CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500161775

Erf 61509, 8 Harvard Drive, Lansdowne

Development Management

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Motivation for the proposed **Rezoning** of ERF **61509**, also known as **8 Harvard Drive,** Lansdowne from SR1 to LB2**.**

Date: **October 2026**

Introduction

The subject property is developed with a residential dwelling and associated outbuildings and is currently used for residential purposes. The owner intends to obtain the necessary land use approvals to rezone the property to permit its use as offices to run a security company.

The aforementioned proposal will include internal alterations to facilitate the creation of office space and control rooms.

The Title Deed refers to various restrictions one which specifically prohibits the use of the property for any other purpose than residential.

The condition imposed by the Administrator of the Provision of the Cape of Good Hope in terms of the Townships Ordinance Number 13 of 1937, as contained in Deed of Transfer dated 17th April, 1935, Number 2995-

That the said erf shall be used for residential purposes only

The aforenoted condition is not considered to be applicable legislation in terms of 33/34 of the Townships Ordinance and its removal is therefore not necessary to the City of Cape Town.

Property Description

The subject property measures 520m2 in extent; it is located along Harvard Drive and access to the property is taken there along. The subject property houses' a single residential dwelling with no street boundary wall.

Current Land Uses

The property is zoned Single Residential with its surrounding land uses comprising mainly of residential dwellings, however to the north, west and south are recently rezoned Local Business 2 (LB2) zoned properties and much older General Industrial 2 zoned properties.

Erf 61510 has in 2021 been granted approval to be rezoned to an LB2 zoning to facilitate a similar use as is proposed at Erf 61509.

Location and context

The subject property falls within the jurisdiction of the City of Cape Town Municipality (Cape Flats District), and is located at no. 8 Harvard Drive, Lansdowne, Cape Town. The subject property is located within a predominantly residential area,

with medium to high densities and is therefore well located for the proposed rezoning. It is located to the west of Lansdowne Road and north of Wetton Road, which are arterial roads providing linkages between Wetton to the south, Gateville to the east and Rondebosch east to the north.

Physical Environment

The subject property is developed with one residential building and associated outbuildings. As there are no proposed building works which would impact any natural vegetation, the proposed rezoning does not pose any environmental issues.

Site Access

The subject property is situated on the western side of Harvard Drive and access to the site is taken there along. The proposed access will be taken off Harvard Drive which is considered to be desirable, being located along a public transport route and therefore posing no negative impact on the existing transport movement along Harvard Drive and the surrounding residential streets.

Development proposal

The proposed Rezoning of erf 61509 from a Single Residential Use to a Local Business 2, will facilitate the use of the subject property as offices and a business premises to run a security control center (Z Guard), which would service the Lansdowne and surrounding area.

The Z Guard security will be a 24hr operation and would include shift work shared amongst the staff compliment.

The applicant intends to employ administrative personnel, technicians and patrollers.

The applicant intends to convert the existing dwelling into an administrative office, to include a control room, staff kitchen and offices.

The proposal includes 6 on-site parking bays at the front of the property. **(See attached SDP).**

Parking Provision

The applicant has provided 6 on-site parking bays where 5.72 bays are required at 4 bays per 100sqm of GLA for standard areas in terms of Chapter 15 of the By-law.

Development Parameters of the Rezoning

ERF Numbers	61509
Extent	520sqm
Zoning	Local Business 2
Parking Bays	6

Rezoning

Applications are therefore made in terms of sections 42(a) of the Municipal Planning By-law 2015, to permit the proposed rezoning approval.

Access and On-site Vehicular Circulation (revised as per the comments received from the Urban Mobility Directorate, dated the 13th October 2026)

Access to the property will be taken via Harvard Drive as indicated on the attached site development plan. The proposal provides sufficient space to be parking compliant with Chapter 15 of the MPBL, 2015.

Key Circulation and Design Points

- **In-and-Out Flow:** One, 8m wide dropped kerb is proposed at the Centre of the street boundary and will be utilised for vehicular access to and from the site. The 6 parking bays will be split into 3 bays along either side of the property, along the east and western boundaries in the front garden. The vehicles parked on either side of the property will use the same CWC to access and exit the property minimizing internal conflict points. **(see revised attached SDP)**
- **Forward Gear Manoeuvring:** The vehicles are proposed to access the property in a forward gear, with the front of the vehicles facing either east or western boundaries when parked. The proposed parking orientation will allow vehicles to reverse and exit the property in a forward gear as shown on the attached revised SDP.
- **Garder Depth & Width:** The front garden has enough clear depth exceeding 5.5 meters so parked cars do not overhang the public pavement.
- **Pedestrian Safety:** Sightlines are clear near both crossovers so drivers see people walking on the pavement before exiting.

Bulk Services

The proposed development will make provision for sewer and drainage systems, which would service the business premises in accordance with council requirements.

Title Deeds and Ownership

The subject property is currently owned as reflected in the attached Title Deed and rates invoice (**see attached**)

Legal Requirements

Application is hereby made in terms of section 42(a) of the Municipal Planning By-law 2015. The purpose of the activity does not constitute a listed activity in terms of the National Environmental Management Act and the no authorization is required in this regard. The proposed activity also does not trigger the provision of the National Heritage Resources Act and no authorization is required in terms of the said Act.

Motivation

This application for the proposed Rezoning is in accordance with the required provisions of City of Cape Town Municipal Bylaw, 2015 (Chapter 7), which stipulates the nature of the information that is required, and the procedures to be followed. The proposed rezoning of the subject property creates additional opportunity within the subject area of Lansdowne, in an area situated close to various public amenities and transport routes.

Consistency with applicable Planning Legislation and Policies

Municipal Spatial Development Framework

The MSDF promotes the creation of an efficient urban structure, through encouraging high densities, mixed uses and development in appropriate areas. As such the proposed rezoning of the subject property can therefore be seen to be broadly inline with the principles and the Municipal Spatial Development Framework.

The City of Cape Town Municipal Bylaw,2026.

The Property is currently being used for residential purposes and is zoned as Single Residential 1 (R1). The SR1 zoning provides the following uses:

> ***(a) Primary uses are dwelling house, private road, micro wind turbine, structure-mounted energy system and additional use rights as specified in paragraph (b).***
>
> ***(b) Additional use rights which may be exercised by the occupant of a property are home occupation, bed and breakfast establishment, second dwelling, third dwelling, filming (items 21(b)(iii) and (vi) 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) and home childcare, subject to the following conditions—***
>
> ***(c) Consent uses are utility service, place of instruction, place of worship, house shop, institution, guest house, minor rooftop base telecommunication station, rooftop base telecommunication station, wind turbine infrastructure, open space, urban agriculture, veterinary practice, electrical 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 halfway house.***

Looking at the purpose and intent of the application, the owner intends to rezone the property to Local Business 2 (LB2) that permits Offices a primary use.

The LB2 zoning provides for low-intensity commercial and mixed-use development, which serves local needs for convenience goods and personal services. Limitations are placed on the scale of such development so that it is capable of integration into the adjacent residential neighborhood without adversely affecting the amenity of the neighborhood

Primary uses permitted within this zone are:

The above illustrates that the only appropriate mechanism to achieve the owners

desired use of the property is to Rezone from Single residential 1 (R1) to Local Business Use Zone 2 (LB2).

Advantages of infill developments

Infill development is the use of land within a built up area for further construction, especially as part of smart growth. It focuses on the reuse of obsolete and underutilized buildings and sites. It encourages the construction of buildings on vacant or underutilized land between existing buildings, which fits in well with the overall character of the surrounding area. They are served by adequate public facilities are accessible and are located close to supporting land uses, which provides jobs and amenities etc. The proposed development of the application site aims to incorporate and apply the aforementioned smart principles.

Compliance with the Cape Flats District Plan

The development proposal is policy compliant in that it will lead to an increase in intensity of land uses along key activity routes (Wetton & Stranfontein Road) in support of public transport services. The District Plan also promotes urban development such as commercial developments, which is the subject of the proposed application.

The Economic Growth Strategy

The principal objective of the Economic Growth Strategy (EGS) is to grow the economy and create jobs - the overarching objective of the Opportunity City. It presents the City of Cape Town's response to the most fundamental challenges facing Cape Town in the years ahead, too many people are unemployed, too many people are poor, and the city's lackluster current and projected growth rates means that this situation is unlikely to change if the organization follows a 'business as usual' approach.

At the same time, demand for city services is increasing every year. This trajectory will be unsustainable in the long-term unless incomes rise, and City revenue from households and businesses increases. The EGS marks a departure from previous approaches to the economy by the City in that it adopts a 'whole organization' approach. Previously, economic development had been relegated to a relatively small and under-resources department, which focused its attention on a number of discrete projects. The proposal at hand complies with the EGS as it seeks to employ locally skilled workers thus providing long -term employment and creating opportunity.

Desirability

Socio-economic impact

The development will have positive socio-economic impacts on the community. The proposed rezoning will increase densities, which will broaden the rates base and provide additional municipal income. Additionally, the use of the property as offices and a business premises will generate long-term employment for residents. The presence of an additional security company will increase surveillance within Harvad Drive and the wider residential area.

Compatibility with surrounding uses

The proposed rezoning supports the existing and surrounding land uses along with development footprints. The proposed development involves the utilization of a some what underutilized residential dwelling in an area already partially built up with a mix of local business and general industrial uses, complementing the subject area, at the same time providing compatible land uses.

Impact on traffic, parking, access and other transport related considerations

The proposed rezoning will add value to a more viable transport system specifically along Wetton and Stranfontein Roads, which can accommodate various modes of road transport within the area. The proposed rezoning will not have a negative impact on the existing transport and movement patterns of the area, as it will utilize the existing transport routes that connect to the major routes, located to the east and south of the subject property.

Impact on the engineering services

There are no engineering services trans versing the subject property that will be affected by the proposed use. In addition the existing services to the property are deemed adequate to accommodate the proposed use. However, the owner is willing to comply with any requirements deemed necessary to render the subject property compliant.

Impact on existing rights

There is no impact on the existing property rights of the surrounding erven, even though the proposal includes the rezoning of the subject property; it maintains its residential character. Additionally, there are no proposed building works associated with the proposed office and a business premises use. The internal layout of the existing dwelling will be adapted to facilitate the proposed offices and control rooms.

Impact on the existing built form

- **Development Parameters:** The SR1 development rules for a property of this size permits a 8m wall plat height, 10m top of roof height with a street and common boundary building line setback of 3.5m and 0.0m for the first 12m from the street and 3m for the remaining 40%. The proposed LB2 development rules are relaxed to a 12.m top of roof height and a 0m street and common boundary building line setback.
- **These development rule relaxations although less stringent will not result in a property being overdevelopment, thus impacting the character of the residential given the submission of the SDP.** The SDP clearly confirms that no external additions are proposed and that all the proposed alterations are internal, thus having no impact on the residential character and appearance, nor the exiting streetscape. To ensure that the SDP is adhered to a condition may be imposed to limit the development to the parameters of the SDP.
- **Similarly, the coverage allowance within the LB2 zone permits 75% and the SR1 zone** has no coverage limitations. As such may be considered more impactful on the built form than the proposed LB2 zoning. However, a condition could also be proposed to limit the extent of any further additions to the building, thus maintaining the residential character and appearance of the area.
- **Built Form:** There is no shift with regard to building bulk, scale, and placement as all proposed works are internal.
- **Neighbourhood Character:** The existing external design of the building will be maintained, thus maintaining the residential character and appearance of the nearby homes and businesses.
- **Mitigation:** To reduce the impact of the proposed LB2 use, no external works are proposed and staffing numbers will be kept low.

Further mitigation to lessen the impact on the receiving environment are:

- The height of the dwelling and the density of the property remains unchanged.
- The roofline remaining the same, will match that of the adjoining neighbouring residential dwellings.
- The introduction of a lowkey business such as this provides additional surveillance during the day, with little no impact on the privacy enjoyed by the adjoining residents.
- Minimal traffic impacts are proposed as the security service only acts on emergency calls and scheduled patrols, which are not more impactful than the existing residential traffic in and around the area.

Development Principles contemplated in SPLUMA and LUPA

It is considered that the development principles contemplated in SPLUMA and LUPA are not applicable for the following reasons:

(i) Principle of Spatial Justice - contextually appropriate densification, as is the case with this proposal as it would cumulatively contribute to spatial justice in terms of diminishing pressure for development elsewhere which drives the poor to the periphery of the city. Low densities close to areas with good opportunities displace other people to worse located land.

(ii) Principle of Spatial Sustainability - contextually appropriate densification, as is the case with this proposal as this proposal will contribute to environmental sustainability by reducing pressure on valuable natural land. Applications such as this effectively act to reduce urban sprawl in the long run, which results in the better use of developed land and existing municipal services.

(iii) Principle of Efficiency - contextually appropriate densification, as is the case with this proposal as it results in a more efficient use of land, municipal services and infrastructure

(iv) Principle of Spatial Resilience – contextually appropriate densification, as is the case with this proposal as it facilitates spatial resilience in that it allows for better residential options to citizens.

(v) Principle of good administration – the application has been processed in accordance with current applicable laws and legislation.

Applicable Policy Guidelines

Several planning and policy documents have been produced by both the provincial and local authorities in response to the continued pressure for development of well-located land and a need to increase mixed uses in appropriate locations.

The granting of the applications contained herein will fulfil the objectives ofthe planning and policy documents produced by the authorities.

This proposal has been considered, and it is submitted that it complies with the following approved planning documents:

- The Provincial Spatial Development Framework (**'PSDF'**) this planning document supports densification which is to be

achieved by using a range of urban development tools including subdivisions and development of a larger scale building footprint on erven;

- The Metropolitan Spatial Development Framework, adopted in April 2018 (**'MSDF'**), promotes a greater mix of diversification and densification within existing areas which needs to be given effect to assist the objectives of the City of Cape Town.

- The Cape Flats District Plan adopted in 2023, promotes Incremental intensification via subdivisions/second and third dwellings and rezonings.

- The Cape Town Densification Policy, 2012 (**'CTDP'**) sets out generic, non-area specific guidelines encouraging more efficient usage of space within the city; thus, it promotes intensification of economic activities and residential densification within the pre-existing urbancore.

Benefits of densification and mixed uses within established urban areas is desirable for the following reasons:

- More efficient use is made of land which is a scarce resource.

- More efficient use is made of existing municipal infrastructure.

- Urban sprawl is contained which contributes hugely toward environmental sustainability.

- Densification facilitates the gradual restructuring of the city which is vital in terms of social, economic, and environmental sustainability.

<u>Summary</u>

The applications contained herein meet the requirements set out in the various pieces of legislation and the policies of both the provincial and local authorities.

Moreover, there will be no negative impact on the public or existing rights. Having regard to all the legislation applicable as well as the ancillary yet critical Acts and our Constitution.

Additionally, the building is currently unused with no internal changes proposed pending the outcome of the rezoning application. As such no administrative penalty is required.