erf 886 Firgrove.



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7. SPATIAL PLANNING PRINCIPLES

In terms of National, Provincial and Local spatial planning legislation certain development principles were adopted to apply to spatial planning, land development and land use management.

The development principles on National level is in terms of Section 7 of the **Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA)**, while the land use planning principles on Provincial level is in terms of Section 59 of the **Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)**. These development principles were all adopted and included into the subsequent **Land Use Planning By-Laws** promulgated for each Local Municipality.

The proposed development will be evaluated as follows against the five development principles:

(a) Principle of spatial justice

- The spatial justice principle requires that the past spatial and development imbalances should be redressed through improved access to and utilization of land. Access to land for all should be facilitated. We are of the opinion that the **development proposal promotes this principle by optimizing the use of the properties in accordance what is already present in the area**. This proposal involves the **optimising of land within an urban area and urban crawl is therefore counteracted**.
- The development provides **higher density residential opportunities** within the urban area of Firgrove and next to an existing commercial and retail precinct.
- The proposed new flats will provide in the ever-increasing demand for **affordable accommodation opportunities** within the Firgrove area



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- The subject properties form part of the existing urban fabric and is included into the approved spatial planning policies for urban infill purposes.

(b) Principle of spatial sustainability

- The principle of spatial sustainability will be achieved by a development if it is spatially compact, using resources sparingly. The **proposed development embodies this principle with the optimal use of land without compromising the surrounding area**. Since this application is directed to the transformation of three erven to facilitate a new multi-storey residential development (flats) thereon, **no additional pressure is placed on any natural or man-made resources**.
- The proposal promotes land development that is **spatially compact and resource frugal** as the subject properties are within an established node near the Firgrove station and form part of the urban fabric of Firgrove.
- The proposal promotes land development in a **location that is sustainable in respect of an environmental and socio-economic point** of view and limits urban sprawl.
- Although the application is directed to a new apartment building on the unregistered Erf 886 Firgrove and which complies with the requirements of the management scheme, **no safety hazards are anticipated** through this application.
- The existing erf entrances along Main Road will be consolidated into **one centrally positioned entrance serving** Unregistered Erf 886 Firgrove.
- The proposed buildings will also be **set back** from the erf boundaries to limit any potential impacts.



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- The intended land uses will **not have any detrimental impact on the surrounds** since the area has already been transformed into a secondary node.
- The proposed development is **suitably located** for engineering services and social amenities provision within the existing urban footprint of Firgrove
- Viable communities are promoted and serviced by the proposed development
- The basic needs of all citizens are met as high in demand higher density residential opportunities are proposed at strategic locations as such.
- The economic potential of the properties will be optimized by the proposed development.

(c) Principle of efficiency

- The proposed development will **optimize the use of existing resources, infrastructure, land** and facilities within the established urban footprint.
- We are of the opinion that the proposed development **will not compromise** the land uses in the immediate surrounds. In fact, it is our observation that the proposed development will complement and fit in with the existing activities in the area.
- The proposed development will strengthen the already established **node** in this area.
- The proposal promotes an integrated residential development which will link with the abutting commercial and retail precinct.
- Higher density development near stations is strongly supported by all **spheres of government** to optimize infrastructure and land and to reduce travelling time.
- The quality and functionality of the public spatial environment is promoted.



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- Existing vacant and unused land will be optimized
- By utilizing the subject properties for the intended purpose will ultimately benefit the entire community and add to the local economy of the area.

(d) Principle of spatial resilience

- This principle is **not applicable** since the subject properties already form part of the existing urban settlement of Firgrove and therefore included into the approved spatial planning documentation for urban development purposes.

(e) Principle of good administration

- A pre-consultation meeting was conducted to ensure the efficient assessment of the application by the relevant authority.
- Supportive specialist reports are included to ensure proper land use management and optimal service delivery
- The formal application will be submitted to the local authority and relevant statutory authorities for approval and will be administered in accordance with the procedures contemplated in the City of Cape Town Land Use Planning By-Law, 2025.



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8. DESIRABILITY

In terms of **Section 99 (c)** of the City of Cape Town Municipal Planning By-Laws the proposed land uses must be desirable as contemplated in subsection 3 of the same By-Laws:

The concept of “desirability” in a land use planning context and as contemplated in Section 99(3) of the City of Cape Town Municipal Planning By-Laws can be described as the “degree of acceptability” of the specific land use(s) on a said property within an existing natural or manmade environment and the guideline proposals included in the relevant spatial development framework plans and policies in so far as it relates to desirability, or on the basis of its effect on existing rights and the biophysical environment concerned.

The desirability of this application for **Rezoning, Consolidation, Departure and Approval of plans on Unregistered Erf 886 Firgrove** will be discussed and motivated regarding the following aspects:

- Physical characteristics
- Character of the area
- Accessibility
- Spatial Planning and Municipal guidelines
- Provision of services

8.1. Physical Characteristics

The subject properties all have level surfaces and can easily be used for the intended purpose. Erven 485 & 552 are vacant, Erf 486 has a dwelling thereon that must be demolished to facilitate the proposed development. There is also no natural vegetation, or any ecological habitats present on any of these properties that will prevent or restrict the proposed development thereon.



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8.2. Character of the area

The subject properties are located within the existing built-up area of Firgrove and is surrounded by a variety of land uses which include residential even along Main Road to the west and north and a filling station and retail to the south and east. Due to the proximity to the Firgrove Station this area which is wedged between the R102 and railway line is ideally located for higher density residential development supported by existing business and commercial uses.



Existing Shell service station on the abutting Erf 867



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Existing residential erven along Main Road

Although there are no other higher density developments within the immediate surrounds, the fact that the subject properties bound onto the existing Shell Service Station on Erf 867 Firgrove, is enough motivation to provide for this typology of residential to strengthen the existing node. The area in which the subject properties are located has been earmarked for future urban intensification especially due to the proximity to the Firgrove station. It is worth noting that a previous application for flats on Erven 485 & 552 was approved but has since lapsed. This area is ideally located for urban integration and higher density developments which will ultimately determine the character of this area. The area south of the R102 is a typical conventional residential suburb with relative low densities. The proposed development will complement the existing character of the area and will provide unique opportunities for densification and mixed-use activities.

8.3. Accessibility

All the subject erven front onto Old Main Road which runs parallel with R102 and provides access to all the existing properties located between the R102 and the railway line. Access to the proposed new development comprising erven 485, 486 and 552 Firgrove will be taken directly from Old Main Road. The entrances of the erven will be combined into one entrance almost in the



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centre of the consolidated land unit. This combined entrance will provide access to the individual onsite parking bays for the residential development as clearly depicted on the attached Site Development Plan.



View along Main Road with subject properties in rear to the left

Since Old Main Road links with R102 at an existing signalised intersection approximately 300m east of the subject properties, we are of the considered opinion that the existing road network is more than adequate to accommodate the increase in traffic because of this application. A detail investigation and professional opinion from a Traffic Engineering confirmed the limited impact the proposed development will have on the existing road infrastructure.



Signalised intersection on R102 with access to the subject properties to left



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8.4. Spatial Planning

Regarding the **spatial planning** context which was also evaluated during the land use planning process, we are of the opinion that the proposed ***application*** will have ***no spatial planning implications***. The new proposal ***does not conflict*** with any of the relevant spatial planning documentation

MSDF 2018

The proposal is in line with the spatial visions of MSDF since it is an existing business precinct and will remain as such.

Integrated Development Plan

The proposal is not in conflict with the objectives and priorities as listed in the IDP.

Helderberg District Plan

The spatial vision of this District Plan is to guide significant changes in land use and to manage public investment in infrastructure on a micro level within the district. The primary objective of this plan is to **encourage integrated developments where residential and commercial activities are combined**, and new employment opportunities are created. This plan also promotes mixed-use developments including specifically local retail development in the Firgrove Station area, which is classified as an urban neighbourhood station. **The proposed development is directly in line with this vision and objective.**

The spatial policies also encourage existing infrastructure and services to be optimized to facilitate integrated developments. Exposure to existing development corridors and activity nodes should be optimized and used for alternative economic facilities, while the reducing of travelling distance between work and home are also strongly supported. **We firmly believe that this objective will be achieved through this application and the new higher density residential development.**



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According to the Helderberg District Plan September 2022 the subject property is included as “urban development” as depicted in the extract in figure 8 below. The proposed development will have no direct or indirect impact on the spatial plan, and no spatial implications are expected.

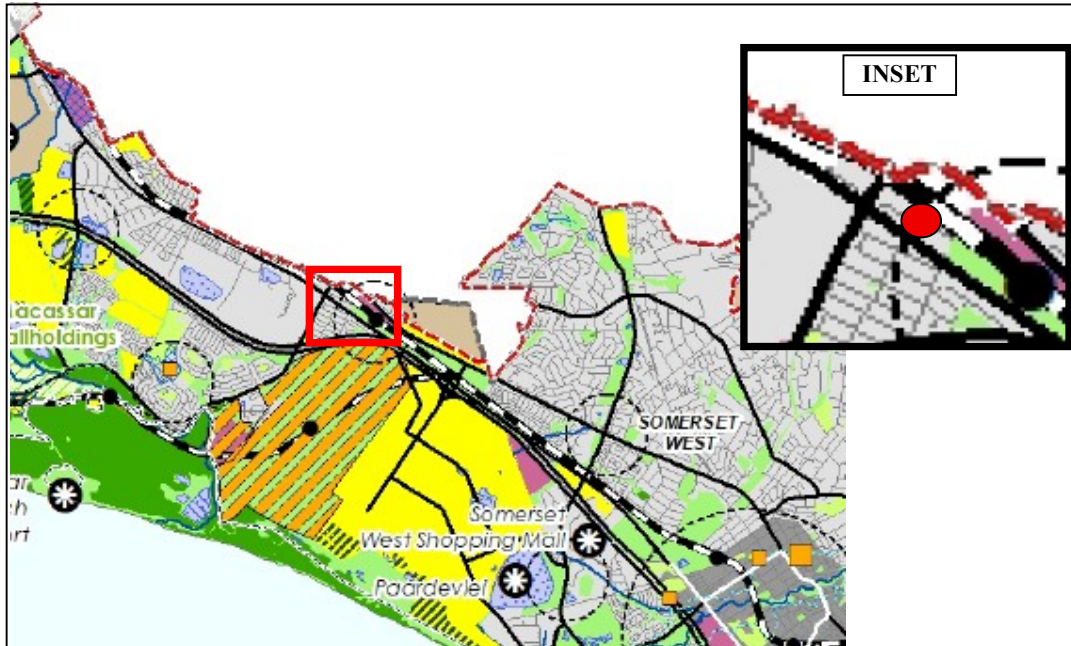


Fig. 8: Extract from Helderberg District Plan September 2022

City of Cape Town Development Management Scheme

The land uses within the area of jurisdiction of the City of Cape Town is managed by the **City of Cape Town Development Management Scheme** which is enclosed as **Schedule 3** of the City of Cape Town Municipal Planning By-Law (2020).

This management scheme not only comprises the definitions and description of the individual wording in this document and the application and approval procedures but most importantly the zoning and use of properties. This management scheme provides the land uses and **land use parameters** within each zoning category and any development within the City of Cape Town is subject to these parameters.



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Since this application include the rezoning of the two smaller residential erven to correspond with the larger Local Business zoned erf, the land use parameters of the new combined zoning will be applicable. No departure from any of the land use parameters are applied for.

City of Cape Town Urban Design Policy

The proposal does not conflict with the urban design principles since the design and layout of the new buildings with open parking are sensitively done to ensure a proper interface with the R102 and abutting properties. The size and scale of the proposed development is also fitting with the immediate surrounds.

Densification Policy

The Cape Town Densification Policy was adopted by Council on 29 February 2012. Due to the current urban structure and to ensure an integrated urban settlement, Council has initiated a policy to contain urban sprawl and to ensure a more effective optimising of infrastructure and services through densification. The **consolidation of two or more erven** to facilitate a higher density development thereon, as in the case of this application, is also listed as an **acceptable method of densification**. The development proposal is in line with the densification policy where higher density developments are encouraged near stations and existing business nodes along activity corridors.

Transit Orientated Development

The subject properties fall slightly west of the PT1 Zone boundary, but because of the proximity to the said boundary, the proposed development is assessed as part of the PT1 Zone.

Social Development Strategy

The objective of the Social Development Strategy of Cape Town is to promote and maximising social development, which relates to the overall improvement and enhancement in quality of life of all people. Although the proposed development represents an apartment building close to the Firgrove station



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and an existing business/commercial node, this **development proposal also contributes to the enhancement in the quality of life**, since economic opportunities and economic growth are essential for facilitating social development.

Economic Growth Strategy

The objective of the Growth Economic Strategy is to promote economic growth and create new employment. This objective is clearly visible in the spatial planning documents of the City where the optimising of existing infrastructure and services in a more compact urban settlement is promoted. We believe that the proposed apartment building can be seen as a **catalyst in promoting economic growth** with the introduction of new economic opportunities at this strategic location.

Inclusionary Housing Provision

The proposed development is a private initiative which comprises new flats at a strategic location near Firgrove station. No provision is made for any inclusionary housing component. It is worth noting that the City of Cape Town **does not have a formal policy on inclusionary housing**.

Urban Edge for Cape Town

Since the subject properties are located within the existing urban fabric of Firgrove, it forms part of the City of Cape Town and is therefore located within the approved urban development area.

8.5. Provision of services

To address the necessary engineering services, professional Engineering Consultants, **Messrs UDS Africa** has been appointed to prepare a Civil Engineering Services Report dealing with engineering services that will be required to achieve the proposed development. A copy of the **Civil Engineering Services Report** dated **June 2026** is attached. This report is



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based on the findings of the previous engineering report compiled for Erven 485 & 552 with the inclusion of Erf 486 into the development.

Messrs UDS Africa has also been appointed to prepare a Traffic Impact Statement to address the transportation requirements for the proposed development. The attached **Traffic Impact Statement Report** dated **4 June 2026** is attached to this report.



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9. SUMMARY & CONSLUSION

In terms of Section 99(3) of the Cape Town Municipal Planning By-Law (2015) the motivation for the proposed application can be summarized as follows:

Economic impact

- It is worth noting that this application is similar to the one that was previously approved for Erven 485 & 552 with the exception that Erf 486 is now included into this application, which makes the entire development more economically viable.
- From a business point of view the rezoning and consolidation of the subject properties to introduce a new higher density residential (flats) development thereon will optimise the existing properties and strengthen the existing business node on the abutting property.
- With the proposed development more employment opportunities will be created, and more residential opportunities will be provided near the Firgrove station and existing business node on Erf 867 Firgrove
- New alternative residential opportunities will be provided within the predominantly single residential area
- The proposed development is needed to facilitate the growth of the existing business which is strong supporting activity to the existing filling station. This growth will further support the local economy
- The proposed development will optimize existing infrastructure and services

Social impact

- The proposed development will have a positive social impact since it will lead to an integrated development supported by existing business node and higher density residential near public transport routes and Firgrove station
- The proposed development will provide new and alternative residential opportunities more affordable to the public and near the existing business node



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- The proximity to the Firgrove station and public transport routes (R102) create an environment where private transport is not required.

Scale of the capital investment

- To facilitate the proposed development the new construction will be more than R65m (please take note that these figures are only preliminary and final development costs could even be more)

Compatibility with surrounding land uses

- The proposed development will provide alternative residential opportunities within an area already earmarked for urban integration and densification
- Although Erven 485 and 486 are zoned for single residential purposes the zoning of the larger Erf 552 permits flats as a primary right
- The development site is abutted to the east and south by the existing filling station site which serves as an existing business node and the higher density residential will support this business node
- The development site is highly visible and accessible from all directions
- The subject properties are ideally located between the railway line and R102 and are included into the area earmarked for urban densification and land use integration
- Since the intention is to create a higher density residential development on the consolidated land units it is our considered opinion that there will be no changes to the existing character of the area
- All building lines will be respected

Impact on external engineering services

- According to detail investigations by the various professional consultants, it has been confirmed that there is capacity in the existing systems to facilitate the proposed development. Detail designs will be done in accordance with the requirements of the relevant departments.

Impact on safety, health and wellbeing of the surrounding community

- The proposed development comprises a higher density residential development which will provide new safer and affordable residential



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opportunities to the community without compromising the surrounding area

- There is no reason to believe that the proposed development will result in any changes to the safety and security in the area
- The proposed development will have no impact (visual, health and safety) on any of the surrounding properties and will support the abutting business node

Impact on the biophysical environment

- No impact is expected on the biophysical environment since none of the properties have any conservation worthy vegetation or any ecological habitats present thereon.
- Apart from the demolition of the existing dwelling on Erf 486, there are no physical features, or topographical constraints present on the properties which will prevent the proposed development.

Traffic impacts, parking, access and other transport related considerations

- Since Erf 552 is already zoned for Local Business purposes and has generated traffic in the past as a business venture, the consolidation with Erven 485 & 486 and redevelopment into a residential development comprising 42 flats and 53 onsite parking bays, will in our view have no significant impact on the existing traffic flow in the area
- The proposed relaxation of parking requirements will have no impact on any of the surrounding properties.
- Access to the proposed development will be taken directly from Old Main Road and no direct access will be taken from R102
- The existing road infrastructure has more than sufficient capacity to accommodate the minimal increase in traffic because of this development proposal.
- More than sufficient onsite parking (53 parking bays in total) will be provided on the subject property to warrant the proposed development. This also includes provision for motorcycles and bicycles



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Whether the imposition of conditions can mitigate and adverse impact of the proposed land use

- The proposed development will not have any adverse impact on the surrounding area, and no mitigating factors are required.
- To ensure that the development is done in accordance with the necessary standards and guidelines of the departments conditions of approval are a common phenomenon.
- The proposed development in its current scale and form will be financially viable and is in line with the spatial policies relating to densification and integrated developments at important strategic nodes near public transport infrastructure (Firgrove station)
- The proposed development will provide both temporary (during construction phase) and permanent employment (security).
- It is our view that the proposed development will have an enhancing impact on the surrounding area and **no mitigation is foreseen for the development project.**

From the aforementioned it is evident that the proposed **Rezoning** of Erven 485 & 486 Firgrove, **Consolidation** thereof with Erf 552 Firgrove to create one larger land unit (Unregistered Erf 886 Firgrove, **Permanent Departure** to relax the onsite parking requirements from 1,5 bays/flat to 1,25 bays/flat and **Approval** of the **Site Development Plan(s): Plans 001-005 REV11 dated 17 January 2024, and Landscape Plan dated 12 February 2026 respectively** to permit a residential development comprising 42 flats with 53 onsite parking bays thereon, is therefore regarded as highly desirable and that the application be favourably considered and approved.

PIERRE-JEAN LE ROUX

Pr. Pln. A./803/1995



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