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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500173429

Erf 34412, 8 Gousblom Avenue, Uitsig

Development Management

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Urban Dynamics

Prepared For:
City of Cape Town

ERF 34412, GOODWOOD

APPLICATION FOR REZONING TO SUBDIVISIONAL AREA AND SUBDIVISION

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1. BACKGROUND

Urban Dynamics South Cape has been appointed by the City of Cape Town (the City) under Contract No. 33C/2021/22, Project No. M25038 to prepare and submit the land use application required to facilitate the proposed formalisation of **Erf 34412, Goodwood**, as part of the 'Elsies River Superblock IDA' upgrading initiative. **Refer to Annexure A – Power of Attorney** and **Annexure B – Application Form.**

The intention is to establish serviced residential sites for court evictees and for onsite- and surrounding settlers, with the sites intended to accommodate Alternative Building Technology (ABT) structures, subject to the City's approval of its ABT typologies. A dedicated business site will also support local entrepreneurial activity in Elsies River. The property is currently undeveloped, and the proposed land use pattern will be enabled through rezoning to Subdivisional Area and subdivision in accordance with the proposed layout.

The report considers the site and its context, outlines the proposed subdivision and zoning, summarises the available technical input, and assesses the application against the relevant statutory and planning considerations.

It should be noted that this report considers only the town-planning aspects related to the proposed development, and all other engineering, environmental and heritage requirements and associated recommendations will thus be contained in separate reports compiled by the relevant specialists.

2. APPLICATION INFORMATION

Application is made in terms of Section 42 and Section 136 of the City of Cape Town Municipal Planning By-Law, 2015 (as amended), as follows:

a) **Rezoning Erf 34412 Goodwood** in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) **from General Residential Zone 2 (GR2) to subdivision area to allow a residential development of 42 erven**.

b) **Subdivision of Erf 34412 Goodwood** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) **to create 41 erven as follows:**

- **i) 39 erven zoned for Residential Zone 1 (R1);**
- **ii) 1 erf zoned for Local Business 2 (LB2); and**
- **iii) 2 erven zoned for Transport Zone 2: Public Road & Public Parking (TR2).**

c) **Permanent departure** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) from the **DMS** requirement to provide Nil parking bays on Residential Zone 1 (R1) erven smaller than 350m² in lieu of 1 parking bay per dwelling.

d) **Approval of Street Name** in terms of Section 136 of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) **for the following:**

- **i) Extension of Uitsig Avenue into the development; and**
- **ii) New proposed Brunia Road.**

3. PROPERTY INFORMATION

The subject property is Erf 34412, Goodwood, situated in the Elsies River area of Cape Town. It is bounded by Gousblom Avenue along its eastern boundary and Myrtle Road along its western boundary. The relevant property details are outlined in ***Table 1*** below:

Table 1: Property Description

Property description	Registered owner	Title deed	Extent
Erf 34412 Goodwood	City of Cape Town		5 633m²

Horak Inc Cape Town Attorneys prepared a Conveyancing Certificate for the abovementioned property, there are no restrictive conditions that prohibit the proposal, refer to **Annexure C – Title deed** and **Annexure D – Conveyancing Certificate.**

4. CONTEXTUAL INFORMATION

4.1. Regional Context

The subject property is located within the established urban area of Elsies River, in a context that includes residential properties and local streets, as depicted in ***Figure 1*** below.

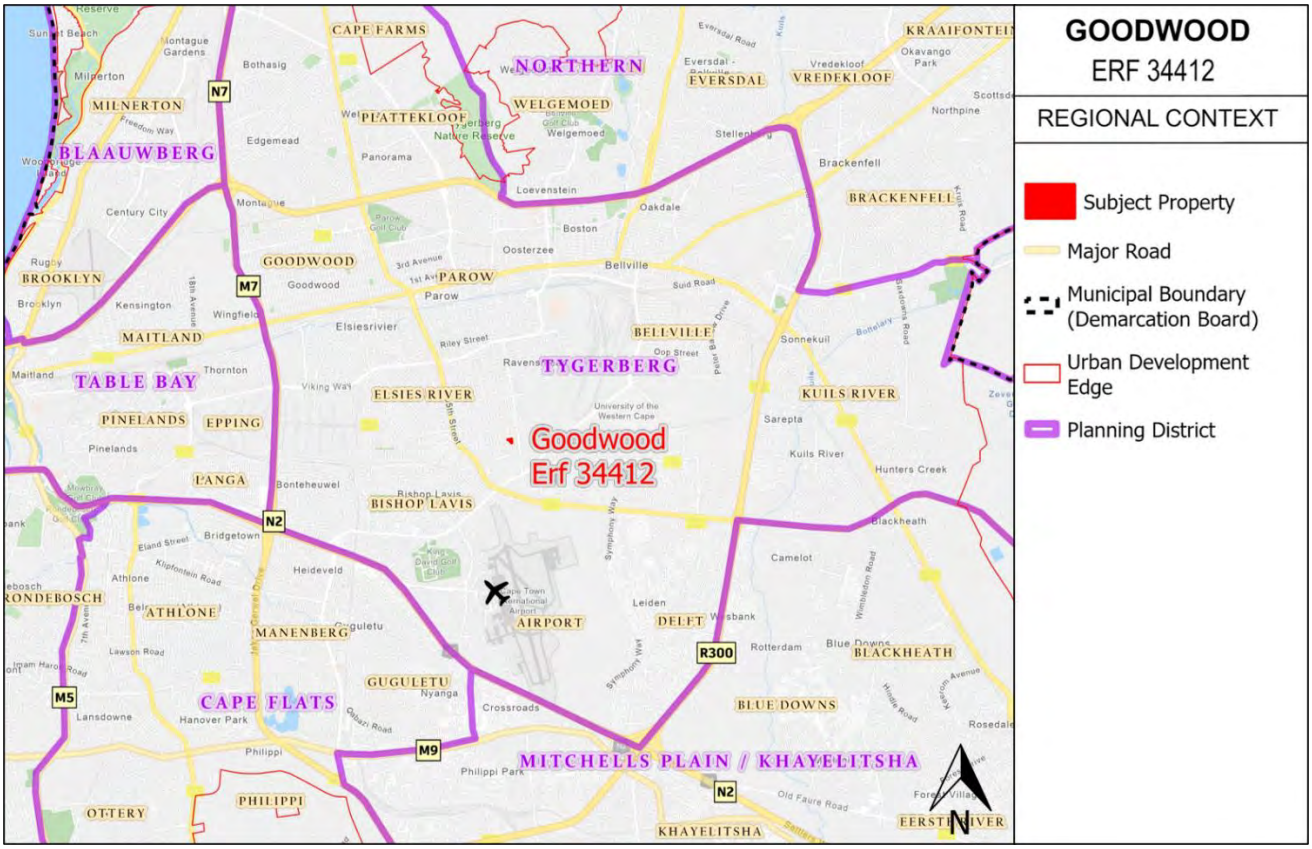


Figure 1: Regional Context

4.2. Local Context

Gousblom Avenue provides the eastern interface and *Myrtle Road* the western interface as depicted in ***Figure 2*** on the following page. The property's position within an existing urban neighbourhood supports a compact, serviced residential layout rather than the creation of an isolated development area.



Figure 2: Local Context

Implication: The site is located within an established neighbourhood ideal for residential development such as the proposal.

4.3. Status Quo Zoning and Land Use

Erf 34412 Goodwood is currently undeveloped. As depicted in ***Figure 3*** below, the subject property is currently zoned for residential (***General Residential 2*** (GR2)) in terms of the City of Cape Town's Development Management Scheme.

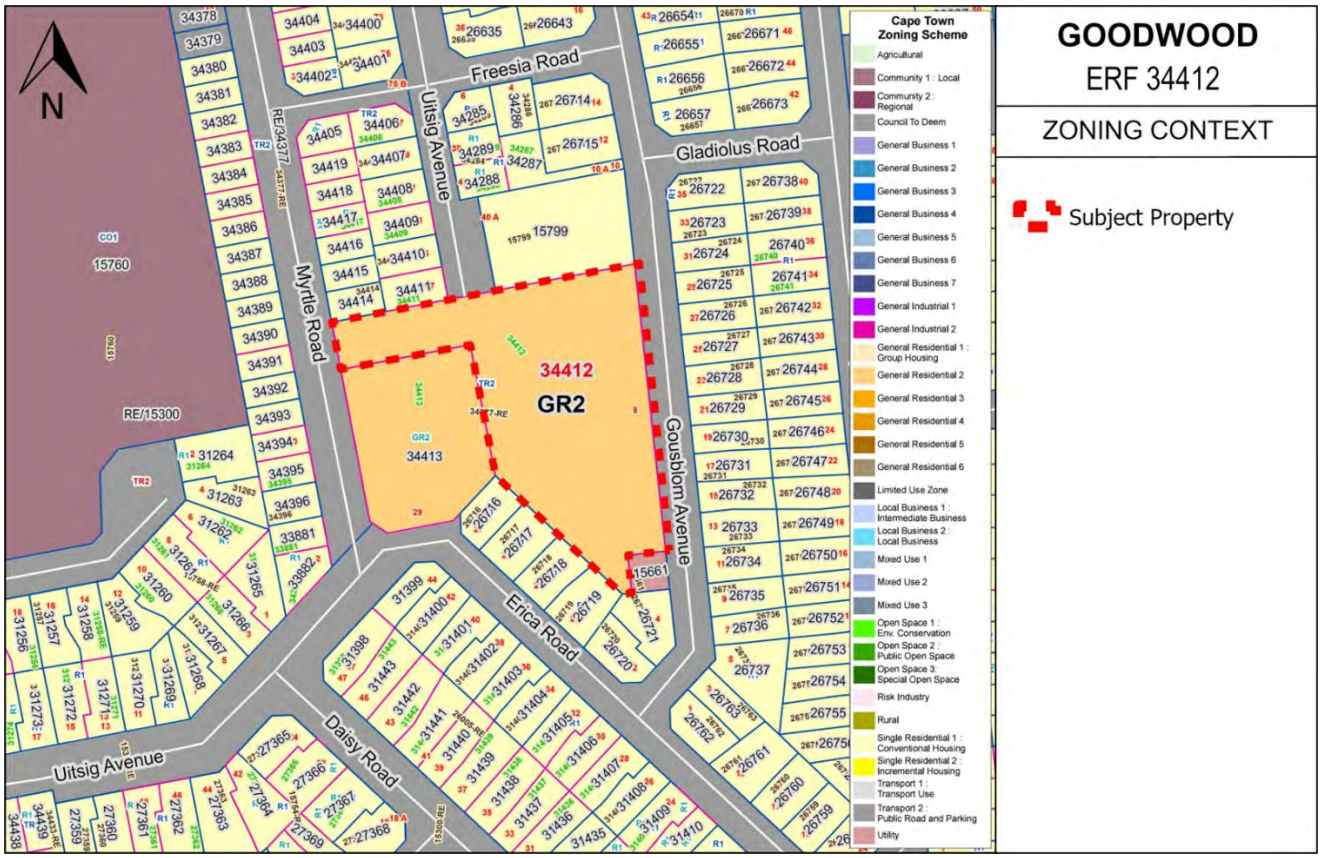


Figure 3: Zoning Context

Implication: A rezoning application from General Residential Zone 2 (GR2) to Residential Zone 1 (R1). The application is intended to establish a cadastral and zoning framework for the future serviced residential sites, a local business site and public-road/public-parking land.

4.4. Heritage Context

The proposal is not expected to have an impact on any heritage resources as no significant archaeological, paleontological, or historical features are present on the subject property. Therefore, there are no heritage sensitivities impacting the proposed development.

4.5. Environmental Context

There are no known environmental considerations as the subject property is disturbed urban land. Subsequently, it is confirmed by Department of Environmental Affairs and Development Planning (DEA&DP) that no NEMA listed activities are triggered, refer to **Annexure G – Letter from DEA&DP.**

5. POLICY CONTEXT

The proposal in compliant with the relevant City and Provincial policies as in summarised in ***Table 2*** below and motivated in the subsections below.

Table 2: Policy Compliance

Policy Framework	Compliance
Western Cape Provincial Spatial Development Framework, 2020 (PSDF)	✓
City of Cape Town Municipal Spatial Development Framework, 2023 (MSDF)	✓
Tygerberg District Plan, 2023 (DSDF)	✓

5.1. Western Cape Provincial Spatial Development Framework, (PSDF)

The **PSDF** provides provincial-level spatial planning guidance to promote integrated, sustainable and inclusive development. The proposed subdivision and rezoning of **Erf 34412, Goodwood**, supports these objectives by facilitating serviced residential opportunities for court evictees and for onsite- and surrounding settlers, within the existing urban area, while incorporating a dedicated local business portion to encourage local economic activity. The proposal also supports the more efficient use of urban land and the integration of housing and economic opportunities within the Elsies River community.

This alignment is consistent with the **PSDF's** emphasis on sustainable, integrated and inclusive housing, efficient land use, and the incorporation of economic opportunities within housing developments.

Implication: The proposed development is consistent with the spatial planning objectives of the PSDF and does not require any deviation from its policy direction.

5.2. City of Cape Town Municipal Spatial Development Framework, 2023 (MSDF)

The **MSDF**, approved by Council on 26 January 2023, provides the overarching spatial planning framework for the City and guides land use planning, development and public investment. The **MSDF** promotes spatial transformation, a more inclusive and integrated urban environment, and the efficient use of land and infrastructure.

As illustrated in ***Figure 4*** below, the subject property, **Erf 34412, Goodwood**, is located within the **Urban Inner Core** (UIC), indicated in blue on the **MSDF** policy context plan.

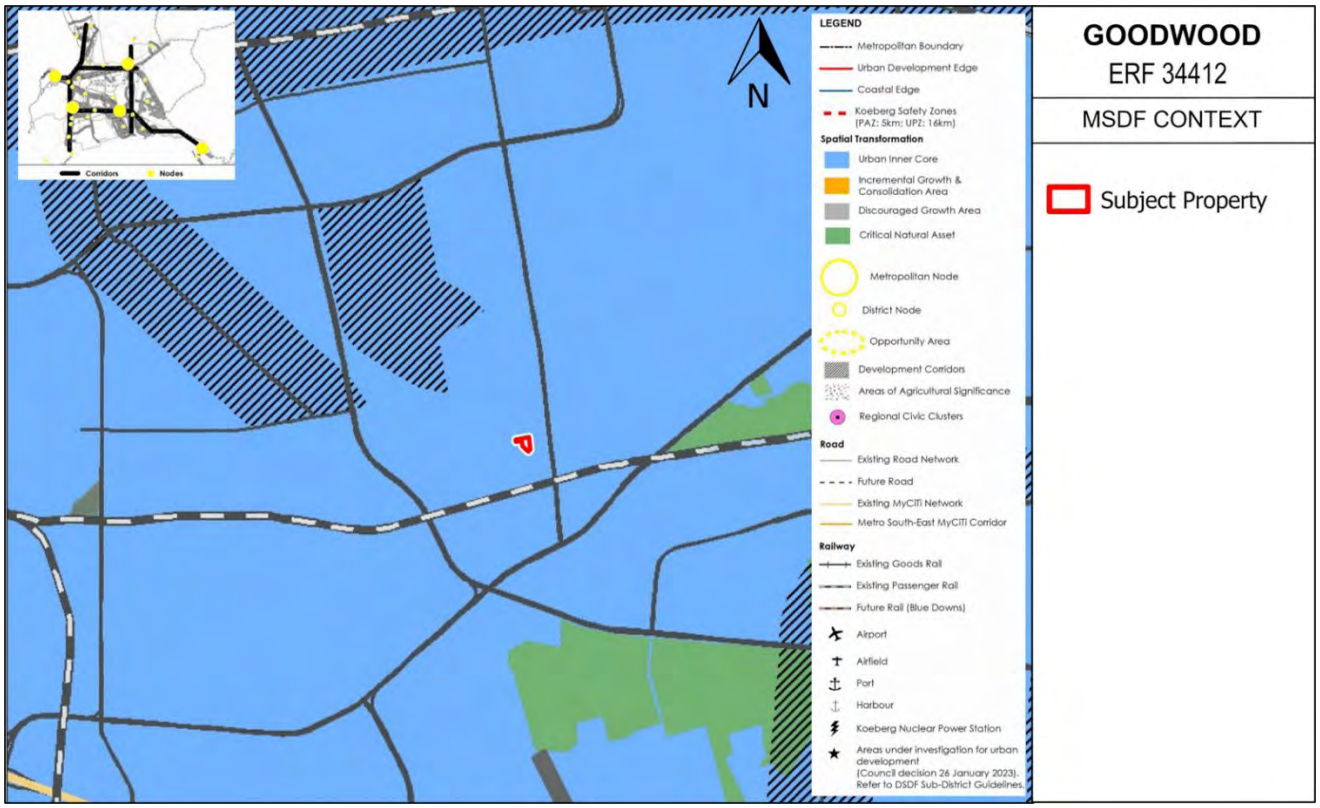


Figure 4: City of Cape Town MSDF Spatial Policy Context Plan

The ***Urban Inner Core*** is a spatial transformation area in which the City seeks to address spatial inequality and promote more efficient, inclusive urban development. The **MSDF** identifies the release and development of underutilised or underdeveloped land within the ***Urban Inner Core*** for a range of residential densities, particularly affordable residential development, as an important component of its spatial transformation agenda.

The proposed subdivision and rezoning support these objectives by facilitating 38 serviced residential sites intended for court evictees and for onsite- and surrounding settlers, within an existing urban area. Proposed Erf 39 (which is also proposed to be zoned Residential Zone 1) is intended to accommodate the existing encroachment from the neighbouring property, **Erf 34414 Goodwood**. The residential sites are intended to accommodate Alternative Building Technology (ABT) structures, subject to the City's approval of its ABT typologies. The inclusion of a dedicated Local Business 2 (LB2) erf of approximately 793 m² further supports local economic opportunities. The proposed Transport Zone 2 (TR2) erven will accommodate public-road and public-parking purposes and support integration with the surrounding urban environment.

Accordingly, the proposed development is aligned with the **MSDF's** spatial transformation intent for the Urban Inner Core, particularly through the provision of residential opportunities and the integration of local economic activity within the established urban fabric.

Implication: The proposed development is consistent with the spatial planning objectives of the MSDF and does not require any deviation from its policy direction.

5.3. Tygerberg District Plan (2023)

The Tygerberg District Plan, 2023, comprising the District Spatial Development Framework (**DSDF**) and Environmental Management Framework (**EMF**), provides more detailed spatial planning guidance at district and subdistrict levels, translating the **MSDF's** spatial vision and policy objectives into localised development direction.

As illustrated in ***Figure 5*** below, the subject property is specifically identified in light orange as a ***New Development Area: Potential Medium Density Residential Development.*** The surrounding area is indicated in grey, representing the ***Spatial Planning Category*** of ***Urban Development***.

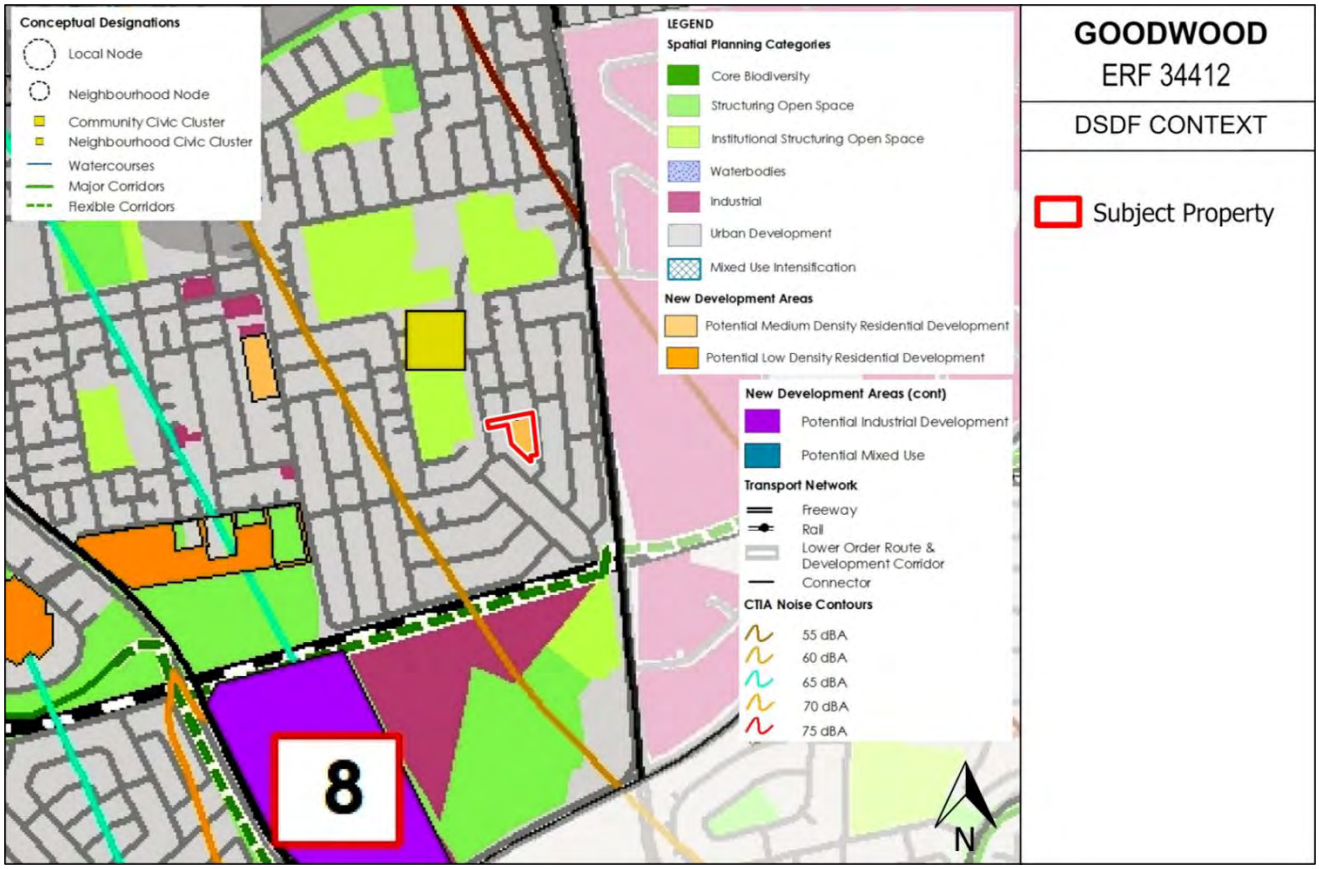


Figure 5: Tygerberg DSDF Spatial Policy Context Plan

The identification of **Erf 34412, Goodwood** as a ***New Development Area*** indicates that the property has been identified for potential future development, including the provision of residential opportunities. The proposed subdivision and rezoning are consistent with this designation, as it will establish the land use rights and cadastral framework required to facilitate the development of serviced residential sites. The proposal also provides for a dedicated local business erf and public roads, supporting an integrated neighbourhood layout.

Furthermore, the surrounding ***Urban Development*** designation supports the integration of the proposed development within the existing urban area. The provision of 38 residential erven for court evictees and for onsite- and surrounding settlers, together with a designated site for local business opportunities, supports the efficient use of urban land while incorporating both housing and economic opportunities into the neighbourhood.

The proposal is therefore considered consistent with the spatial intent of the Tygerberg District Plan, 2023, which identifies the subject property for potential medium-density residential development within an area designated for urban development.

Implication: The proposed development is consistent with the spatial planning objectives of the Tygerberg District Plan and Tygerberg DSDF and therefore, does not require any deviation from its policy direction.

6. APPLICATION MOTIVATION

The application is required to establish the land use and cadastral framework for the City's intended serviced-site development on **Erf 34412, Goodwood**. The City proposes to provide serviced sites intended for court evictees and for onsite- and surrounding settlers, with ABT structures subject to the City's approval of its ABT typologies, and to reserve a portion of the property for local business opportunities.

6.1. The Layout

The proposed Rezoning and Subdivision layout combines residential opportunities with a dedicated local business site and public roads erven as depicted in ***Figure 6*** below. The subject property is currently undeveloped, and the application will enable the intended layout to be implemented in an orderly and planned manner.

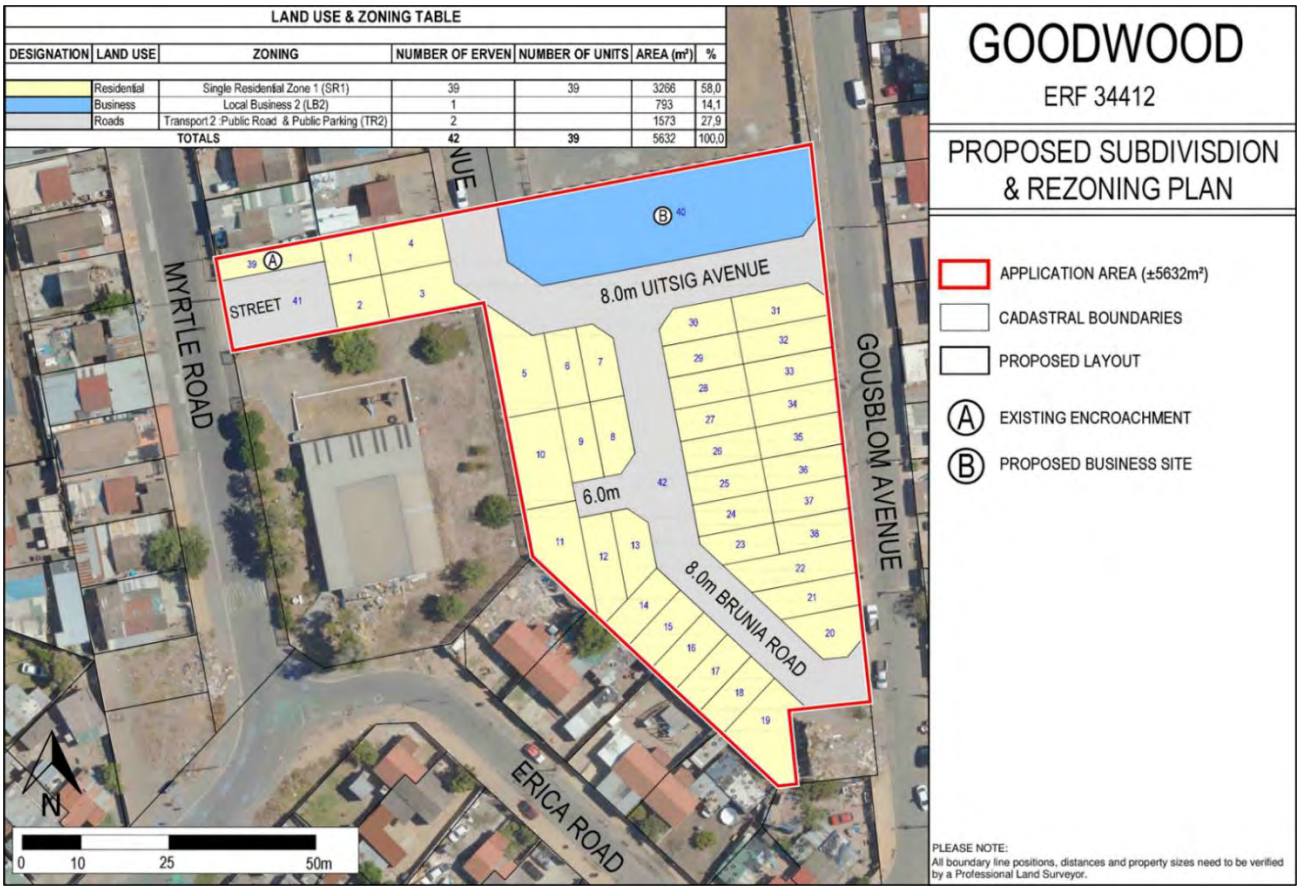


Figure 6: Proposed Rezoning and Subdivision Plan (Annexure E)

Rezoning to Subdivisional Area is sought to enable the creation of forty-one (41) erven in total: thirty-eight (38) Residential Zone 1 erven, one (1) Local Business 2 erf and two (2) Transport Zone 2 erven. The proposed zoning framework reflects the intended accommodation of residential, local business and transport uses and provides the land use basis for the proposed subdivision. The corresponding proposed zonings are summarised in ***Table 3*** below.

Table 3: Description of Proposed Development Components

LAND USE & ZONING TABLE						
DESIGNATION	LAND USE	ZONING	NUMBER OF ERVEN	NUMBER OF UNITS	AREA (m²)	%
	Residential	Single Residential Zone 1 (SR1)	39	39	3266	58,0
	Business	Local Business 2 (LB2)	1		793	14,1
	Roads	Transport 2 :Public Road & Public Parking (TR2)	2		1573	27,9
TOTALS			42	39	5632	100,0

Figure 6 above illustrated two components to the ***Rezoning And Subdivision Plan***, namely **A – Existing Encroachment**, and **B – Proposed Business Site**.

These two components are necessary to facility the orderly development of the subject property and ***Table 4*** below provides a brief description of the importance of each component, to be read together with ***Figure 7*** below.

Table 4: Description of Proposed Development Components

Ⓐ EXISTING ENCROACHMENT	A site inspection revealed that structures associated with the abutting **Erf 34414, Goodwood**, along the northern boundary, encroach onto the subject property. To accommodate the existing encroachment, it is proposed to create a separate erf (**Site No. 39**) measuring approximately 71 m². This erf may, in future, be consolidated with **Erf 34414, Goodwood**, to regularise the encroachment and resolve the boundary discrepancy.
Ⓑ PROPOSED BUSINESS SITE	A portion of the subject property is proposed to be allocated for local business purposes, providing an opportunity for local entrepreneurs to trade and sell goods. The designated business site is intended to concentrate business-related activities within a specific area, thereby supporting local economic activity while promoting an orderly and coordinated development layout.

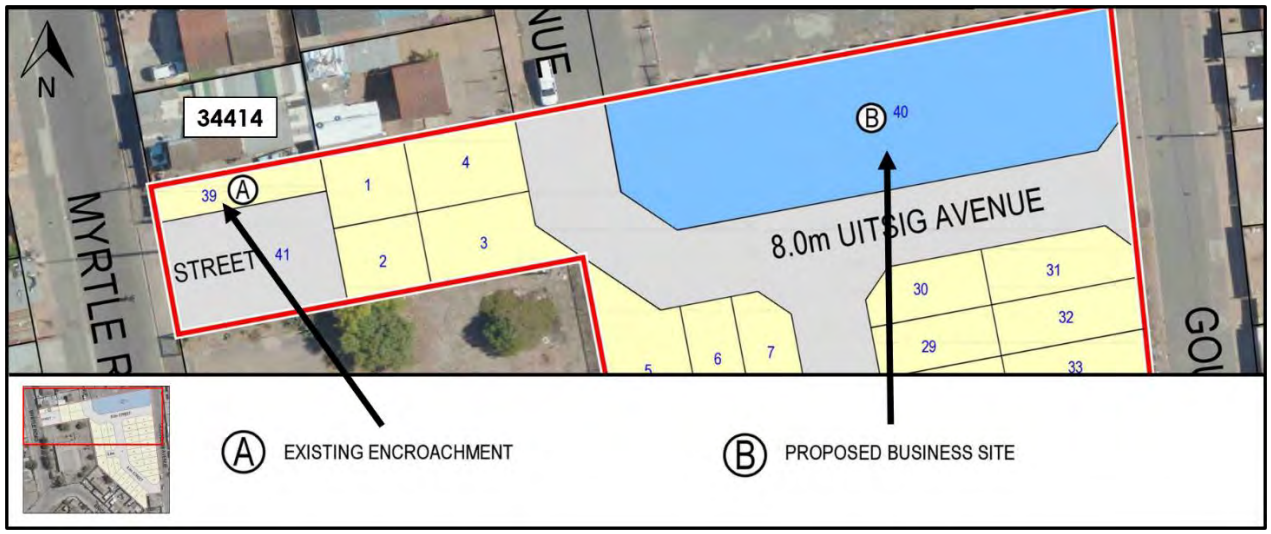


Figure 7: Proposed Development Components A and -B

Subdivision is sought to create a total of **42 erven** in accordance with the proposed rezoning and subdivision layout. The subdivision will comprise erven as outlined in ***Table 3*** of this report and allocation will be summarised in ***Table 5*** on the following page:

Table 5: Summary of Proposed Erven and Intended Use

Proposed Erven	Proposed Zoning	Intent of proposed erf
Erven 1 - 38	Residential Zone 1 (R1)	Serviced residential sites intended for court evictees and for onsite- and surrounding settlers. Intended to accommodate ABT structures, subject to the City's approval of its ABT typologies, with a maximum of three dwellings per erf (main, second and third dwelling).
Erf 39	Residential Zone 1 (R1)	To accommodate the existing encroachment from **Erf 34414, Goodwood**, with the potential for subsequent consolidation with the abutting property.
Erf 40	Local Business 2 (LB2)	To provide an opportunity for local entrepreneurs to trade and sell goods
Erf 41	Transport Zone 2 (TR2)	To serve a dual purpose by accommodating the **existing mast infrastructure** and providing an access route to proposed- **Erf 1** and **Erf 2**, as well as a movement corridor to facilitate access to and around the existing mast.
Erf 42	Transport Zone 2 (TR2)	To provide public road access to the proposed residential **Erven 2 – 37**.

Refer to ***Figure 8*** below for an illustration of the location of the **existing mast infrastructure** and its associated **movement corridor**, which measures **approximately 6,4 meters in width**.

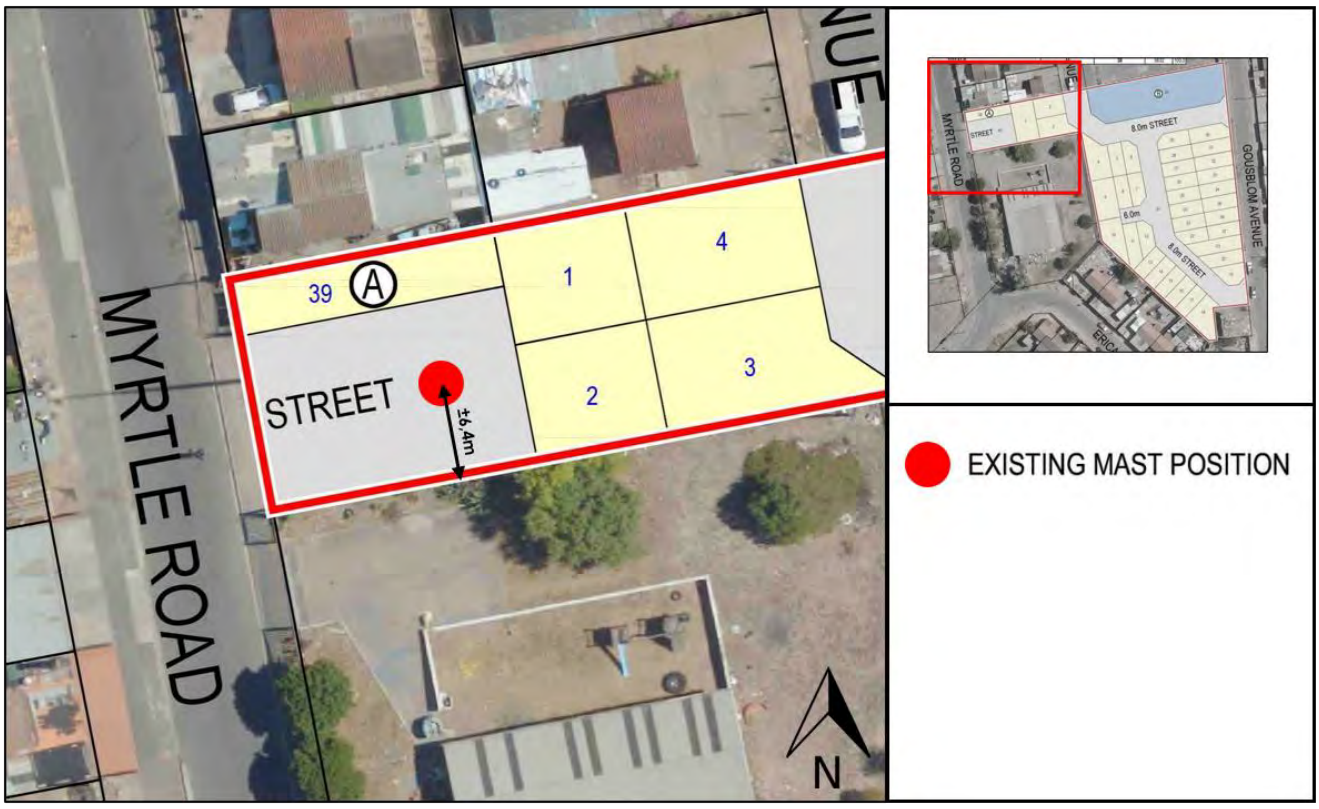


Figure 8: Position of the Existing Mast Infrastructure & Associated Movement Corridor

6.2. The Road Network

The proposed development is intended to integrate the residential sites with the surrounding street network while allocating a portion of land for local economic activity. The proposed **Rezoning and Subdivision Plan** demonstrates functional access, appropriate road and parking arrangements, and compliance with applicable engineering requirements.

6.3. Proposed Erf Sizes

Figure 9 below illustrates the approximate extents of the proposed residential erven for purpose of illustrating the density and applicable development parameters in terms of the City's *Development Management Scheme* (**DMS**) for **Residential Zone 1** (R1) erven:



Figure 9: Approximate sizes of the proposed Residential Zone 1 (R1) erven

It is evident from ***Figure 9*** above that the **residential serviced sites**/erven **range from approximately 68m² to approximately 144m²** in extent. In terms of the **DMS**, each Residential Zone 1 erf smaller than 350m² is required to provide one parking bay per main dwelling, one parking bay per second dwelling and, Nil parking bays per third dwelling on land units smaller than 650m² as per the below extract from the **DMS**:

Table 6: Extract from the DMS for Residential Zone 1 erven (DMS: Chapter 15, Item 137, Table13)

Land use	Standard areas	PT1 areas
Main dwelling house (Any zoning other than R2)	2 bays per dwelling house (1 bay per dwelling house for erven < 350 m^2)	1 bay per dwelling house
Second dwelling	1 bay per 2nd dwelling unit	1 bay per 2nd dwelling unit
Third dwelling on land unit smaller or equal to 650m^2	Nil	Nil

The application therefore also seeks a permanent departure from the parking requirement to provide an overall 0 parking bays on each proposed Residential Zone 1 erf in lieu of 1 per dwelling, as motivated below.

6.4. Parking

Given the small, proposed erf sizes (approximately 65 m² to 144 m²), providing up to two parking bays on each erf would materially constrain the limited land available for the intended permanent housing structures and associated residential functions. The application seeks to balance the provision of appropriate residential accommodation with the practical limitations of the site. The surrounding area is served by public transport, and the parking arrangement should be considered in the context of the development's urban location and intended resident access to a range of transport options, without presuming individual household vehicle ownership. Therefore it is respectfully motivated that 0 parking bays be provided in lieu of 1 parking bay per dwelling for the proposed Residential Zone 1 erven.

6.5. Street Name and Numbering

In addition to the above, application is also made for the approval of street name/s. Communication with the City prior to submission of this application is attached as **Annexure M – Street Name Correspondence**. The correspondence confirmed that ***Brunia Road*** can be used as street name for the proposed development. After further refinement of the subdivision and rezoning plan, it was noted that the existing ***Uitsig Avenue*** can be extended from the northern boundary of the subject property through the development to connect to ***Gousblom Avenue*** as depicted in ***Figure 10*** below (an extract of **Annexure F – Street Name and Numbering Plan**).

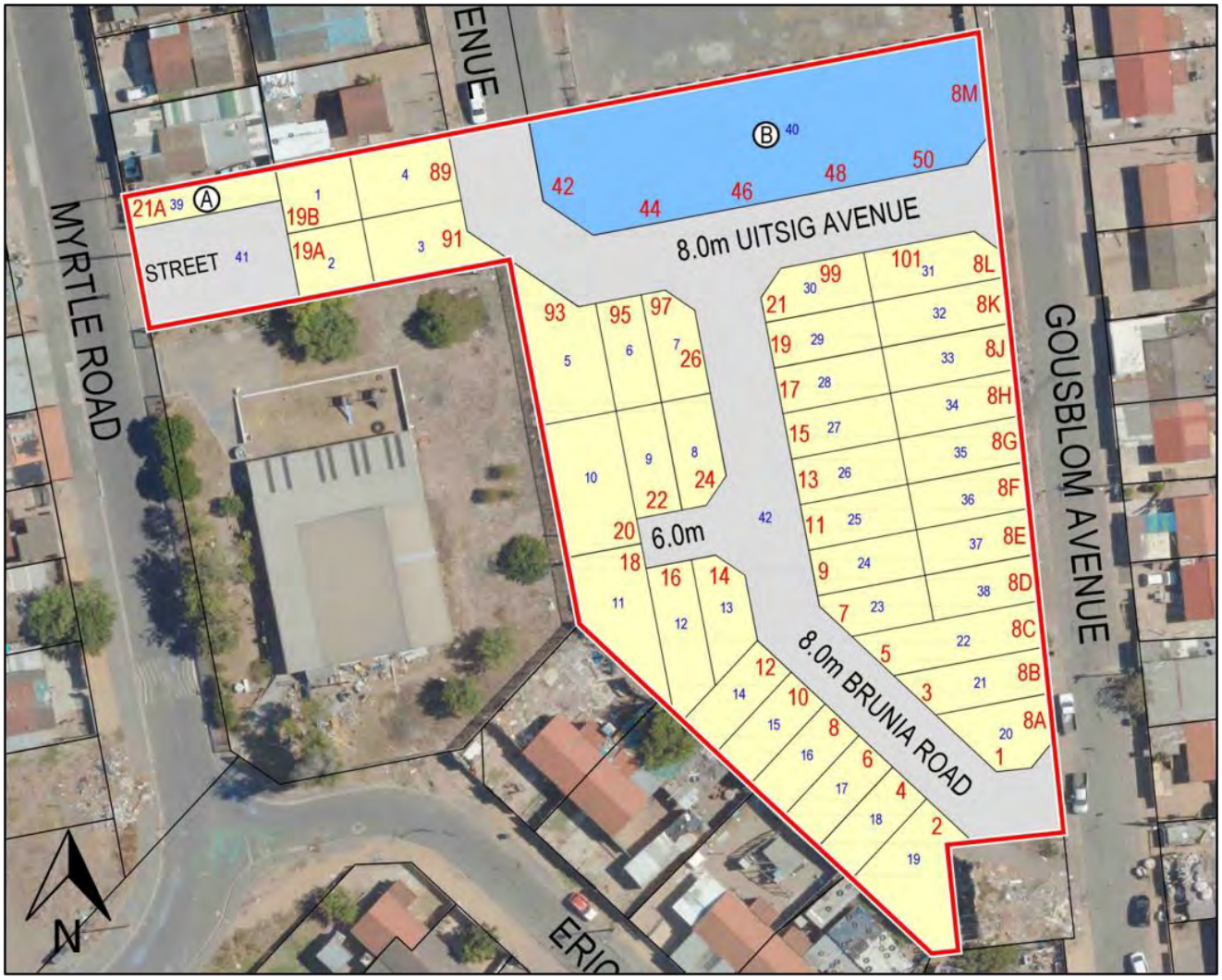


Figure 10: Proposed Street Name & Numbering Plan (Annexure F)

Lastly, it is proposed that Myrtle Road be retained as the applicable street address for **Erven 1 and 2**, and that **Erf 39** be allocated street number 21A. This is considered appropriate given that the adjoining property, **Erf 34414 Goodwood**, currently numbered 21, encroaches onto **Erf 39**, and the two portions are consequently used in practice as a **single** property with **one** street address.

6.6. Contextual Integration:

The proposed residential erven are intended to form part of the existing urban fabric of Elsies River. The subject property's frontage to *Gousblom Avenue* and *Myrtle Road* provides a smooth integration with the surrounding road network. The proposed business erf introduces a defined and centralised location for local business opportunities.

The proposed business erf is a meaningful component of the proposal. Its purpose is to create space for entrepreneurs and local services that can serve residents in the area. The detailed design and operation of this erf to be used for **local** business opportunities, ensures that access, servicing and business activity remain compatible with the existing neighbouring residential uses.

6.7. Alignment with Spatial Strategies:

The proposed development is consistent with the spatial direction established by the Western Cape Provincial Spatial Development Framework (**PSDF**), the City of Cape Town Municipal Spatial Development Framework (**MSDF**), 2023, and the Tygerberg District Plan, 2023 (**DSDF**).

As discussed in **Section 5** of this report, the subject property is located within the *Urban Inner Core* in terms of the **MSDF** and is identified in the **DSDF** as a *New Development Area* with potential for medium-density residential development. The surrounding area is designated for *Urban Development*.

The provision of serviced residential sites intended for court evictees and for onsite- and surrounding settlers, together with a dedicated Local Business 2 erf and public roads, supports inclusive housing, efficient use of urban land and integration of local economic opportunities. The sites are intended to accommodate ABT structures, subject to the City's approval of its ABT typologies. The proposal gives effect to the identified spatial planning direction for the property.

Implication: The proposed development is consistent with the PSDF, the spatial planning objectives of the MSDF and the DSDF. The proposal does not require any deviation from its policy direction.

6.8. Infrastructure and Accessibility:

The subject property is situated within an established urban neighbourhood and is bounded by *Gousblom Avenue* to the east and *Myrtle Road* to the west. The proposed layout provides for public road access to the residential erven and incorporates the extension of Uitsig Avenue in a south-eastern direction and the proposed new **Brunia Road** off *Gousblom Avenue*. The Transport Zone 2 (TR2) erven are intended to accommodate the road and access requirements of the layout.

The layout also makes specific provision for the **existing mast infrastructure**. ***Figure 8*** of this report illustrates the mast's position and the associated movement corridor, which is approximately 6,4 metres wide. This provision is essential to ensure that the proposed subdivision does not obstruct access required for the existing infrastructure.

Mowana Engineers has prepared a **Traffic Impact Statement (TIS)** to address any traffic related matters and impacts, refer to **Annexure H – Traffic Impact Statement**. The **TIS** concludes that

the proposed development's additional traffic impact on the existing road network will be negligible.
Bosch Projects has provided this office with **Bulk Capacity letters** obtained from the City's relevant Engineering departments and is attached as **Annexure I – Bulk Capacity Letters**. The City's Water and Sanitation Department confirms that the existing systems have sufficient overall capacity to accommodate the development's anticipated water demand and sewer flows. However, it flags that low water pressure may occur during peak demand in the existing 100mm water reticulation main along *Gousblom Avenue*. The City's position is therefore conditional: the development can be accommodated, provided that the required service designs, connections and infrastructure works comply with municipal requirements.

Implication: The proposed layout provides for integration with the surrounding road network, appropriate access to the residential erven, and continued access to the existing mast infrastructure. The **Traffic Impact Statement** anticipates a negligible additional impact on the existing road network, subject to the incorporation of the recommended pedestrian facilities. The **Bulk Capacity Letters** confirm sufficient overall water and sewer capacity to accommodate the proposed development; however, the potential for low water pressure during peak demand must be addressed through detailed engineering design. The necessary service connections and infrastructure works must also comply with the City's requirements.

6.9. Environmental and Scenic Considerations:

The subject property is currently undeveloped and is identified as disturbed urban land. The available information does not identify any known heritage resources or significant archaeological, palaeontological or historical features on the property. No specific heritage constraint has been identified that would preclude the proposed land use arrangement.

Correspondence from the *Western Cape Department of Environmental Affairs and Development Planning (**DEA&DP**)* indicates that **the proposal does not trigger listed activities** under the *National Environmental Management Act, 1998 (**NEMA**)*.

The **Geotechnical Study** conducted by *Gondwana Geo Solutions*, identifies site-specific considerations relating to earthworks, drainage, foundations and subgrade conditions, which must inform the detailed design and construction of the development. The applicable geotechnical recommendations should be incorporated into the implementation of the project. Refer to **Annexure J – Geotechnical Study** for detailed information.

Tarna Klitzner Landscape Architect has provided a letter clarifying the landscaping requirements for the proposed development, refer to **Annexure K – Landscape Architect's Letter**. Following consultation with the City's Parks Department, it was confirmed that there is no scope for street-tree planting or landscaping on **Erf 34412, Goodwood**.

Instead, the agreed landscaping scope includes the upgrading of **Appelboom Road Park (Erf 34437 Goodwood)**, with improvements including additional pathways, play equipment, outdoor gym equipment, new trees, seating and repairs to lawn areas. The City's Parks Department will undertake repairs to the existing park infrastructure, while the developer (City's Human Settlement Department) will be responsible for **one year** of landscaping maintenance following practical completion. Refer to **Annexure L – Appelboom Park Landscape Plan** for the proposed improvements to the Park.

Implication: The available information identifies no specific **environmental or heritage** constraint that would preclude the proposed development. The **geotechnical** recommendations must be incorporated into the detailed design and construction to address the site-specific conditions. Furthermore, the agreed approach to **landscaping**, which provides for the upgrading of **Appelboom Road Park** rather than landscaping on the subject property, will contribute to enhancing recreational amenities for the surrounding community.

6.10. Application Motivation Conclusion:

The proposed **rezoning and subdivision** of **Erf 34412, Goodwood**, will facilitate serviced residential sites intended for court evictees and for onsite- and surrounding settlers, ABT structures subject to the City's approval of its ABT typologies, a dedicated local business site and associated access infrastructure. The layout accommodates the existing mast infrastructure and encroachment and aligns with the applicable spatial planning frameworks, subject to the relevant technical recommendations and municipal requirements.

7. SECTION 99 COCT LAND USE PLANNING BY-LAW COMPLIANCE

The City of Cape Town Land Use Planning By-law stipulates certain criteria for evaluating the desirability of a development. The proposed development complies with Section 99 of the By-law, by way of the following:

7.1. Socio-economic Impact

The proposed development will provide serviced residential sites intended for court evictees and for onsite- and surrounding settlers, and a designated Local Business 2 site to support local entrepreneurship. It is therefore expected to contribute positively to housing provision and local economic participation.

7.2. Compatibility with Surrounding Land Uses

The proposed residential development aligns with the MSDF and Tygerberg District Plan. The designated business site and proposed road network will support local trading and integration with the surrounding area, subject to appropriate access, servicing and management of activities adjoining residential properties.

The proposed permanent departure from the DMS parking requirement is motivated by the limited extent of the residential erven and the need to accommodate permanent housing structures. The development will be subject to a maximum of three dwellings per residential erf, and the parking arrangement should be assessed in the context of the site constraints and availability of public transport in the surrounding area.

7.3. Impact on External Engineering Services

The proposal will have a minimal impact on the existing external engineering services. The Bulk Capacity Letter confirms sufficient overall water and sewer capacity, although low water pressure may occur during peak demand.

7.4. Impact on the Safety, Health and Well-being of the Surrounding Community

The proposed development will formalise the use of the currently undeveloped subject property, reducing the opportunity for unauthorised occupation of the site. The layout provides for public road access, a designated local business site and continued access from Myrtle Road to the existing mast infrastructure. The Traffic Impact Statement indicates that the anticipated additional traffic will not have an unacceptable impact on the surrounding road network, subject to the implementation of the recommended measures.

7.5. Impact on Heritage

No known significant heritage resources have been identified on the subject property. Should any heritage resources be discovered during construction, the applicable statutory requirements must be followed.

7.6. Impact on the Biophysical Environment

The property comprises disturbed urban land, and DEA&DP has confirmed that the proposal does not trigger listed activities under NEMA. No specific biophysical constraint precluding the

development has been identified. Geotechnical recommendations and applicable environmental requirements will nevertheless be addressed during construction.

8. CONCLUSION

The proposed rezoning and subdivision of **Erf 34412, Goodwood**, will facilitate serviced residential sites intended for court evictees and for onsite- and surrounding settlers, a dedicated local business site and associated public-road infrastructure as part of the Elsies River Superblock upgrading initiative. The residential sites are intended to accommodate ABT structures, subject to the City's approval of its ABT typologies.

The proposal is consistent with the applicable spatial planning frameworks and is considered appropriate within the established urban context. Implementation is subject to the City's approval of the proposed ABT typologies, compliance with the maximum of three dwellings per residential erf, approval of the permanent parking departure, and addressing the relevant engineering, traffic and geotechnical requirements.

In view of the above, the proposed rezoning and subdivision are considered desirable in terms of ***Section 99*** of the *City of Cape Town Municipal Planning By-Law, 2015 (as amended),* and are recommended for approval, subject to appropriate conditions.

9. RECOMMENDATIONS

It is recommended that the City of Cape Town consider approval of the following application in respect of **Erf 34412, Goodwood**, based on the supporting studies, report and findings of this report.

Application is made in terms of Section 42 and Section 136 of the City of Cape Town Municipal Planning By-Law, 2015 (as amended), as follows:

a) **Rezoning Erf 34412 Goodwood** in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) **from General Residential Zone 2 (GR2) to subdivision area to allow a residential development of 42 erven**.

b) **Subdivision of Erf 34412 Goodwood** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) **to create 41 erven as follows:**

- **iv) 39 erven zoned for Residential Zone 1 (R1);**
- **v) 1 erf zoned for Local Business 2 (LB2); and**
- **vi) 2 erven zoned for Transport Zone 2: Public Road & Public Parking (TR2).**

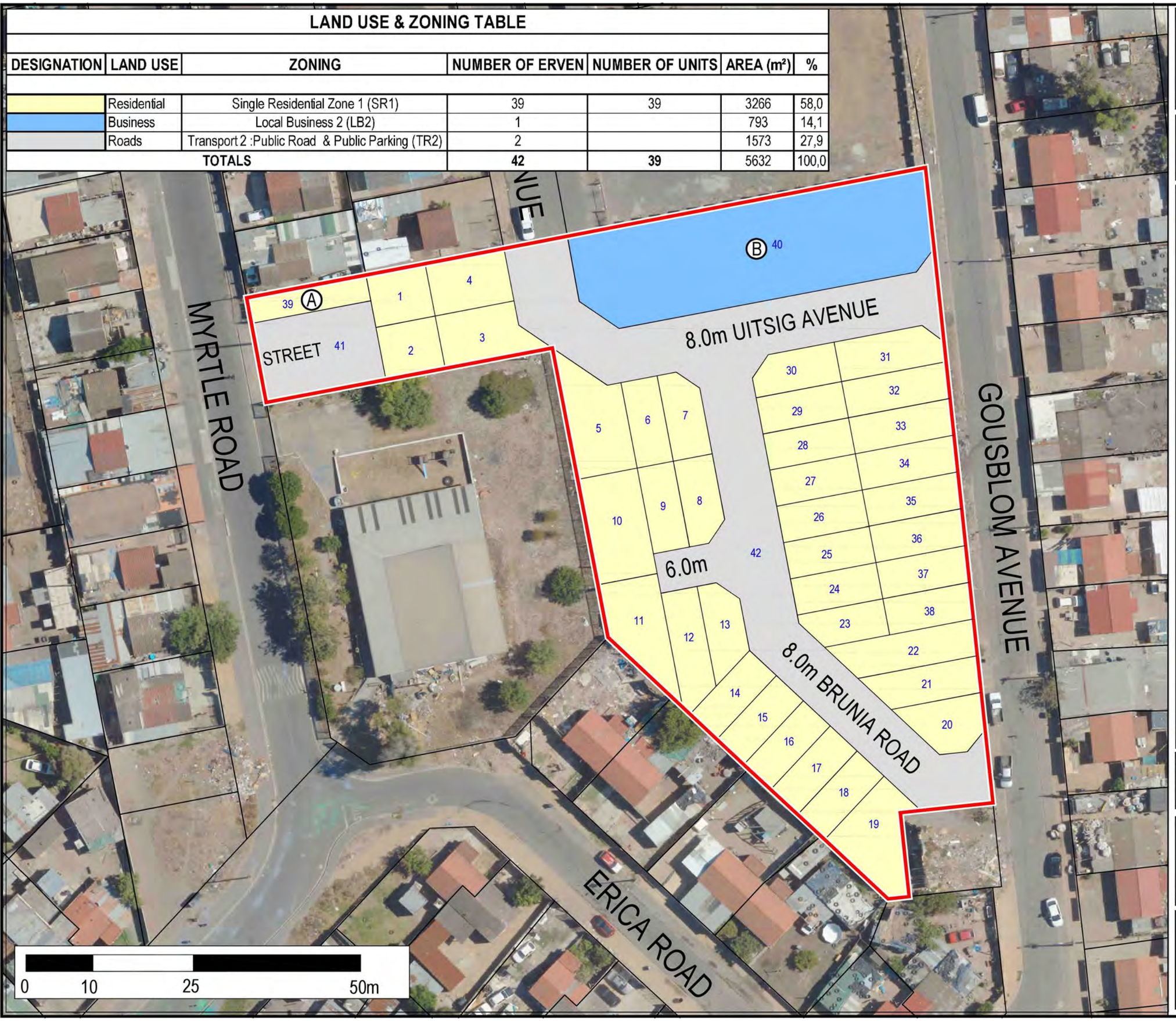
c) **Permanent departure** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) from the **DMS** requirement to provide Nil parking bays on Residential Zone 1 (R1) erven smaller than 350m² in lieu of 1 parking bay per dwelling.

d) **Approval of Street Name** in terms of Section 136 of the City of Cape Town Municipal Planning By-Law, 2015 (as amended) **for the following:**

- **i) Extension of Uitsig Avenue into the development; and**
- **ii) New proposed Brunia Road.**

LAND USE & ZONING TABLE

DESIGNATION	LAND USE	ZONING	NUMBER OF ERVEN	NUMBER OF UNITS	AREA (m²)	%
	Residential	Single Residential Zone 1 (SR1)	39	39	3266	58,0
	Business	Local Business 2 (LB2)	1		793	14,1
	Roads	Transport 2 :Public Road & Public Parking (TR2)	2		1573	27,9
TOTALS			**42**	**39**	5632	100,0



GOODWOOD

ERF 34412

PROPOSED SUBDIVISDION & REZONING PLAN

- APPLICATION AREA (±5632m²)
- CADASTRAL BOUNDARIES
- PROPOSED LAYOUT
- (A) EXISTING ENCROACHMENT
- (B) PROPOSED BUSINESS SITE

PLEASE NOTE:
All boundary line positions, distances and property sizes need to be verified by a Professional Land Surveyor.

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DATE 14 Oct 2026

SCALE See linescale

PLAN NO. 1

FILE NAME:

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TOWN & REGIONAL PLANNERS