CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500168253

Erf 180400, 83 Rokeby Road, Belthorn Estate, Cape Town

Development Management

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FJC CONSULTING
TOWN PLANNING & LAND SURVEYING

Spaces, V&A Waterfront, Dock Rd Junction
Cnr Stanley & Dock Roads
Cape Town

Erf 180400 & Erf 142525 Cape Town

(136 Lawson Road, and 83 Rokeby Road, Belthorn Estate)











Prepared by:
FJC Consulting
– Mr. J. Francis

Prepared For:
City of Cape Town Municipality
– Ms. J. San Giorgio

Prepared on behalf of:
Argento Prop (Pty) Ltd
– Mr. I. Ebrahim

Date:
July 2026

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Definitions

For the purpose of this application, and unless it appears otherwise in the text, the terms used herein are as follows:

PROPERTY CONCERNED

The properties concerned are:

- **Erf 180400 Cape Town**, located at **83 Rokeby Road, Belthorn Estate.**
- **Erf 142525 Cape Town (unregistered portion of Rem. Erf 58704)**, located at **136 Lawson Road, Belthorn Estate.**

CLIENT

The Clients being represented in this matter is the registered owner of:

- Erf 180400 Cape Town, being
- Erf 142525 Cape Town (unregistered portion of Rem. Erf 58704), being **The City of Cape Town Municipality.**

CONSULTANTS / APPLICANTS

FJC Consulting Town Planners and Land Surveyors (**Mr Jody Francis and Mr Imtiyaaz Ahmed**) act on behalf of the Client in this matter.

APPLICATION

Application is hereby made:

- In terms of **Section 42(d)** of the City of Cape Town's Municipal Planning By-Law (2025), application is made for the **Subdivision** of Erf 142525 Cape Town (which is an unregistered portion of Rem. Erf 58704) into two portions, namely Portion 1 (the closed portion of the TR2-zoned property) and Remainder Erf 142525 Cape Town (Road).

- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025), application is made for the **Rezoning** of Portion 1 from Transport Zone (TR2) to Mixed Use Zone (MU1), so as to align with the zoning of Erf 180400 Cape Town and enable its use for business premises, including parking and mobile pods.

- In terms of **Section 42(f)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Consolidation** of Erf 180400 Cape Town with Portion 1 (a subdivided portion of Erf 142525).

DEVELOPMENT MANAGEMENT SCHEME (DMS)

The Development Management Scheme in terms of the City of Cape Town's Municipal Planning By-Law (2025), being the management scheme applicable to the property concerned.

PLANNING BY-LAW / MPBL

The City of Cape Town's Municipal Planning By-Law (2025).

MSDF

The Municipal Spatial Development Framework of the City of Cape Town.

DISTRICT PLAN

The Cape Flats District Plan (2023)

LOCAL AUTHORITY / COUNCIL

City of Cape Town Municipality (District G – Cape Flats District)

Executive Summary

Date: July 2026
To:
Subject: Application in terms of Section 42(a), Section 42(d), and Section 42(f) of the Municipal Planning By-Law for the Subdivision, Rezoning and Consolidation of the properties concerned.

1. Application Summary

1.1	Existing Zoning:	Erf 180400 Cape Town - Mixed Use Zone (MU1) Erf 142525 Cape Town - Transport Zone (TR2)
1.2	Proposed Zoning:	Portion 1 - Mixed Use Zone (MU1) Rem. Erf 142525 - Transport Zone (TR2)
1.3	The Application:	In terms of the Section 42(a), Section 42(d), and Section 42(f) of the Municipal Planning By-Law, for the Subdivision, Rezoning and Consolidation of the affected properties concerned.
1.4	Date of Application:	July 2026
1.5	Recommendation:	

All original documentation will be available to your committee.



Properties Consulted	Objecting Properties	Supporting Properties

Section One - Introduction

1.1 BACKGROUND INFORMATION

The properties concerned, being Erf 180400 Cape Town, a MU1 zoned land unit and Erf 142525 Cape Town (an unregistered portion of Remainder Erf 58704 Cape Town), which is a stretch of TR2 zoned land which forms part of the road reserve along Jan Smuts Drive.

The Applicant and owner of Erf 180400 Cape Town previously made an application to the City of Cape Town Municipality for the acquisition of a portion of the mentioned Erf 142525 Cape Town.

The City of Cape Town in a letter dated 1st November 2024, confirmed that its Council had resolved to sell a portion of Erf 142525 (Public Street), to as owners of the abutting Erf 180400 (see **Annexure A**), and advised the Applicant, inter alia, as below:

4. Subject to such further conditions imposed by the Director: Property Transactions in terms of his delegated authority, including inter alia the following:

   4.1 that all further statutory and land use requirements be complied with;
   4.2 that the subject portion be notarially tied to the Applicant's Erf 180400 Cape Town;
   4.3 that all costs related and incidental to the transaction be borne by the Purchaser;
   4.4 that the use of the property shall be restricted to parking purposes only;
   4.5 Compliance with all internal branch conditions as set out in our Letter dated 27 September 2023, attached hereto marked Annexure B for ease of reference.

You are required to proceed with the land use processes still required. This will entail the following:

   a) The appointment of a private land surveyor to survey the subject portion of land and prepare the required diagram;
   b) Submit a subdivision and rezoning application to the Development Management Department, City of Cape Town. The Power of Attorney and Application forms, as issued by the said department, need to be co-signed by the Regional Head on behalf of the current land owner.
   c) Obtain the consent for the amendment of the relevant General Plan, if required by the SG's office.
   d) The final approved diagram is to be submitted to this office for registration of transfer purposes.

Feel free to contact the author if any additional information and/or assistance is required.

Further note that in the event that the land-use application is not approved, the above Council resolution will automatically become null and void.

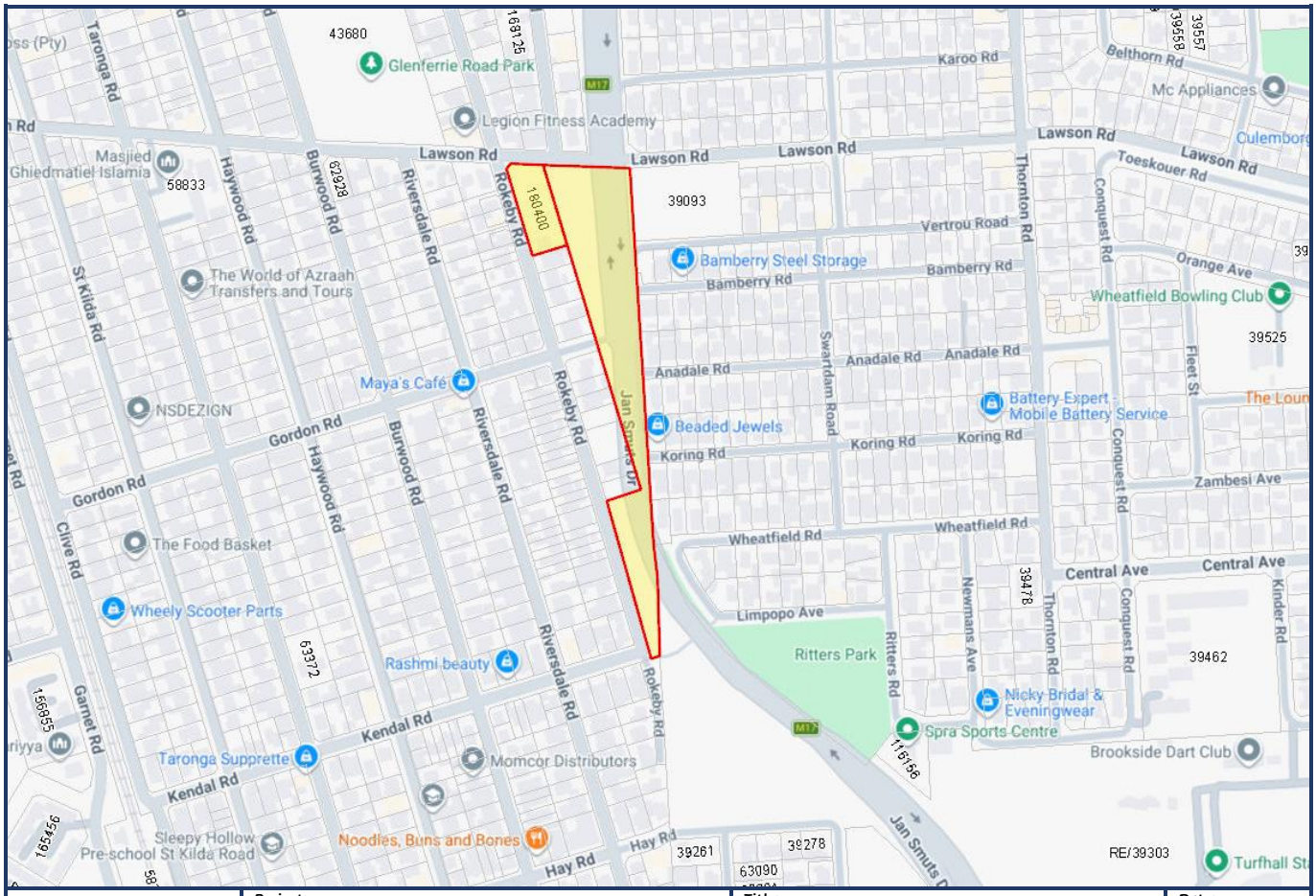
Based on the above, the Applicant proceeded to submit an application for the exempted subdivision and consolidation of the portion of Erf 142525 being acquired by the owner of erf 180400. In response to the submission of the exemption application, the Municipality's Land Use Management Section in an email dated 1st October 2025, advised as follows

The proposed subdivision will create a property to be used for parking in association with the activities on Erf 180400 Cape Town, with access provided via Erf 180400.

Consequently, the approved Site Development Plan (SDP) for Erf 180400 must be amended to indicate access to the new land portion.

The properties will function as a single entity; therefore, a consolidation application must also be submitted and the new portion must be included into the SDP for Erf 180400. Only with the consolidation of the two properties can Item 16(8) be considered.

The application cannot be processed as an exempted subdivision and consolidation, as a land use approval is required in terms of the By-law.



FJC CONSULTING TOWN PLANNING & LAND SURVEYING	**Project:** Erf 180400 & Erf 142525 Cape Town	**Title:** Subdivision, Rezoning, Consol.	**Date:** July '26
	Legend:	**North:**	**Figure:** 1 Locality Plan

1.2 THE CLIENT

The Applicant acts under Special Power of Attorney (refer to **Annexure B**) for the registered owner of:

Erf 180400 Cape Town at Belthorn Estate, being:

Erf 142525 Cape Town (unregistered portion of Rem. Erf 58704) at Belthorn Estate, being:

1.3 THE CONSULTANTS

The Consultants in this matter are:



Represented herein by **Mr. Jody Francis**.

1.4 THE APPLICATION

Pursuant to the above, application is herewith made for the approval, by the City of Cape Town Municipality for the land use application submitted in favour of Erf 180400 & Rem. Erf 142525 Cape Town at Belthorn Estate.

Application is made:

- In terms of **Section 42(d)** of the City of Cape Town's Municipal Planning By-Law (2025), application is made for the **Subdivision** of Erf 142525 Cape Town (which is an unregistered portion of Rem. Erf 58704) into two portions, namely Portion 1 (the closed portion of the TR2-zoned property) and Remainder Erf 142525 Cape Town (Road).

- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025), application is made for the **Rezoning** of Portion 1 from Transport Zone (TR2) to Mixed Use Zone (MU1), so as to align with the zoning of Erf 180400 Cape Town and enable its use for business purposes, including parking and mobile pods.

- In terms of **Section 42(f)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Consolidation** of Erf 180400 Cape Town with Portion 1 (a subdivided portion of Erf 142525).

1.5 THE PURPOSE OF THE REPORT

The purpose of this report is to inform Council, officials and interested parties of the application submitted in favour of the property concerned.

This report also serves to provide a motivation in support of the proposals envisaged, as well as to identify the specifics of such application, so as to facilitate for easier and more efficient processing of the application by the administration concerned.

Section Two – Property Details

2.1 PROPERTY DESCRIPTION

With regard to the description of the properties concerned, Title Deed (refer to **Annexure C**) describes Erf 180400 Cape Town as:

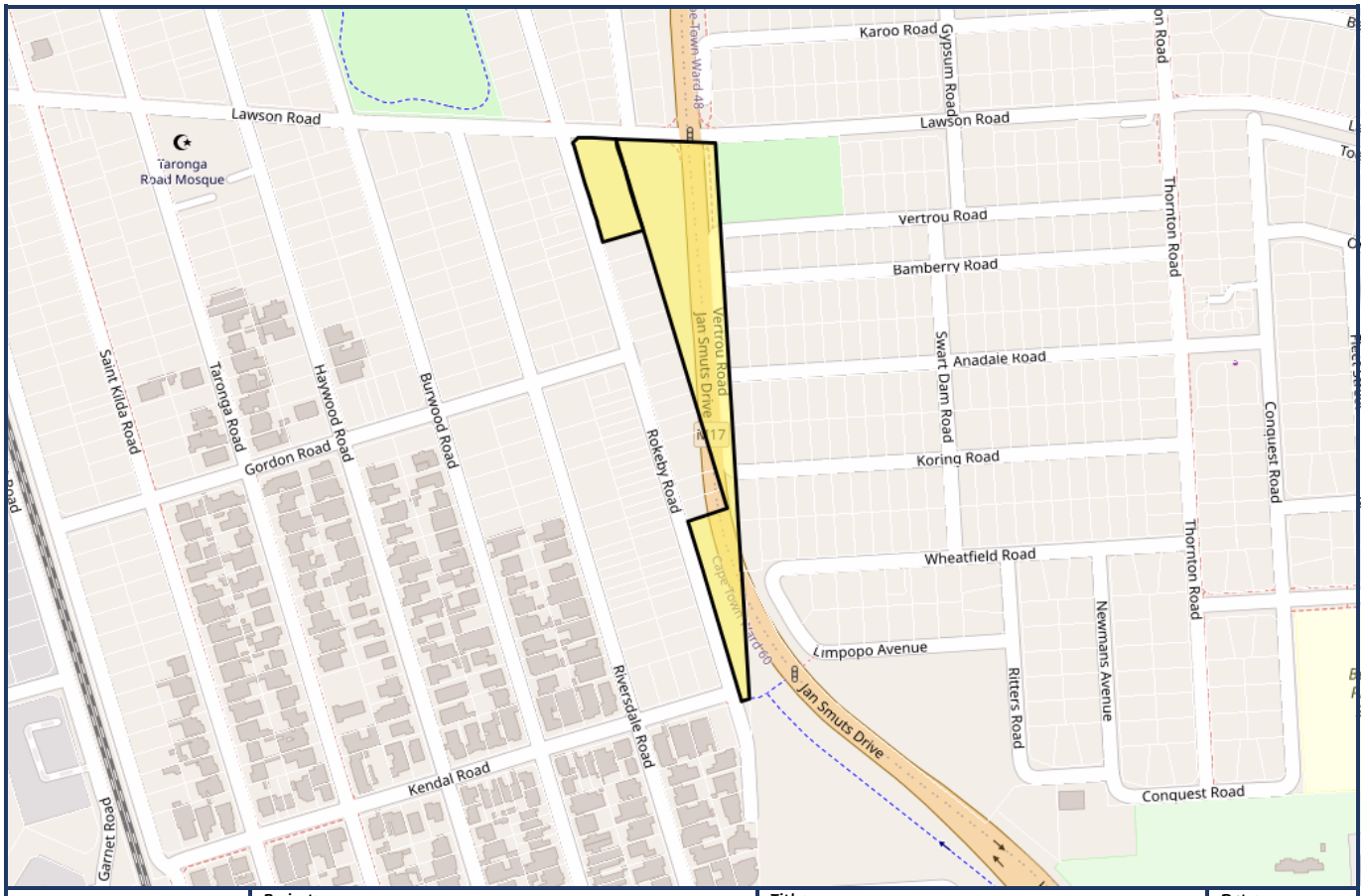
Erf 180400 Cape Town, in the City of Cape Town
Division Cape, Province of the Western Cape

In addition to the above property, Title Deed (refer to **Annexure C**) describes Rem. Erf 58704, of which Erf 142525 is an unregistered portion, as:

Remainder Erf 58704 Cape Town, in the City of Cape Town
Division Cape, Province of the Western Cape

In terms of the approved SG Diagram 5872/1988 (refer to **Annexure D**), Erf 142525 is described as:

Erf 142525 a portion of Erf 58704 Cape Town, in the City of Cape Town
Division Cape, Province of the Western Cape



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	Legend:	**North:**	**Figure:** 2 Locational Context

2.2 OWNERSHIP

With regard to the Ownership, and as confirmed in title deed , the registered owner of Erf 180400 Cape Town is:

With regard to the Ownership, and as confirmed in title deed the registered owner of Erf 142525 (unregistered portion of Rem. Erf 58704 Cape Town) is:

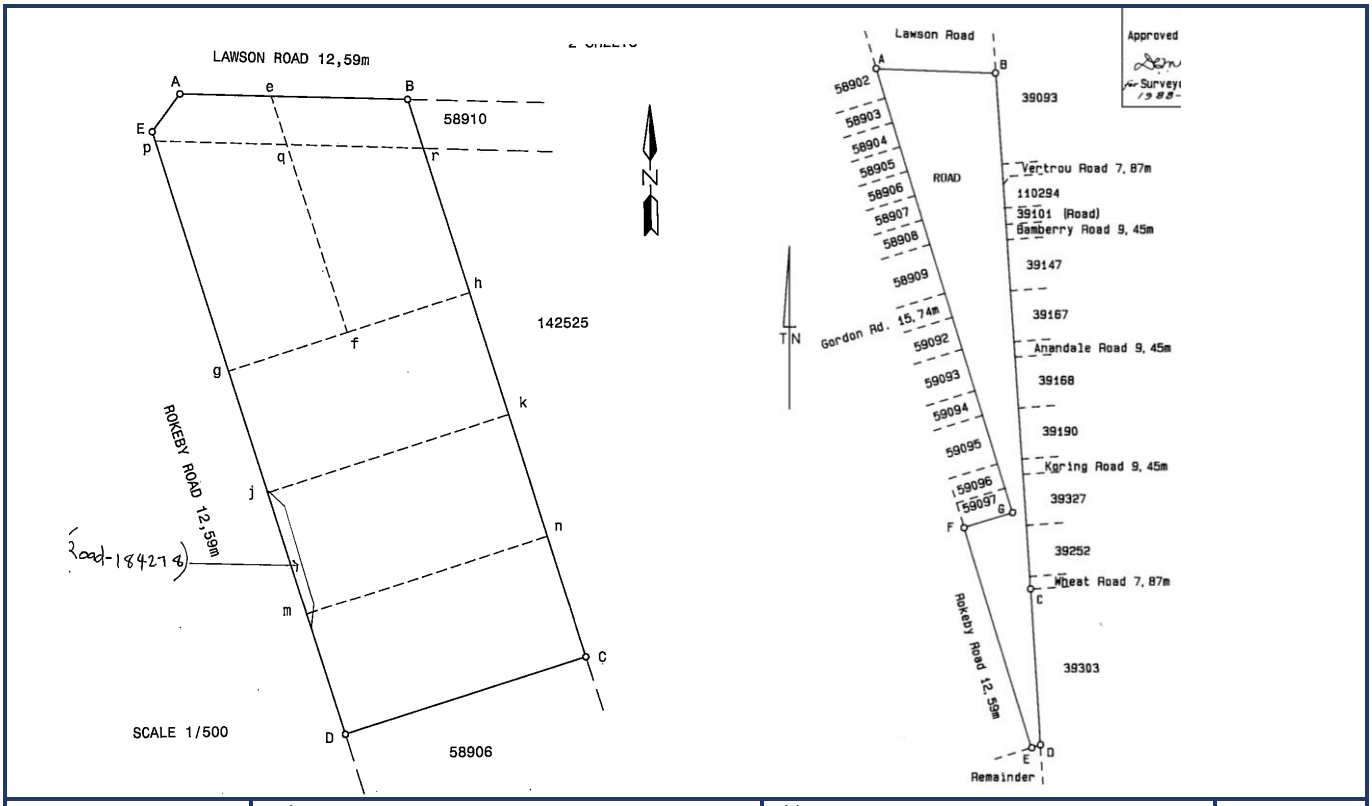
Ownership of the property concerned currently vests with the City of Cape Town Municipality, who is represented herein by **Charlene Davids** of the Municipality's Property Transactions Branch.

2.3 EXTENT

Regarding the extent of the subject properties, the Surveyor Generals Diagrams (see **Annexure D**) confirms the extent of the subject properties to measure:

Erf 180400 Cape Town at Belthorn Estate: **1,4259ha (One Comma Four Two Five Nine Hectares)**

Erf 142525 Cape Town at Belthorn Estate: **2432m² (Two Thousand Four Hundred and Thirty-Two Metres Squared)**



FJC CONSULTING TOWN PLANNING & LAND SURVEYING	**Project:** Erf 180400 & Erf 142525 Cape Town	**Title:** Subdivision, Rezoning, Consol.	**Date:** July '26
	Legend:	**North:**	**Figure:** 3 SG Diagrams

2.4 ZONING

In terms of the zoning of the subject properties, investigation with the City of Cape Town (refer to **Figure 4** below), revealed that in terms of the Development Management Scheme, the subject properties are zoned:

- Erf 180400 Cape Town: **Mixed Use (MU1) Use Zone**
- Erf 142525 Cape Town: **Transport (TR2) Use Zone**



2.5 EXISTING LAND USE

As can be established from **Figure 5** below, the affected portion on Erf 142525 is a tract of vacant open space land, while Erf 180400 is currently being development with a mixed-use building.



View of Subject properties from Lawson Road



FJC CONSULTING TOWN PLANNING & LAND SURVEYING	**Project:** Erf 180400 & Erf 142525 Cape Town	**Title:** Subdivision, Rezoning, Consol.	**Date:** July '26
	Legend:	**North:**	**Figure:** 5 Land Use

2.6 ACCESS

As can be established from the above **Figure 5**, vehicular access to Erf 180400 is currently obtained via an approved access along Rokeby Road, while Erf 142525 Cape Town has no vehicular access.

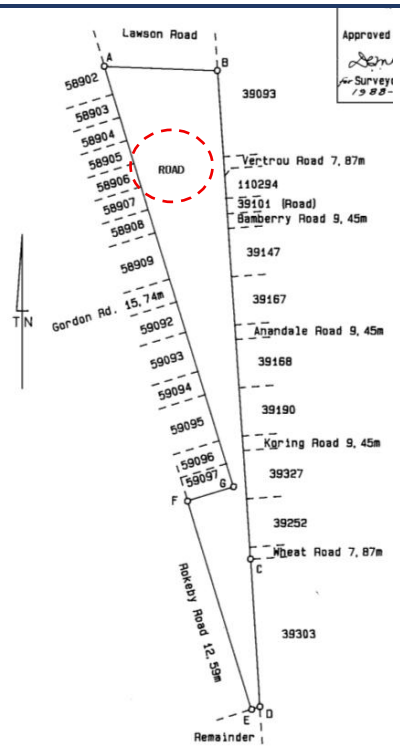
The consolidation of Erf 180400 with the closed portion of road will enjoy vehicular access via the approved carriageway crossings along Rokeby Road.

2.7 PROPERTY STATUS

In order to establish whether the proposed subdivision of the affected portion of Erf 142525 Cape Town had to be preceded by a Closure Application, it was important to establish whether the status of the subject property was 'Public' in which case a closure application would be required, or 'Ordinary" in which case no closure application would be necessary.

In this regard, the Applicant obtained a Status Report from the Surveyor General (see **Annexure F**). This report confirmed that the subject property was in fact "Public" thereby requiring the affected portion to be Closed. Application was made of the Closure of the affected portion. The Surveyor General recently issued the Final Certificate for Closure, which has been submitted to the City's Property Transactions Branch to be published in the gazette (see **Annexure G**).

Therefore, based on the established status of Erf 142525 Cape Town, the Applicant has confirmed that a Closure Application is required and has duly been applied for and secured the closure of the portion concerned.



FJC CONSULTING TOWN PLANNING & LAND SURVEYING	**Project:** Erf 180400 & Erf 142525 Cape Town	**Title:** Subdivision, Rezoning, Consol.	**Date:** July '26
	Legend:	**North:**	**Figure:** 6 Property Status

2.8 TITLE DEED / RESTRICTIVE CONDITIONS

When regard is had to the title deed of Erf 180400 and Erf 58704 Cape Town (of which Erf 142525 Cape Town is an unregistered portion), and the existence of any restrictive conditions contained therein, which are potentially in conflict with the proposed subdivision, consolidation and rezoning thereof, we can confirm that after having studied the current title deed, that no conflicting conditions of title were observed.

2.9 CIVIL SERVICES

With regard to the issue of available services; the affected subdivided portion of Erf 142525, which is to be consolidated with Erf 180400, shall be restricted to parking purposes, landscaping and mobile pods in addition to the approved mixed-use development on Erf 180400.

As a result of the above, it is not anticipated that the inclusion of the use of the affected portion of Erf 142525 as a parking area with mobile pods will have any material impact on the existing municipal services. This is to be confirmed by the relevant services branches.

2.10 ELECTRICAL SERVICES

As reiterated above, due to the affected portion of Erf 142525 being consolidated with Erf 180400 and it being limited to parking purposes, landscaping and mobile pods, it is not anticipated that the proposed use will have any material impact on the existing electrical services.

2.11 SERVITUDES

After scrutiny of the applicable title deed and the survey diagram / noting sheet of Erf 180400 and Erf 142525 Cape Town, it is observed that there are no servitudes registered over the property.

2.12 HERITAGE

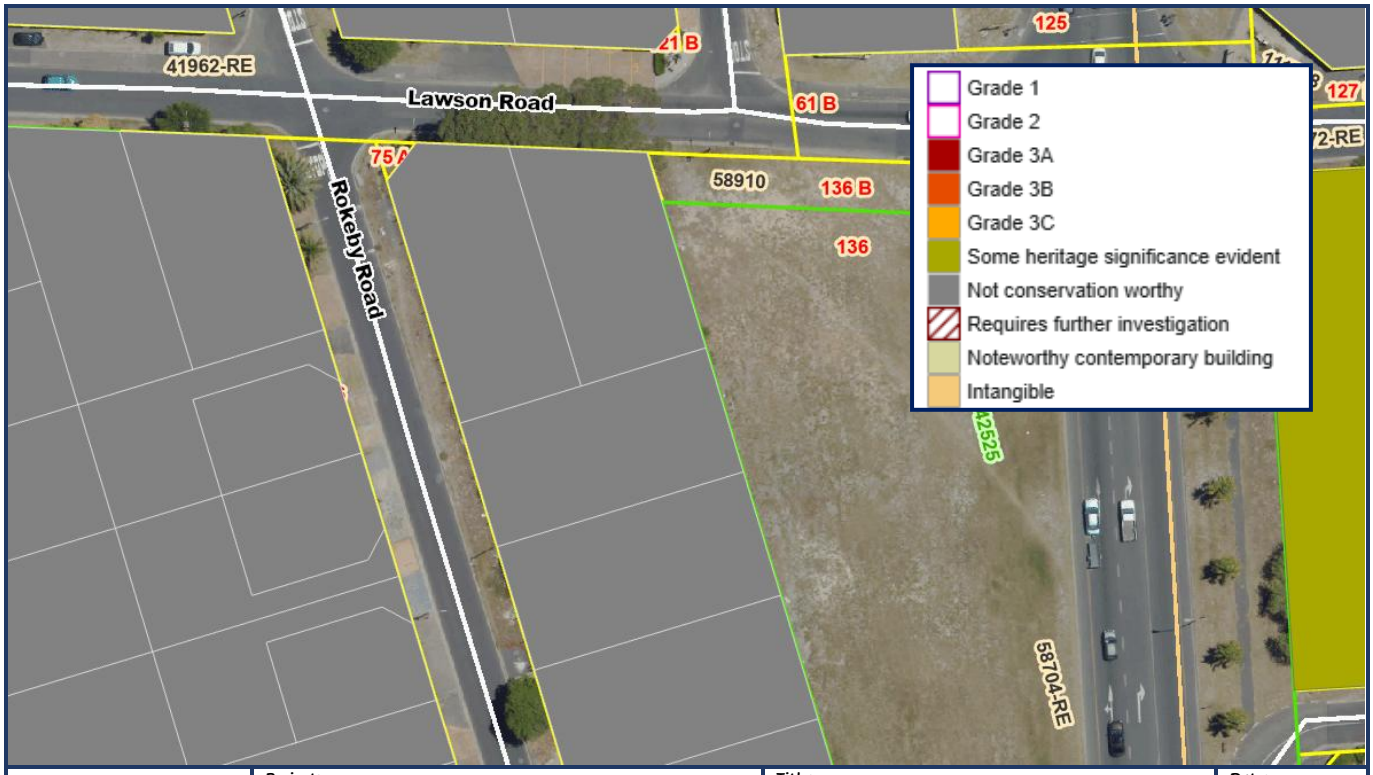
The application concerned is not, to the best of the Applicants knowledge, associated with any heritage factors that could be impacted by the proposed subdivision, consolidation and rezoning application.

It is also noted that the subject property does not fall into any of the designated Heritage Protection Overlay Zones, neither does it fall into any of the Proposed Heritage Protection Overlay Zones.

2.13 ENVIRONMENTAL MANAGEMENT

In assessing the potential environmental impact associated with the subdivision, consolidation and rezoning application, and whether such application would trigger any of the listed activities in terms of the National Environmental Management Act, a brief desktop assessment served to confirm that none of the listed activities are triggered by the application concerned.

Based thereon, the Applicant did not consider it necessary to undertake an Applicability Checklist.



FJC CONSULTING TOWN PLANNING & LAND SURVEYING	**Project:** Erf 180400 & Erf 142525 Cape Town	**Title:** Subdivision, Rezoning, Consol.	**Date:** July '26
	Legend:	**North:**	**Figure:** 7 Heritage

2.14 OVERLAY ZONES

We note that the subject properties do not fall within any of the By-Law's overlay zones, with the result being that the subject property is not subject to any additional set of development regulations, other than that which ordinarily applies to properties zoned Mixed Use (MU1) / Transport Zone (TR2).

Section Three – Land Use Application

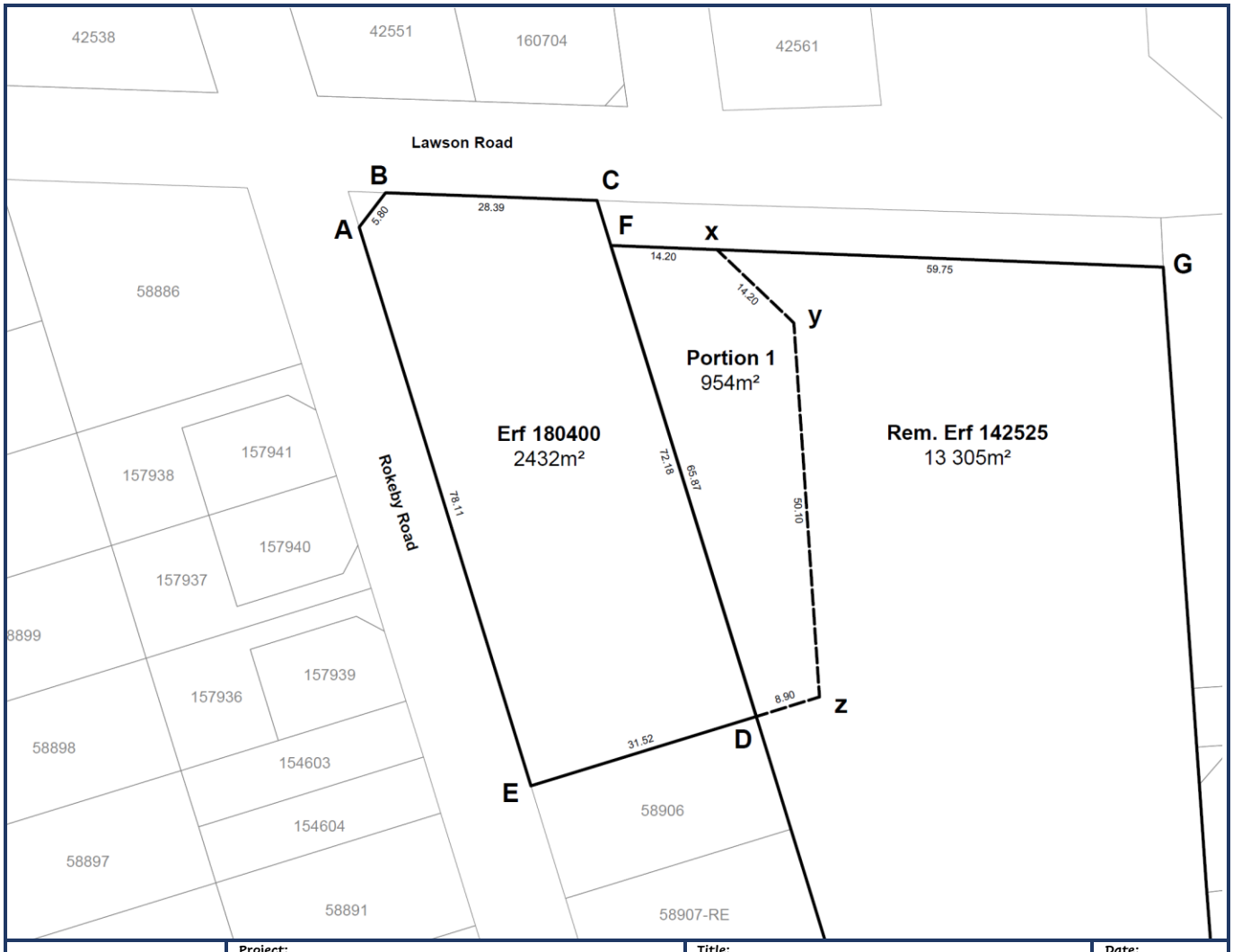
3.1 PROPOSED SUBDIVISION

It is proposed to obtain the approval of the City of Cape Town, to enable the subdivision of the Erf 142525 Cape Town (an unregistered portion of Rem. Erf 58704) into two (2) portions, as set out in the proposed subdivision and consolidation plan (see **Annexure H**).

The property concerned is to be subdivided into two (2) portions measuring as follows:

Portion 1 (closed portion of road) = ±954m²
Rem. Erf 142525 Cape Town = ±13 305m²

The proposed subdivision is reflected in **Figure 8** below as well as in the Subdivision and Consolidation Plan attached as **Annexure H.**



FJC CONSULTING TOWN PLANNING & LAND SURVEYING	Project: Erf 180400 & Erf 142525 Cape Town	Title: Subdivision, Rezoning, Consol.	Date: July '26
	Legend:	North:	Figure: 8 Sub. & Consol. Extract

3.2 PROPOSED REZONING – MU1

This component of the application is primarily concerned with securing the appropriate zoning of Portion 1 (closed portion of road), so as to enable the development and use thereof for parking, landscaping and mobile pods in addition to the mixed-use development on Erf 180400 Cape Town.

It has been previously established that Portion 1 (closed portion of road) is currently zoned **Transport Zone (TR2)**, this zoning designation permits the following uses:

Table 1: Buildings Permitted in the Transport Use Zone (TR2)

Use Zone	Primary Uses	Consent Uses
Transport Zone (TR2)	• Public street • Public road • Minor freestanding base telecommunication station • Minor rooftop base telecommunication station • Filming • Electric vehicle charging stations • Micro wind turbine • Structure-mounted energy system • Utility service	• Any other use defined in this development management scheme
	Additional Uses	
	• Small-Scale Wind Turbine	

The requirement for the rezoning is informed by, the consolidation of Erf 180400 with Portion 1 (close portion of road) of the subdivided property being Erf 142525 Cape Town, as well as the current use zone of the subject property, which is Transport Zone (TR2) and as can be established from the above table extracted from the Development Management Scheme, it does not make provision for the use for business purposes (mobile pods - shops).

Table 2: Buildings Permitted in the Mixed-Use Zone (MU1)

Use Zone	Primary Uses	Consent Uses
Mixed Use Zone (MU1)	• **Business premises** • Industry • Dwelling house • Second dwelling • Boarding house • Flats • Place of instruction • Place of worship • Institution • Hospital • Place of assembly • Place of entertainment • Hotel • Conference facility • Authority use • Utility service • Rooftop base telecommunication station • Transport use	• Adult shop • Adult entertainment business • Adult services • Informal trading • Expo centre • Scrap yard • Freestanding base telecommunication station • Wind turbine infrastructure • Helicopter landing pad • Service station • Recycling centre • Veterinary practice • Ground-mounted

Table 2: Buildings Permitted in the Mixed-Use Zone (MU1) – cont		
Use Zone	**Primary Uses**	**Consent Uses**
Mixed Use Zone (MU1)	• Multiple parking garage • Private road • Filming Chancery • Electric vehicle charging stations • Micro wind turbine • Structure-mounted energy system • Open space	energy system • Utility scale energy structure • Small-scale animal care centre • Motor repair garage
	Additional Uses	
	• Supplementary Dwelling Unit • Small-Scale Wind Turbine	

3.3 PROPOSED CONSOLIDATION

This component of the application deals with the proposal to consolidate Erf 180400 with the subdivided portion of Erf 142525 (closed portion of road) into a single land unit – see **Annexure J**.

The two affected properties / portions measure as follows:

Erf 180400 Cape Town = 2432m²
Portion 1 (closed portion of road) = 954m²

The consolidation concerned proposes the creation of a single land unit which will measure **3386m²**.

Figure ABCFxyzDE represents the proposed consolidation of Erf 180400 and Portion 1 as reflected in **Figure 8** above.

3.4 DEVELOPMENT CONTROLS – MU1

This component of the application involves the **physical aspects** of the proposed development in addition to the approved and existing mixed-use building on the consolidated property. The Development Management Scheme prescribes certain development parameters, which serve to control development within the various zones identified in the scheme.

In this regard we assess the compliance of the approved mixed-use building with the proposed development in terms of the applicable Development Management Scheme within the Mixed-Use Zone (MU1), based on the following development controls:

3.4.1 Floor Factor / Floor Space
3.4.2 Coverage
3.4.3 Height
3.4.4 Street Centreline Setback
3.4.5 Building lines
3.4.6 Canopy and Balcony Projection
3.4.7 Parking and Access
3.4.7.1 Parking
3.4.7.2 Access
3.4.8 Loading
3.4.9 Screening
3.4.10 Street Corners

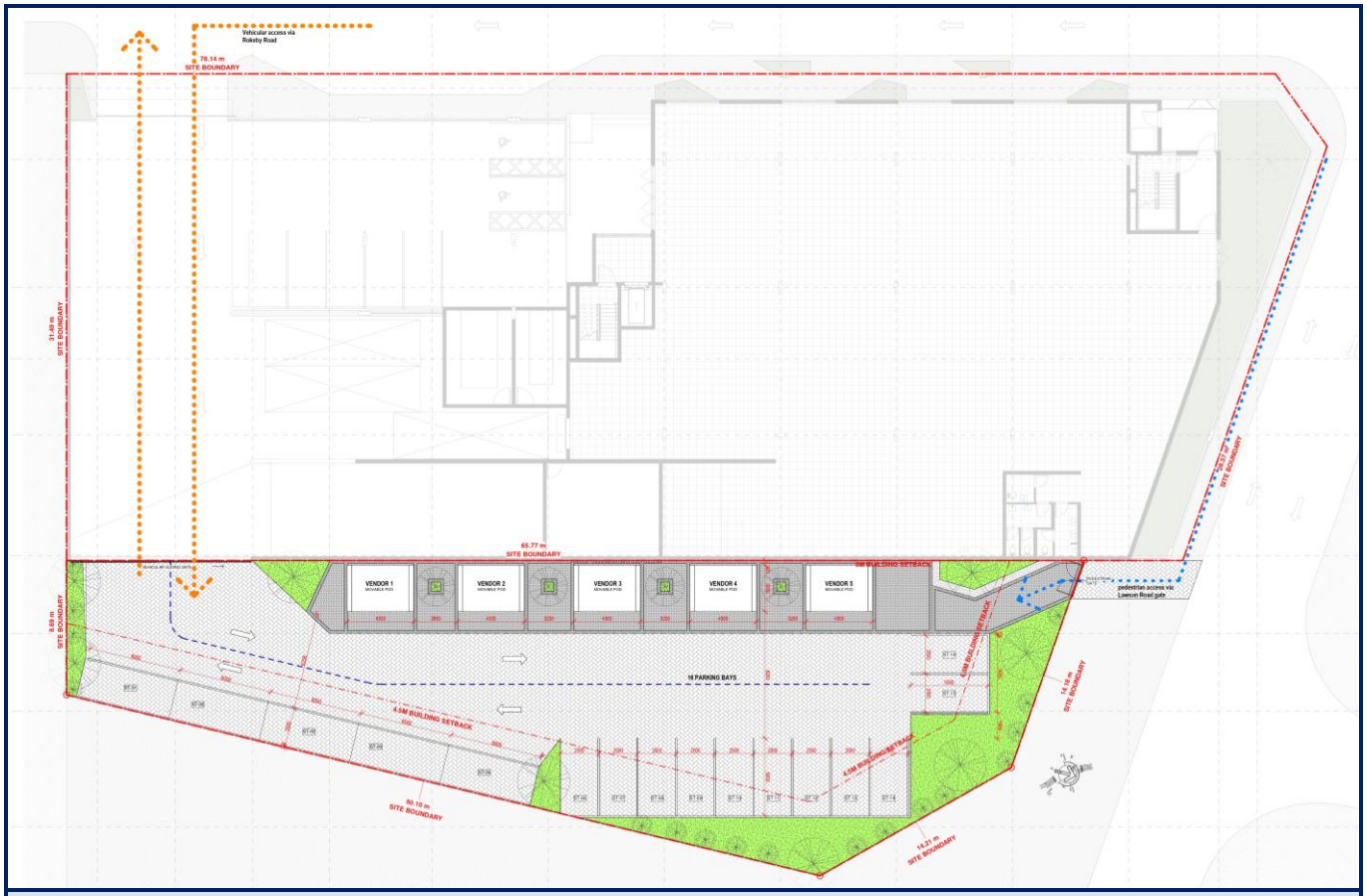


DIAGRAM 1: SITE LAYOUT PLAN

3.4.1 FLOOR FACTOR

In terms of the provisions of the DMS, properties zoned Mixed Use (MU1) are permitted a bulk factor of 1.5.

When this factor is applied to the extent of the consolidated property, which measures 3386m², we calculate that a total floor area of 5079m² is permitted.

In terms of the permitted floor space, we can confirm that in addition to the approved and existing mixed-used building (residential and commercial) on Erf 180400, the proposed mobile pods consist of a total of 65m² of additional floor space.

Portion 1 (954m²) of the consolidated site is permitted to have an additional 1431m² of floor space, therefore the total floor space is well within the permitted maximum.

Therefore, **no departure** from Floor Factor / Space is triggered.

3.4.2 COVERAGE

In terms of the provisions of the DMS, properties zoned Mixed Use (MU1) are permitted a coverage of 75% for all buildings.

In terms of the above allowance for coverage, we can confirm, based on the attached plans from MLB Architects (see **Annexure K**) that the proposed mobile pods in addition to the approved mixed-use building only utilises 7% of Portion 1 extent.

Therefore, **no departure** from coverage is triggered.

3.4.3 HEIGHT

The DMS regulations which deal with the maximum permissible height, qualifies that, buildings zoned Mixed Use (MU1), may be developed up to a maximum height of 15,0m from existing ground level to top of building.

As can be established in the attached plans, the maximum height of the proposed mobile pods, is to be 2,85m, well below the permitted 15,0m maximum.

Therefore, **no departure** from Height is triggered.

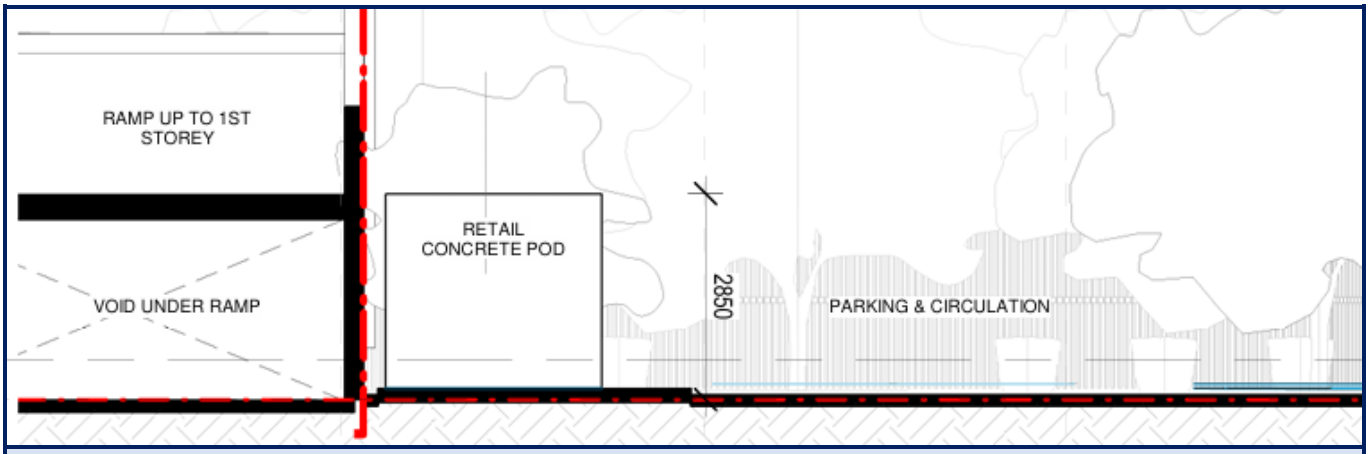


DIAGRAM 2: HEIGHT

3.4.4 STREET CENTRELINE SETBACK

In terms of the definitions of the Development Management Scheme, the street centreline setback is defined as:

the line delimiting the area measured from the centre line of a particular public street, within which no building or other structure, including a boundary fence, may be erected;

In terms of **Section 64(b),** the City may require a street centreline setback, in which case all buildings or structures on the land unit shall be set back 8m from the centre line of the abutting public street; and Section 122 shall apply.

Section 122 reads:

The portion of a land unit falling within a street centreline setback area or any other land ceded for road widening purposes shall be excluded for the purpose of determining coverage and maximum floor space, unless the owner transfers the portion concerned to the City free of charge. In such case, the portion shall be included for the purpose of determining coverage or maximum floor space on a land unit and the street building line would be deemed to be 0m.

This development control provides that if any part of the property falls within this 8,0m setback area, then such area cannot be included in the site area used to determine the permissible coverage or maximum floor space.

Based on the widths measured on City Map Viewer, it is confirmed that a street centreline setback of 8,0m would ordinarily impact the property concerned along Rokeby and Lawson Road, however based on the fact that the mixed-use building has been approved, as well as the proposed mobile pods situated well away from the street centreline setback. The application of the street centreline setback would not be applicable in this instance.

As a result, it is confirmed that the street centreline is not deemed applicable in this instance.

3.4.5 BUILDING LINES

In terms of the Development Management Scheme regulations, properties which are zoned Mixed Use (MU1) are subject to a common and street boundary building line of 0,0m up to 10,0m above existing ground level.

As can be established in the attached plans, it was determined that the proposed mobile pods are within 10,0m from existing ground level, and as a result, would be subject to a 0,0m common and street building line setback.

As a result of the above, **no departure** in terms of building lines is triggered.

3.4.6 CANOPY AND BALCONY PROJECTION

In terms of **Section 64(d)**, the development management scheme provides that the City may require, and may approve, a canopy or balcony projection over the street boundary in accordance with, but not limited to, the following conditions:

I. The canopy or balcony shall not project nearer than 500 mm to a vertical plane through the kerb line or proposed kerb line;
II. No portion of a canopy or balcony projection shall be less than 2,8 m above the pavement;
III. The City may lay down more restrictive requirements relating to the dimensions, design and materials of the canopy or balcony; and
IV. The owner shall enter into an encroachment agreement with the City and register a servitude area in the case of a balcony projection.

In the above regard, we confirm that due to the location of the proposed mobile pods relative to the street boundary, the objective of this regulation cannot be realised through this land use application.

3.4.7 PARKING AND ACCESS

3.4.7.1 PARKING

The provisions of Chapter 15 of the Development Management Scheme, as far as they relate to parking, does not list the proposed pods as a land use category, however given that it is to be used for retail purposes, the rates for shops has been used to estimate the parking requirement associated with these pods of 65m^2 – i.e. 2 bays.

In this regard, the Applicant confirms that provision is made for 16 parking bays, which far exceeds the required number of parking bays.

As a result, **no departure** from parking is required.

3.4.7.2 ACCESS

In terms of the provisions of Chapter 15 of the Development Management Scheme, and as far as access is concerned, we confirm as below:

In terms of Section 140(1)(b) of the Development Management Scheme, no vehicular ingress or egress shall be closer than 10m from an intersection as defined by the prolongation of street boundaries; except for industrial-zoned properties, where the distance shall be 15 m.

In terms of the above provision, we qualify that the consolidated site will enjoy vehicular access via the approved carriageway crossing along Rokeby Road. No additional carriageway crossings are proposed as a result of the proposed consolidation. As a result, the above regulation is not applicable in this instance.

Based on the above, we confirm that **no departure** in terms of Section 140(1)(b) is triggered.

In terms of Section 140(2)(a) motor vehicle carriageway crossings are limited to one per site per public street or road abutting the site.

In terms of the above provision, as qualified above, the consolidated site will enjoy vehicular access via the approved carriageway crossing along Rokeby Road. No additional carriageway crossings are proposed as a result of the proposed consolidation. As a result, the above regulation is not applicable in this instance.

As a result, **no departure** from this regulation is required.

In terms of Chapter 15 Section 140(2)(c) the minimum and maximum widths of motor vehicle carriageway crossings shall be 2,4 m and 8,0 m, respectively.

In terms of the above provision, as qualified above, the consolidated site will enjoy vehicular access via the approved carriageway crossing along Rokeby Road. No additional carriageway crossings are proposed as a result of the proposed consolidation. As a result, the above regulation is not applicable in this instance.

Therefore, **no departure** from this regulation is required.

3.4.8 LOADING

In accordance with **Section 64(f)** and read with **Section 144** of the development management scheme regulations which deal with Loading, we observe that the land use types identified which require the provision of loading bays include the following land uses:

- Offices
- Business Premises (other than offices and supermarket)
- Industry
- Supermarket

In the above regard we confirm that the use includes the introduction of business premises (mobile pods) in addition to the approved retail component on the ground floor of the mixed-use building, in which case qualifies as a land use type which potentially requires the provision of loading bays.

Pursuant to the above, Section 144 identifies a threshold below which loading bays are not required for business premises. The identified threshold for business premises is 1000m^2. In lieu of the fact that the floor space of the mobile pods as reflected in the attached plans does not meet with the specified 1000m^2 threshold, no loading bays are required in addition to that which has been required as part of the approved and existing mixed-use development on Erf 180400.

3.4.9 SCREENING

In the above regard, the Applicant acknowledges that the Development Management Scheme in **Section 64(g)** and read with **Section 125** provides that for any part of a land unit which is used for the storage or loading of goods, such area shall be enclosed with a suitable wall and/or landscape screening, and also where any external utility service or equipment which is required for a building shall be appropriately screened from view from a public street, and such screening shall be integrated with the building in terms of materials, colour, shape and size.

In the above regard, we are of the considered opinion that the proposed layout clearly communicates its intentions, in that the proposal does not require the loading or storage of goods.

The retail component for the mixed-use building has been approved and as a result, the storage areas are clearly enclosed and appropriately screened from the public.

3.4.10 STREET CORNERS

In terms of **Section 64(h)** of the development management scheme, the City **may** require that the owner of a building which is to be situated at a public street corner, and which the City considers to be significant, to incorporate in the building architectural features which focus visual interest on the corner, and which emphasize the importance of pedestrian movement around the corner. Such features may include building cut-offs, walkthrough covered arcades, plazas, or other elements.

In the case of the application concerned, a portion of the property is already being developed with an approved mixed-use building. This application merely seeks to consolidate Erf 180400 with the closed portion of abutting road so as to enable the development of the portion with mobile pods, parking and landscaping.

In the above regard, we confirm that due to current state of development of the property concerned, Section 64(h) is not considered to be applicable.

Section Four – Motivation

4.1 DESCRIPTION OF SURROUNDING AREA & USES

The subject property is located within Belthorn Estate, an area predominantly characterised by low- to medium-density residential development within the Residential (R1) Use Zone, with open space, community facilities and business uses distributed throughout the surrounding area.

The property is situated approximately 1,5km from the M5, a major transport route that provides convenient access and connectivity to both the northern and southern parts of the metropolitan area.

Diagram 3 illustrates the locational context of the subject property and demonstrates the compatibility of the proposal with the surrounding land uses.

Accordingly, having regard to the nature of the application and the surrounding land-use context, the subject property is considered to be well suited to accommodate the proposed use.

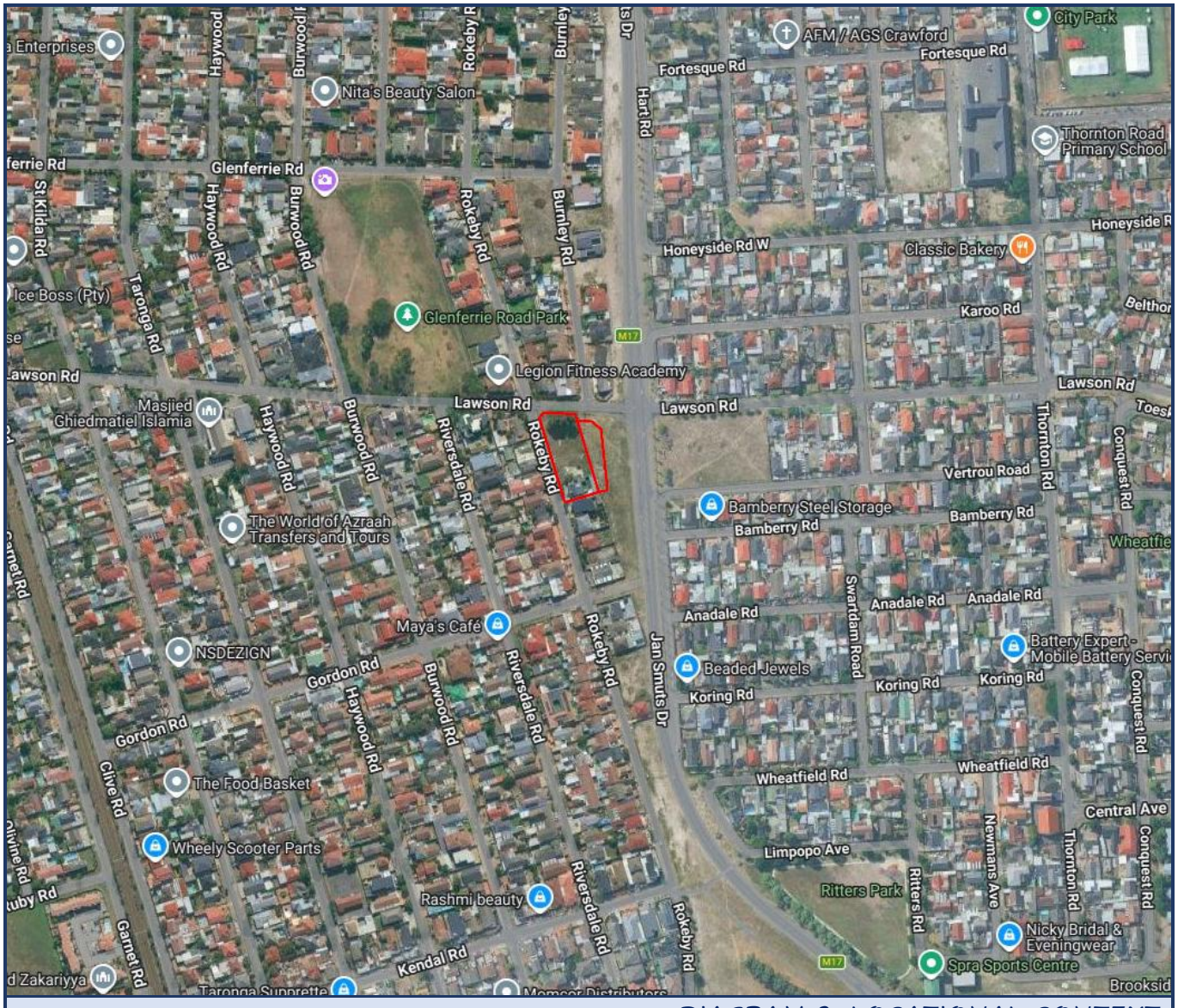


DIAGRAM 3: LOCATIONAL CONTEXT

4.2 CRITERIA I.T.O. SECTION 99(1) OF THE MPBL

4.2.1 COMPLIANCE WITH THE REQUIREMENTS OF THE MPBL

The application is submitted in accordance with the provisions of the MPBL.

The relevant processes and procedures, which will include public participation, will be carried out as prescribed in the By-Law.

In the event of any comments / objections being received, it is anticipated that the application will need to be referred to the Municipal Planning Tribunal for a decision.

4.2.2 COMPLIANCE / CONSISTENCY WITH THE MSDF

The Municipal Spatial Development Framework (MSDF) operates at a strategic and conceptual level and therefore does not address the highly localised detail of the proposed subdivision, rezoning and consolidation that forms the basis of this application.

Given the technical and site-specific nature of the application, namely the subdivision and rezoning of the closed portion of Erf 142525 and its consolidation with Erf 180400 to accommodate mobile pods, the MSDF assessment is appropriately focused on the subject properties' location within the **Urban Inner Core**.

The Urban Inner Core is identified as the City's primary focus area for public investment and higher-density development. Its purpose is to optimise the use of existing infrastructure, reduce urban sprawl, and improve access to economic opportunities, services and public facilities.

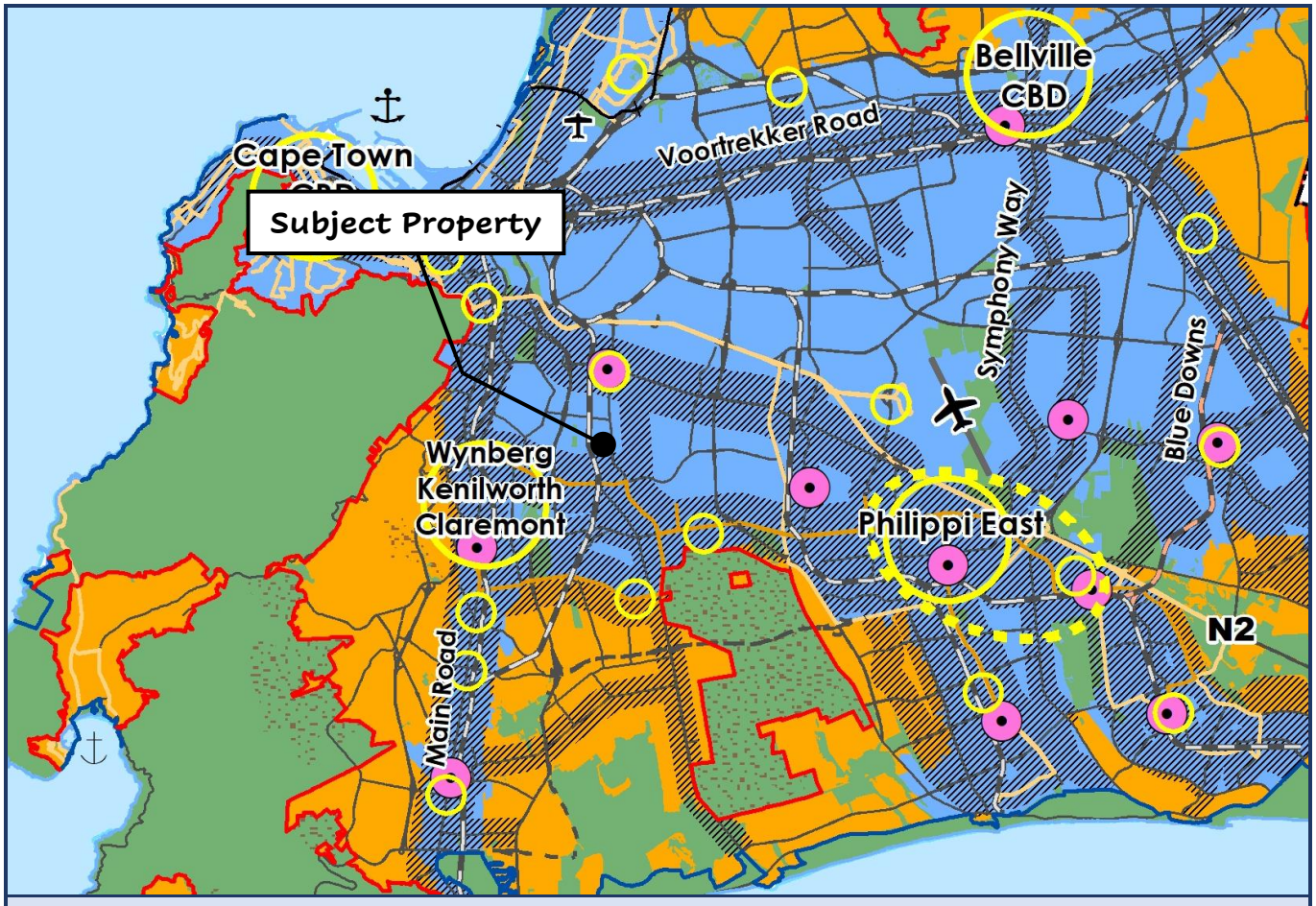


DIAGRAM 4: MSDF EXTRACT

Accordingly, the application for rezoning, subdivision and consolidation is considered consistent with the MSDF, as the consolidated property is located within the Urban Inner Core. The MSDF places emphasis on spatial transformation by directing public and private investment inward, supporting appropriate intensification, and prioritising sustainable, job-generating economic growth over the medium term.

In addition to Spatial Transformation Areas, the MSDF supports land-use intensification through transit-oriented development within existing urban areas and on well-located properties. Such intensification may include increased residential densities, a broader mix of uses, and development in accessible, high-opportunity locations where public transport, employment opportunities, commercial activity, social amenities and civic functions are concentrated.

Transit-oriented development forms the basis for land-use intensification within the City and promotes higher-density, mixed-use development in close proximity to high-capacity and high-quality public transport routes.

The TOD principles adopted by the City, and which underpin the MSDF, include the following:

- **Intensification** – promoting higher densities and a greater diversity of land uses within development corridors and precincts associated with higher-order public transport routes;
- **Affordability** – reducing travel costs, travel times and commuting distances for residents, while also improving the efficiency of public transport investment and operations;
- **Accessibility** – improving access to social and economic opportunities through strategically located development supported by safe public transport and non-motorised transport infrastructure; and
- **Efficiency** – supporting an investment environment and service-delivery approach that encourage compact, inward urban growth and more efficient use of existing infrastructure.

As noted above, the MSDF does not assess applications at the detailed site-specific level applicable to this proposal. However, the policy direction of the MSDF supports appropriate land-use intensification, inward urban growth and development that makes efficient use of existing infrastructure.

On this basis, the proposal is considered to be consistent with, and supportive of, the objectives of the MSDF.

4.3 CRITERIA I.T.O. SECTION 99(2) OF THE MPBL

4.3.1 APPLICABLE SPATIAL DEVELOPMENT FRAMEWORKS

The Municipal Spatial Development Framework (MSDF) does not assess proposals at the detailed site-specific level applicable to this application. The relevance of the subject property's location within the Urban Inner Core has been addressed in section 4.2.2 above.

The **Cape Flats District Plan** sets out a vision for the district that protects and manages natural assets in order to derive sustainable economic, social and environmental benefits. It also prioritises the use of limited undeveloped land for appropriate land-use intensification and supports urban renewal together with the optimisation of existing infrastructure.

Within **Sub-District 1: Greater Athlone Area**, the District Plan identifies the subject property as forming part of a Structuring Open Space.

The District Plan provides the following general guidelines for Structuring Open Space:

1. *Development adjacent to open spaces, or which rationalises these spaces, should be oriented towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged.*
2. *Appropriate high- or medium-density development along open space interfaces could be considered to improve passive surveillance.*
3. *Safety and security should be considered in the upgrading, landscaping or development of open spaces.*
4. *Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.*
5. *Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.*
6. *Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water.*
7. *Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space.*
8. *These guidelines are for consideration to improve the quality of development and open spaces. In general, development related to the base zoning or existing approvals will not trigger a deviation from the District Plan.*

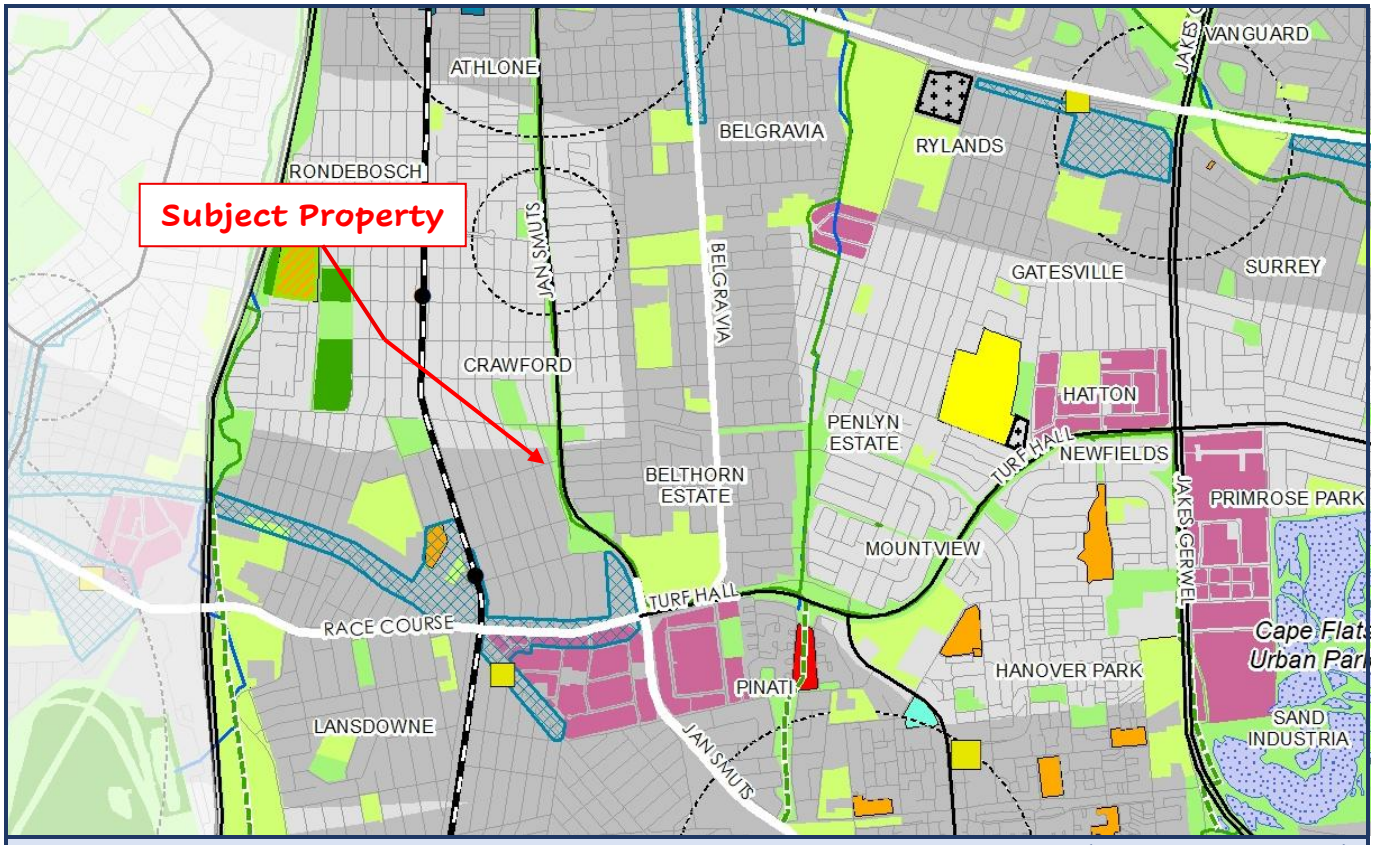


DIAGRAM 5: CAPE FLATS DISTRICT PLAN (SUB-DISTRICT 1)

The application is considered generally consistent with the intent of these guidelines.

The proposed mobile pods, together with associated landscaping, represent an appropriate and modest form of land-use intensification that will activate the affected portion, contribute to passive surveillance, and support the improved use and management of the open-space interface.

In this context, the proposal is considered desirable and compatible with the immediate and surrounding area.

4.3.2 RELEVANT CRITERIA CONTEMPLATED IN THE DMS

The Application is extensively compliant with the provisions of the Development Management Scheme in so far as they pertain to the Mixed Use (MU1) Zone.

4.3.3 APPLICABLE APPROVED POLICY OR STRATEGY TO GUIDE DECISION MAKING

The consistency of the proposed rezoning, subdivision and consolidation and its development thereof will be tested against the following policies and strategy approved by the Municipality with a view to inform and guide decision making.

4.3.3.1 Integrated Development Plan (IDP)

4.3.3.2 Densification Strategy

4.3.3.3 Social Development Strategy (SDS)

4.3.3.4 Inclusive Economic Growth Strategy (IEGS)

4.3.3.5 TOD Strategic Development Framework

4.3.3.1 INTEGRATED DEVELOPMENT PLAN (IDP)

The City of Cape Town's Integrated Development Plan (IDP) provides the strategic framework that guides the City's development priorities over a five-year period. It seeks to coordinate municipal planning, investment and service delivery in a manner that promotes sustainable, inclusive and well-managed urban growth.

The key objectives of the IDP generally include the following:

1. **Economic growth and job creation**: supporting investment, business activity and employment opportunities within the municipal area.
2. **Service delivery**: ensuring the efficient provision and maintenance of basic municipal services, including water, sanitation, electricity and waste management.
3. **Spatial planning**: addressing spatial inequality and promoting more integrated, accessible and efficient land-use patterns.
4. **Social development**: improving access to social facilities, community services and opportunities that support quality of life.
5. **Environmental sustainability**: promoting responsible resource use, environmental protection and climate-resilient urban development.
6. **Good governance**: strengthening accountability, transparency and public participation in municipal decision-making.

The modest intensification proposed through this application is considered to support the IDP's broader objectives by making more efficient use of well-located land, supporting local economic activity and contributing positively to the City's development vision.

4.3.3.2 DENSIFICATION STRATEGY

The Densification Strategy promotes more efficient and sustainable urban development by supporting increased development intensity in well-located areas, particularly where there is access to economic opportunities, public transport networks and existing infrastructure.

The strategy forms part of the City's broader spatial planning approach to address historic spatial inequality, limit urban sprawl, and promote a more inclusive, integrated and resilient urban form.

The key objectives of the Densification Strategy generally include the following:

1. **Spatial transformation**: addressing historic spatial inequality by promoting more integrated urban spaces, reducing long commuting distances and improving access to employment, services and public facilities.

2. **Efficient land use**: making better use of existing infrastructure and services by concentrating appropriate development in well-serviced areas, including urban corridors, nodes and accessible locations.

3. **Affordable housing**: supporting the provision of housing opportunities in well-located areas to improve access to urban opportunities for a wider range of households.

4. **Transit-oriented development (TOD)**: encouraging higher-density, mixed-use development near public transport routes and nodes to reduce reliance on private vehicles, lower transport costs and support more sustainable mobility patterns.

5. **Economic growth**: supporting vibrant, mixed-use environments that attract investment, strengthen local business activity and create opportunities for residents and entrepreneurs.

6. **Environmental sustainability**: reducing urban sprawl and protecting natural areas by directing appropriate development to existing urban areas and better-utilised infrastructure networks.

7. **Social integration**: promoting inclusive and diverse communities by supporting a broader mix of housing, land uses and opportunities within well-located urban areas.

Through appropriate intensification and densification, the City seeks to create a more compact, connected and sustainable urban environment that improves access to opportunity while supporting long-term urban growth.

In this context, the proposal is considered to align with the principles and objectives of the City of Cape Town's Densification Strategy.

4.3.3.3 SOCIAL DEVELOPMENT STRATEGY (SDS)

The City of Cape Town's Social Development Strategy seeks to improve the quality of life of residents, with particular emphasis on vulnerable and marginalised communities. It does so by addressing social inequality, promoting inclusion and supporting stronger, more resilient communities.

The strategy forms part of the City's broader commitment to creating a more equitable, inclusive and sustainable urban environment.

The Social Development Strategy is aligned with the City's Integrated Development Plan and supports the creation of a just and inclusive city in which all residents are able to access opportunities and participate meaningfully in urban life.

It focuses on addressing the root causes of social challenges while enabling communities to participate actively in their own development.

In this regard, the proposal is considered to be consistent with the objectives of the Social Development Strategy.

4.3.3.4 INCLUSIVE ECONOMIC GROWTH STRATEGY (IEGS)

The City of Cape Town's Inclusive Economic Growth Strategy seeks to promote sustainable, inclusive and equitable economic development that benefits all residents, with particular emphasis on communities and individuals who have historically been excluded from meaningful economic opportunities.

The strategy aims to address structural economic inequality, reduce poverty, support job creation, encourage entrepreneurship and promote a more inclusive local economy in which the benefits of growth are more broadly shared.

The proposed mobile pods are considered to support the objectives of the Inclusive Economic Growth Strategy by creating opportunities for construction, maintenance and ongoing operational employment, while also providing space for small-scale vendors and local economic activity.

4.3.3.5 TOD STRATEGIC DEVELOPMENT FRAMEWORK

The City of Cape Town's Transit-Oriented Development (TOD) Strategic Development Framework provides a strategic planning and implementation approach aimed at guiding urban development in relation to public transport routes, nodes and corridors. The framework promotes the integration of land use and transport planning in order to create more efficient, accessible, sustainable and inclusive urban environments.

The TOD approach seeks to maximise the benefit of existing and planned public transport infrastructure by encouraging compact, mixed-use and walkable development patterns, while reducing dependence on private motor vehicles.

In this context, the proposal is considered to align with the objectives of the TOD Strategic Development Framework, given the subject property's proximity to Jan Smuts Drive and Kromboom Road and its ability to support modest land-use intensification in an accessible urban location.

4.3.4 IMPACT ON EXISTING RIGHTS

The approval of the proposed subdivision, consolidation and rezoning is not expected to have any material impact on existing rights, nor on the ability of surrounding property owners to exercise their rights in terms of the MPBL or any other applicable property-related legislation.

It is further confirmed that the applicable title deeds do not contain any restrictive conditions that would prohibit the proposed development or use of the properties concerned.

Furthermore, the assessment of the proposed consolidation in terms of section 99(2)(f) of the MPBL demonstrates that the consolidation will not materially alter the existing development rights or development parameters applicable to the properties.

In terms of scale and massing, the proposed development remains appropriately controlled, as the increased site area does not result in any increase beyond the applicable development parameters.

Accordingly, based on the assessment of the applicable development parameters, the proposed consolidation will not enable development that would negatively impact surrounding properties.

4.3.5 ASSESSMENT OF CONSOLIDATION

The Municipal Planning By-Law (2025), in section 99(2)(f), requires that the merits of an application for the consolidation of two or more land units be assessed with regard to the relevant planning considerations set out below.

4.3.5.1 THE SCALE AND DESIGN OF THE DEVELOPMENT

This section assesses the extent to which the proposed consolidation may affect the potential development envelope, when compared with the development rights applicable to the two properties if they were to remain separate land units.

- **Erf 180400 Cape Town (83 Rokeby Road, Belthorn Estate)**
  Erf 180400 Cape Town is zoned Mixed Use (MU1) and measures 2 432m². The property may be developed in accordance with the following parameters:
  - **Maximum Coverage** – 75% (1824m²)
  - **Floor Factor** – 1.5 (3648m²)
  - **Maximum Height** – 15m
  - **Street and Common Boundary building line** – 0,0m (points up to 10,0m above existing ground level) and 4,5m (points over 10,0m up to 30,0m above existing ground level)

- **Portion 1 (closed portion of road)**
  Portion 1 which is to be rezoned to Mixed Use (MU1) and measures 954m² is permitted to be developed in terms of the following parameters:
  - **Maximum Coverage** – 75% (715,5m²)
  - **Floor Factor** – 1.5 (1431m²)
  - **Maximum Height** – 15m
  - **Street and Common Boundary building line** – 0,0m (points up to 10,0m above existing ground level) and 4,5m (points over 10,0m up to 30,0m above existing ground level)

Accordingly, if the two constituent properties were assessed independently, the combined permissible floor area would be 5 079m². Both properties would also be subject to the same maximum height and building-line provisions.

Table 3 – Independent Development Summary	
Coverage (Total)	75% (2539,5m²)
Floor Factor (Total)	1.5 (5079m²)
Height	15m
Street and Common Boundary Building Line	0,0m (points up to 10,0m above existing ground level) and/or 4,5m (points over 10,0m up to 30,0m above existing ground level)

- **Consolidated Property**
  Following consolidation, the combined property will measure 3 386m² and will be zoned Mixed Use (MU1). The consolidated property will therefore be subject to the following development parameters:
  - **Maximum Coverage** – 75% (2539,5m²)
  - **Floor Factor** – 1.5 (5079m²)
  - **Maximum Height** – 15m
  - **Street and Common Boundary building line** – 0,0m (points up to 10,0m above existing ground level) and 4,5m (points over 10,0m up to 30,0m above existing ground level)

The assessment confirms that the consolidation does not increase the overall permissible coverage, floor area, height or building-line allowances beyond what would apply to the two properties independently. The consolidation therefore does not create additional development rights or result in an intensified development envelope.

Table 4: Independent vs Consolidated			
Development Parameter	**Independent Development**	**Consolidated Development**	**Impact**
Coverage	75% (2539,5m²)	75% (2539,5m²)	**Unchanged**
Floor Factor (Total)	1.5 (5079m²)	1.5 (5079m²)	**Unchanged**
Height	15m	15m	**Unchanged**
Street Boundary Building Line	0,0m (points up to 10,0m above existing ground level) and 4,5m (points over 10,0m up to 30,0m above existing ground level)	0,0m (points up to 10,0m above existing ground level) and 4,5m (points over 10,0m up to 30,0m above existing ground level)	**Unchanged**

The above assessment confirms that the consolidation of Erf 180400 and Portion 1 of Erf 142525 will not alter the applicable development parameters, as the permissible coverage, floor area, height and building-line controls remain unchanged.

The scale and massing of potential development on the consolidated property will therefore remain appropriately controlled by the same MU1 development parameters.

4.3.5.2 THE IMPACT OF THE BUILDING MASSING

The assessment above confirms that the scale and massing of potential development on the consolidated property will remain appropriately controlled by the same MU1 development parameters.

The increased site extent will not result in development that is out of scale with the surrounding built environment or that would overwhelm neighbouring properties.

4.3.5.3 THE IMPACT ON SURROUNDING PROPERTIES

As the consolidation does not increase the applicable development parameters, it is not expected to result in any adverse impact on surrounding properties.

The permissible coverage, floor area, height and building-line controls remain unchanged and continue to regulate the scale of development on the property.

In addition to the above, the portion of Erf 142525 that is to be consolidated with ERF 180400 is situated off Jan Smuts Drave, is surrounded by Remainder Erf 142525, which is a TR2 zoned property with no private properties abutting the affected portion.

On this basis, the proposed consolidation is considered appropriate and should be supported. It is therefore recommended that the City endorse the Draft Consolidation Diagram attached as **Annexure K**, as the consolidation does not create any additional development impact on the surrounding area.

4.4 CRITERIA I.T.O. SECTION 99(3) OF THE MPBL

4.4.1 SOCIO-ECONOMIC IMPACT

The Applicant considers the object of an assessment of the potential socio-economic impact of a development application, essentially to be to establish how (if at all) the application concerned will change the lives of current and future residents of a community.

It is the considered view of the Applicant that the application will have a positive socio-economic impact through its employment opportunities that will be created as a result of the proposed mobile pods via its construction, maintenance and upkeep as well as through the long-term operation by the vendors.

4.4.2 COMPATIBILITY WITH SURROUNDING USES

The proposed development, as conveyed in paragraph 4.1 above is considered to be compatible with the receiving environment which is characterised by business uses within the immediate and surrounding area.

The compatibility of the scale and massing of the proposal is also considered appropriate for the property concerned.

4.4.3 IMPACT ON THE EXTERNAL ENGINEERING SERVICES

The proposed application is not expected to have any material impact on external engineering services. The primary property is already connected to the municipal engineering services network, while the adjoining land unit comprises a road portion that does not require independent municipal service connections.

The consolidation of these land units is therefore administrative in nature and will not result in any increase in development rights, land use intensity, or demand on municipal infrastructure.

Consequently, the proposal is not expected to place any additional burden on the existing engineering services network, and no adverse impact on external engineering services is anticipated, even with the 65m^2 pods as proposed.

4.4.4 IMPACT ON SAFETY, HEALTH, AND WELLBEING

The proposed application is expected to have a positive impact on the safety, health, and wellbeing of the surrounding environment and community.

The incorporation and development of the closed road portion (Portion 1) into the adjoining property will result in improved management, maintenance, and passive surveillance of the area.

This is particularly beneficial given that the subject property adjoins a public open space, where increased oversight and activity will enhance safety and reduce opportunities for undesirable activities. Furthermore, the proposal is of an appropriate scale and intensity, remaining compatible with the character of the surrounding built environment.

Accordingly, the Applicant is of the view that the proposal will not have any adverse impact on the safety, health, or wellbeing of the surrounding community and is likely to result in an overall improvement to the local environment.

4.4.5 IMPACT ON HERITAGE

The subject properties do not fall into any Heritage Protection Overlay zone, and when the City's Map Viewer is consulted, we note that it does not reflect any graded buildings or heritage places that would require heritage consideration in the processing of this application.

4.4.6 IMPACT ON THE BIOPHYSICAL ENVIRONMENT

The property is located in an established urban area and the proposal is not anticipated to have any material impact on the biophysical environment.

4.4.7 IMPACT ON TRAFFIC / PARKING / ACCESS

Based on the above assessment, we have been able to determine that the parking requirement associated with mobile pods is not a listed as a land use category, however given that it is to be used for retail purposes, the rates for shops has been used to estimate the parking requirement associated with these pods – i.e. 2 bays.

In this regard, the Applicant confirms that provision is made for an additional 16 parking bays, which far exceeds the required number of parking bays.

Access to the consolidated site will remain via the approved carriageway crossing along Rokeby Road.

As a result, no impact is anticipated when regard is had to traffic, parking or access.

4.4.8 CONDITIONS THAT CAN MITIGATE AN ADVERSE IMPACT

Depending on whether the public or the municipality consider any one aspect of the land use application to potentially be beyond the threshold of what the area can reasonably sustain, it may be necessary to consider the imposition of conditions to deal with / address / control / limit the element giving rise to such concern.

From the Applicants perspective, no such unreasonable impact is obvious or can be anticipated.

4.4.9 WOULD APPROVAL GRANT THE DEVELOPMENT RULES OF THE NEXT SUBZONE

The development proposal is formulated within the limits of the permitted Floor Area, Height, and Coverage, so the built form and massing envisioned for the Mixed-Use zone (MU1) is realised in the proposal concerned.

4.5 SUMMARY

In the above paragraphs the Applicant has demonstrated that the proposed subdivision, rezoning and consolidation of the subject properties is desirable and appropriate due to:

- The application does not represent any negative impact on the character of the area.
- The application is consistent with the development objectives of the MSDF, the Cape Flats District Plan as well as with the Policies and Strategies of the Municipality.
- There will be no adverse traffic impact.
- The proposal will have a positive socio-economic impact.
- The proposal is desirable and does not impact on existing rights.
- The proposal provides for a much-needed employment generation.
- The application improves access to opportunities.

Section Five – Conclusion

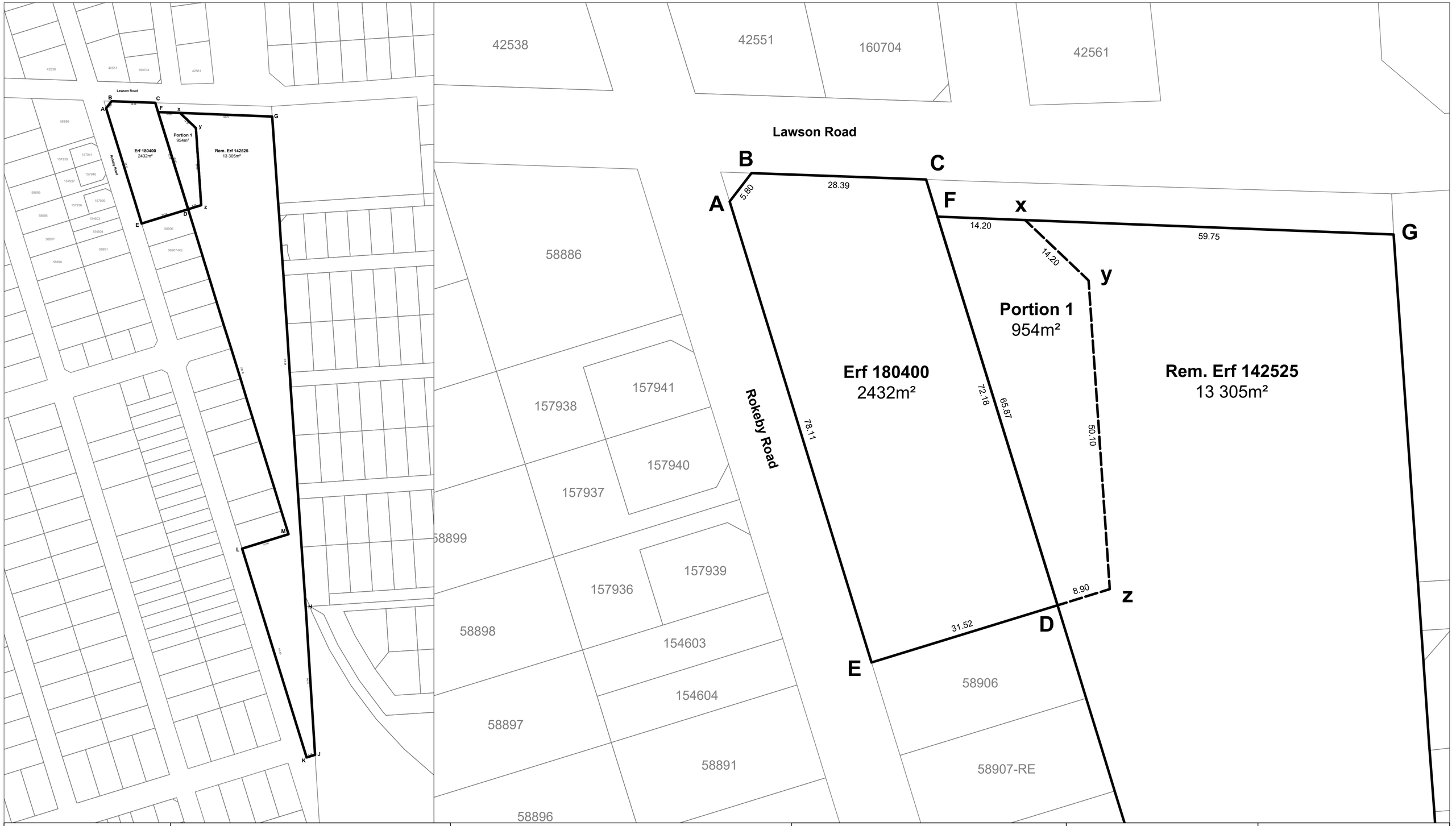
In the circumstances as fully detailed in this report, the Applicant submits that the Subdivision, Rezoning and Consolidation application of the subject properties has been shown to be desirable, to have a positive socio-economic impact and to be consistent with the MSDF, the Cape Flats District Plan and the Municipally Approved Policies and Strategies.

To this end, the Applicant recommends that the authorities concerned, approve the application made:

- In terms of **Section 42(d)** of the City of Cape Town's Municipal Planning By-Law (2025), application is made for the **Subdivision** of Erf 142525 Cape Town (which is an unregistered portion of Rem. Erf 58704) into two portions, namely Portion 1 (the closed portion of the TR2-zoned property) and Remainder Erf 142525 Cape Town (Road).

- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025), application is made for the **Rezoning** of Portion 1 from Transport Zone (TR2) to Mixed Use Zone (MU1), so as to align with the zoning of Erf 180400 Cape Town and enable its use for business purposes, including parking and mobile pods.

- In terms of **Section 42(f)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Consolidation** of Erf 180400 Cape Town with Portion 1 (a subdivided portion of Erf 142525).



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DATE	JULY 2026
SCALE	AS DIMENSIONED
PLAN NO.	001
REVISIONS	
REFERENCE	142525_BEL_001

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Notes:

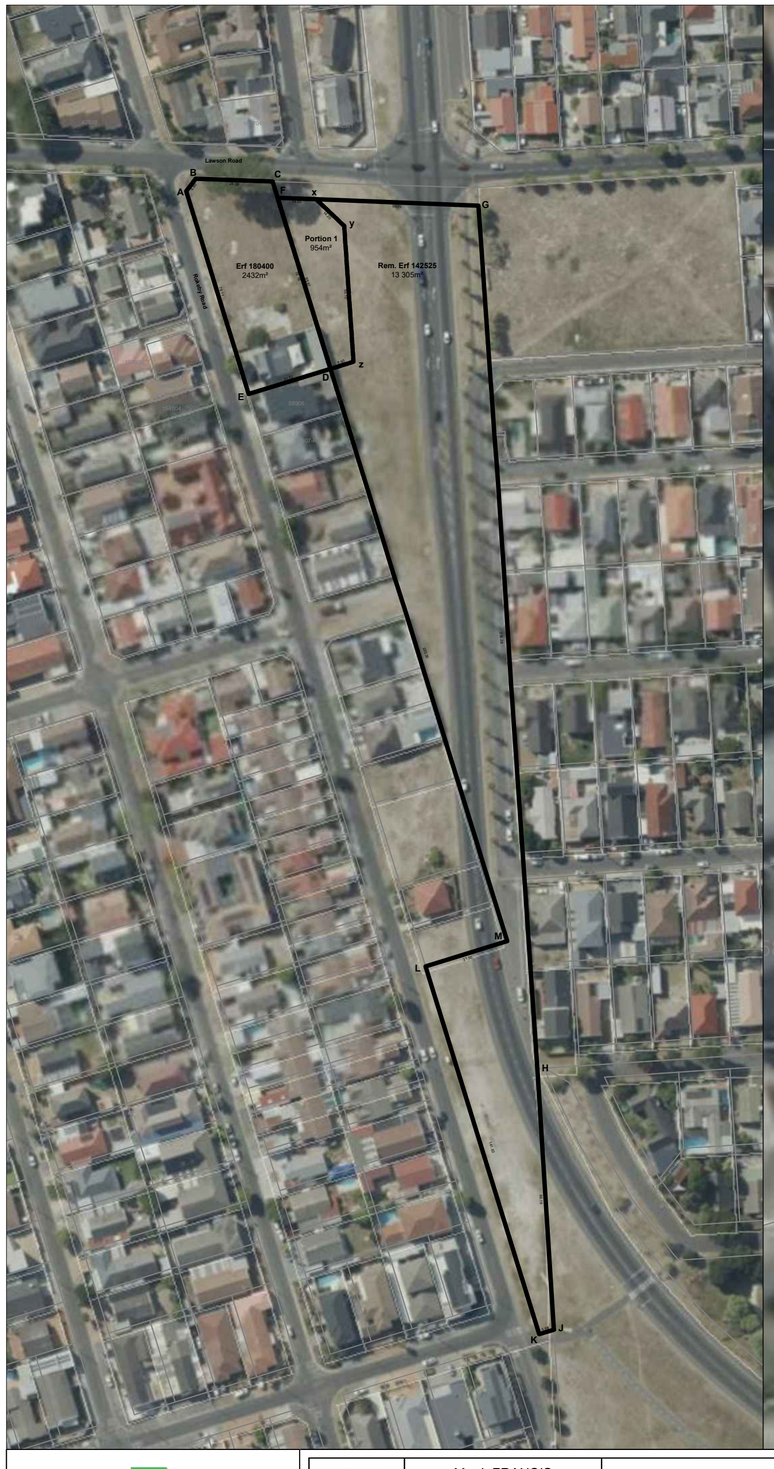
1. Figure **ABCDE** represents Erf 180400 Cape Town measuring at 2432m².
2. Figure **FGHJKLM** represents Rem. Erf 142525 Cape Town (an unregistered portion of Rem. Erf 58704) measuring at 1.4259ha, to be subdivided into 2 portions.
3. Figure **FxyzD** represents Portion 1 of the subdivided property measuring at 954m².
4. Figure **xGHJKLMDzy** represents Rem. Erf 142525 of the subdivided property measuring at 1.305ha.
5. Figure **ABCFxyzDE** represents the Consolidation of Erf 142525 with Portion 1 measuring at 3386m².

PROJECT:
Proposed Subdivision & Consolidation Plan
Erf 180400 & Erf 142525 Cape Town

CLIENT:

ZONING:
Mixed Use (MU1)

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