



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500167653

**Erf 2915, 51 Goodwood Street,
Townsend Estate, Goodwood**

Development Management

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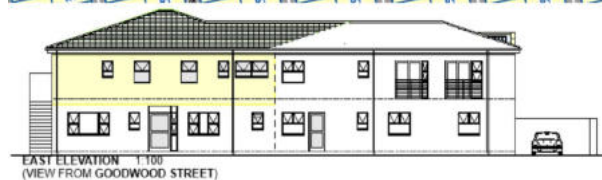
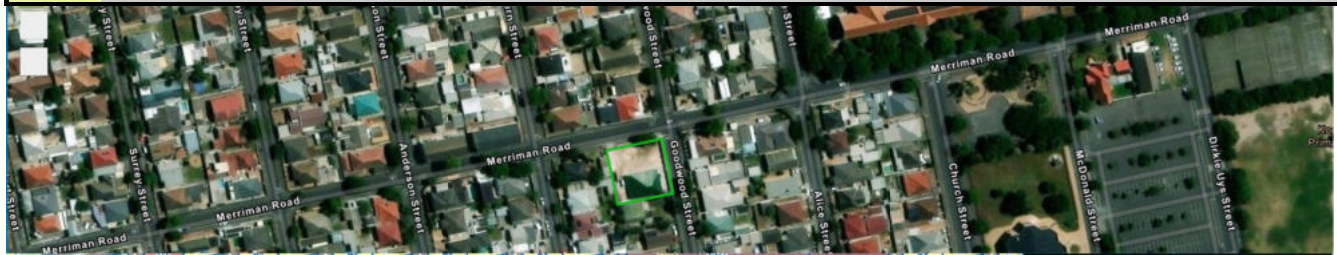
Owner:

Postal: 51 GOODWOOD STREET, TOWNSEND ESTATE, GOODWOOD

Date: 15 SEP 2026

To: THE CITY OF CAPE TOWN, LAND USE MANAGEMENT.

RE: **REZONING (R1 TO GR2) AND PERMANENT DEPARTURES,
ON ERF 2915, 51 GOODWOOD STREET, TOWNSEND ESTATE, GOODWOOD.**



LIST OF ANNEXURES:

Annexure A:	Power of Attorney
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Annexure C:	SG Diagram
Annexure D:	DSDF STA Map – Tygerberg District
Annexure E:	DSDF Urban Restructuring and Upgrading Map – Tygerberg District
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Annexure G:	Layout Plans

ABBREVIATIONS AND DEFINITIONS:

Application area:	Same definition assigned as subject property
MPBL:	Municipal Planning By-law
DMS:	Development Management Scheme
IDP:	Integrated Development Plan
COCT:	City of Cape Town Municipality
PSDF:	Provincial Spatial Development Framework (Western Cape)
MSDF:	Municipal Spatial Development Framework (Cape Town)
DSDF:	District Spatial Development Framework (Tygerberg)
SPLUMA:	Spatial Planning and Land Use Management Act (Act 16 of 2016)
LUPA:	Western Cape Land Use Planning Act (Act 3 of 2014)
Subject property:	ERF 2915, 51 GOODWOOD STREET, TOWNSEND ESTATE, GOODWOOD.
This proposal:	Rezoning of ERF 2915, GOODWOOD from R1 to GR2 and Permanent Departures.

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1. INTRODUCTION AND APPLICATION SUMMARY:

- 1.1 This proposal seeks **REZONING** of ERF 2915, 51 GOODWOOD STREET, GOODWOOD from **R1** (Residential 1: Conventional Housing) to **GR2** (General Residential 2) to allow a Flats.
- 1.2 This proposal seeks **PERMANENT DEPARTURE** to allow **(a) Common Boundary Building Line** after 18m from the Street Boundary to be 1.585m instead of 4.5m (SOUTH); **(b) Common Boundary Building Line** after 18m from the Street Boundary to be 3.6m instead of 4.5m (WEST & SOUTH); **(c) Reverse Exit** onto Goodwood Street for two parking opportunities; and **(d) CWC Position** at 7.4m from the road intersection instead of 10m.

2. PROPERTY DETAILS:

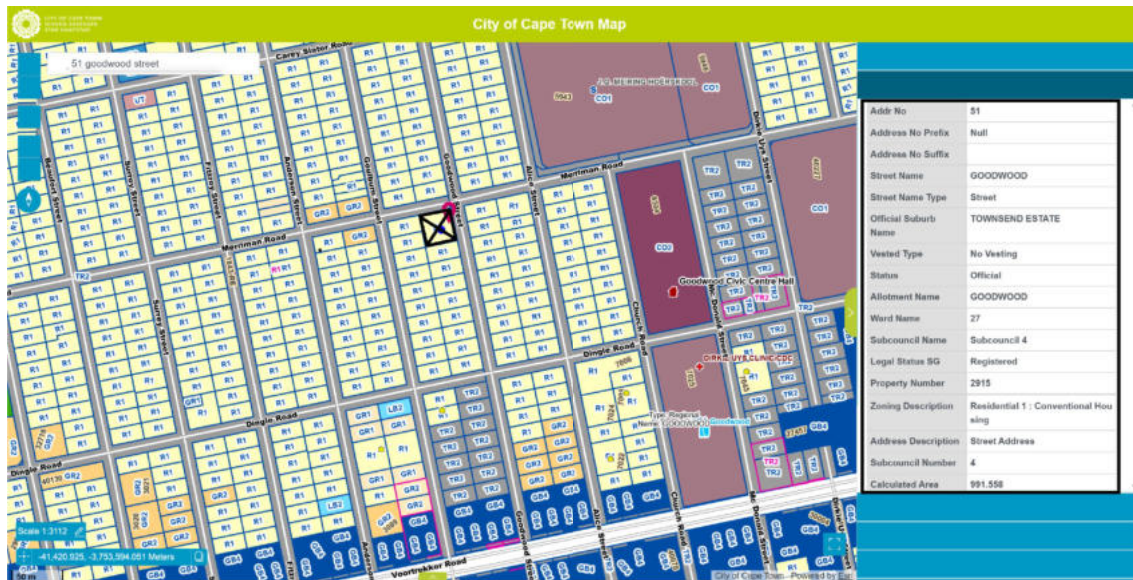
2.1	PROPERTY DETAILS TABLE:	
2.1.1	Ownership:	
2.1.2	Property Description:	ERF 2915
2.1.3	Physical Address:	ERF 2915, 51 GOODWOOD STREET, TOWNSEND ESTATE, GOODWOOD.
2.1.4	Title Deed No.:	
2.1.5	Title Deed Restrictions:	None
2.1.6	ERF Extent:	991m2
2.1.7	SG Diagram No:	2206/1921
2.1.8	Bond:	N/A
2.1.9	Present Zoning:	R1 - Residential 1: Conventional Housing.
2.1.10	Jurisdiction:	City of Cape Town Municipality, Tygerberg District
2.1.11	Proposed Zoning:	GR2 - General Residential 2.
2.1.12	Surrounding Zoning:	Residential 1 (R1), General Residential 2 (GR2), Local Business 2 (LB2), Community 1 (C01), Community 2 (C02), Transport Zoning 2 (TR2).
2.1.13	Surrounding Densities:	Medium Density Residential, Intermediate Business, Community Civic Cluster.
2.1.14	Surrounding Land Uses	Residential 1 (R1) Dwelling Houses, Local Business 2 (LB2) Business Offices, General Residential 2 (GR2) Block of Flats, Community 1 (C01) School, Community 2 (C02) Community Clinic, Transport Zoning 2 (TR2) Public Parking.
2.1.15	Existing Land Use	R1 - Residential 1: Conventional Housing.
2.1.16	Proposed Land Use	GR2 - General Residential 2 for a Block of Flats.

2.2 LOCALITY MAPS:

2.2.1

**AERIAL PHOTOGRAPH** (Source: City of Cape Town Zoning Map Jan 2023):

2.2.2



ZONING MAP EXTRACT (Source: City of Cape Town Zoning Map):

2.2.4



STREET VIEW PICTURE (Source: Google Maps):



STREET VIEW PICTURE (Photo by Owner):



STREET VIEW PICTURE (Photo by Owner):



STREET VIEW PICTURE (Photo by Owner):

2.3 LAND USE CONTROL:

- 2.3.1 Flats are identified as a Primary Use Rights on General Residential 2 (GR2) Zoning. This proposal seeks to rezone the subject property from Residential 1 (R1) to General Residential 2 (GR2) to allow for Flats.
- 2.3.2 Definition: According to the DMS, 'Flats' is defined as "a building containing three or more dwelling units, together with such outbuildings as are ordinarily associated therewith but excludes a dwelling house, second dwelling and third dwelling".
- 2.3.3 The Parking is provided on Ground Floor. The property falls in a PT2 Zone where the parking requirement is nil. This proposal provides adequate on-site parking bays.
- 2.3.4 The MPBL DMS Item 140 (2)(b) says that where the total length of any street boundary of a site exceeds 30 m in length, one additional carriageway crossing may be permitted, provided that no two carriageway crossings are closer than 12m to each other.
- 2.3.5 The table below shows aspects required in **GR2 Zoning** and the DMS compared to the same aspects as proposed in this proposal. As per the table, Building Line Permanent Departure is required for Braai Room.

ASPECT:	REQUIRED:	PROPOSED:
2.3.5.1. FLAT UNITS	-	26
2.3.5.2. GR2 BUILDING HEIGHT (TOP OF ROOF)	10m	7.928m
2.3.5.3. COVERAGE	60%	55%
2.3.5.4. FLOOR FACTOR	1	0.85
2.3.5.5. GROSS LETTABLE AREA	N/A	N/A

2.3.5.6	PARKING - PT2	NIL	14 bays
2.3.5.7	BUILDING LINE- STREET BOUNDARY	4.5m	4.5m
2.3.5.8	BUILDING LINE- COMMON BOUNDARY (WEST & SOUTH)	4.5m	3.6m [Permanent Departure required]
2.3.5.8	BUILDING LINE- COMMON BOUNDARY (SOUTH)	4.5m	1.585m [Permanent Departure required]

3. **MOTIVATION IN SUPPORT OF THE APPLICATION:**

3.1 **MOTIVATION FOR THE REZONING:**

- 3.1.1 This proposal for Rezoning of ERF 2915, GOODWOOD from Residential 1: Conventional Housing (R1) to General Residential 2 (GR2) to allow a Flats is in terms of Section 42 (a) of the City of Cape Town Municipal Planning By-Law 2015 and the City of Cape Town Municipal Land Use Scheme, 2021.
- 3.1.2 The subject property is situated in a desirable location to allow the proposed rezoning in order to allow Flats. There is a pressing need for safe, affordable, accommodation options in areas that have proximity to commercial, educational, recreational and community opportunities.
- 3.1.3 The extent of the subject property is 991m² which is double that of the surrounding properties which makes it to be able to absorb more land use intensity than the average property in the area while remaining contextually appropriate.
- 3.1.4 The proposed Flats is a residential land use with a higher intensity than a typical residential home but because the property is double in extent to the surrounding properties, the scale of the proposal is textually appropriate.
- 3.1.5 The following are reasons why this proposed rezoning is desirable:
- (1) This proposal is a more intensive land use but still maintaining the residential character;
 - (2) This proposal brings more densification in the area;
 - (3) This proposal is located in a Development Corridor;
 - (4) This proposal is located close to a Mixed Use Intensification Zone (Voortrekker Road);
 - (5) There are GB1, LB2, and C01 zoned properties in the surrounding area and therefore this proposal to rezone from R1 to GR2 will fit the context;
 - (6) Public transport is available on Voortrekker Road and the N7 Road (5 minutes walk away),
 - (7) The property is located near the Epping Industrial Area.
 - (8) This proposal will provide an affordable accommodation within a busy and vibrant node;
 - (09) This proposal will provide an affordable accommodation in an area close to employment opportunities;
 - (10) The property is located near many Tertiary Institutions.

3.2 **MOTIVATION FOR THE PERMANENT REGULATION DEPARTURES:**

'Permanent departure' means the right to use land otherwise than in accordance with the development rules of the zoning applicable to the property in terms of Section 42 (b) of the City of Cape Town Municipal Planning By-Law 2015 and the City of Cape Town Municipal Land Use Scheme, 2021.

3.2.1 **Departure to allow Common Boundary Building Line to be 1.585m instead of 4.5m for Flat No. 0.5:**

- 3.2.1.1 This proposal seeks **Permanent Departure** to allow the Common Boundary Building Line after 18m from the Street Boundary to be 1.585m instead of 4.5m (SOUTH).
- 3.2.1.2 (1) This Permanent Departure became necessary because of the positioning of the existing building.
(2) Because it is on ground Floor, there is no privacy concern.
(3) The Building Line Departure is not excessive.

3.2.2 **Departure to allow Common Boundary Building Line to be 3.6m instead of 4.5m for Flat No. 1.6:**

- 3.2.2.1 This proposal seeks **Permanent Departure** to allow the Common Boundary Building Line after 18m from the Street Boundary to be 3.6m instead of 4.5m (SOUTH).
- 3.2.2.2 (1) This Permanent Departure became necessary because of the positioning of the existing building.
(2) Because it is set back 3.6m on the First Floor, there is no privacy concern much reduced.
(3) The Building Line Departure is not excessive.

3.2.3 **Departure to allow Reverse Exit to Goodwood Street for Two Cars:**

- 3.2.3.1 This proposal seeks **Permanent Departure** to allow Reverse Exit onto Goodwood Street for two parking opportunities.
- 3.2.3.2 (1) This Permanent Departure became necessary because of the positioning of the existing building.
(2) This Permanent Departure became necessary because of the need to provide extra parking opportunity.
(3) The property is in a PT2 Zone where the parking requirement is nil.
(4) The Departure is not excessive.

- 3.2.4 **Departure to allow CWC at 7.4m from intersection instead of 10m:**
- 3.2.4.1 This proposal seeks **Permanent Departure** to allow **CWC Position** at 7.4m from the road intersection instead of 10m.
- 3.2.4.2 (1) This Permanent Departure became necessary because of the positioning of the existing building.
 (2) This Permanent Departure became necessary because of the need to provide extra parking opportunity.
 (3) The property is in a PT2 Zone where the parking requirement is nil but we are providing extra parking.
 (4) The Departure is not excessive – only 11m² area affected.
 (5) Goodwood Street is not as busy as Merriman Road, so the impact is less.
 (6) The intersection is a four way stop meaning that traffic is not fast moving.
 (7) This will only affect four parking bays of the fourteen that we are providing.

4. POLICIES & FRAMEWORKS (LEGISLATIVE SUPPORT):

4.1 NATIONAL HERITAGE RESOURCES ACT NO. 25 OF 1999:

This property is not identified as a heritage resource.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT ACT NO. 107 OF 1998:

An Environmental Authorisation is not be required as none of the listed activities are triggered.

4.3 LUPA & SPLUMA:

Section 48(4) of the By-Law states that the City must have regard to Section 39(5) of the Western Cape Land Use Planning Act 3 of 2014 (“LUPA”) and Section 47 of the Spatial Planning and Land Use Management Act 16 of 2013 (“SPLUMA”) when considering whether to remove, suspend or amend a restrictive condition.

There are no restrictive conditions are to be removed, suspended or amended and therefore this section is not applicable to this application but the following principles have been taken into account: (a) The need to promote land development in locations that are sustainable and limit urban sprawl; (b) Support developments that optimise the use existing resources and infrastructure; (c) Promote developments that support job creation and enable residential environments that improve the quality of life.

4.4 WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK: STATUTORY REPORT (2014):

The PSDF opposes urban sprawl and development outside the urban edge. The PSDF promotes densification of underutilized land within the urban edges. This proposal complies with following listed principles:

4.4.1 Sustainability and Resilience:

This proposal protects natural resources through Increased densification on land that is not identified as high potential agricultural land. This proposal is compatible with the height and densities prescribed for the area.

4.4.2 Spatial Efficiency:

Increased density ensures that more families will be closer to opportunities in the area and surroundings.

4.4.3 Access:

This proposal will bring more people closer to opportunities in the area and surroundings.. It will also create job opportunities in construction phase and afterwards domestic, security and cleaning job opportunities.

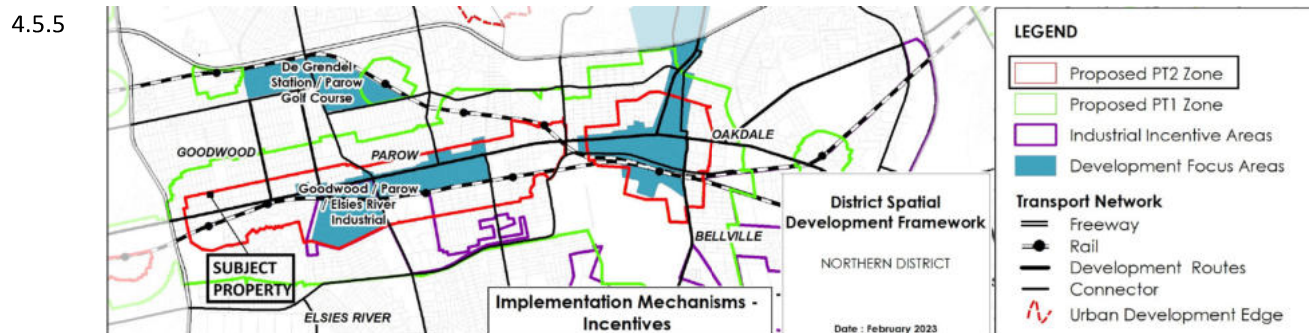
4.4.4 Quality and Liveability:

Increased density ensures increased surveillance which improves security in the area. This brings an improved living environment in general. This proposal has been designed to fit into the character of the area.

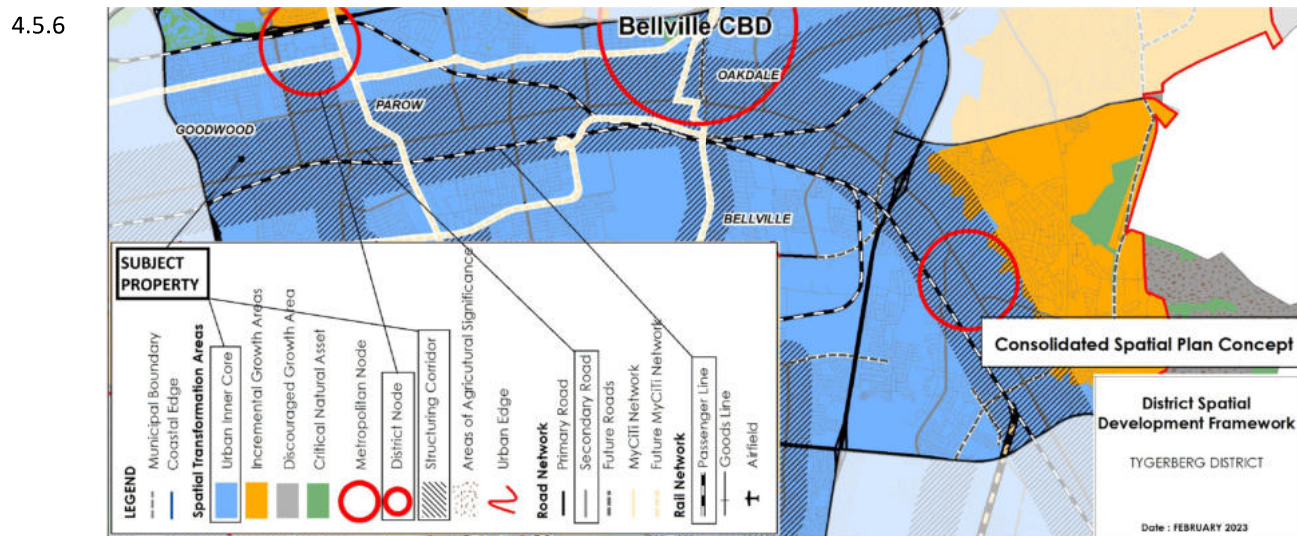
4.5 CITY OF CAPE TOWN MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK: 2023:

- 4.5.1 According to the MSDF, the subject property lies within the **Urban Inner Core (UICA)**. The Principle of such an area is to up-scale land, building optimisation and ensure adequate infrastructure capacity. This proposal is in line with City's priority in **Urban Inner Core (UICA)** areas which is investments that aim at spatial transformation, spatial integration and spatial intensification.
- 4.5.2 The MSDF focuses on **INWARD GROWTH** as a response to built environment stresses such as urban sprawl which typically put a great burden on the poor who have to have to commute long distances between home and work and pay a portion of their income on transport fare. This proposal to develop to develop a more intensive land use within the existing urban footprint in in line with the MSDF imperative for spatial transformation as it brings the people closer to amenities and opportunities.
- 4.5.3 The MSDF also prescribes spatial strategies that include protecting natural resources and encourages integrated settlement patterns and a more compact form of development. This proposal supports these strategies as the identified land is not located within a valuable agricultural area; this proposal will ensures a more compact urban form which will increases access to opportunities within the area. This proposal therefore complies with the broader goals of the MSDF as this proposed rezoning is in line with the densification needed in the area.

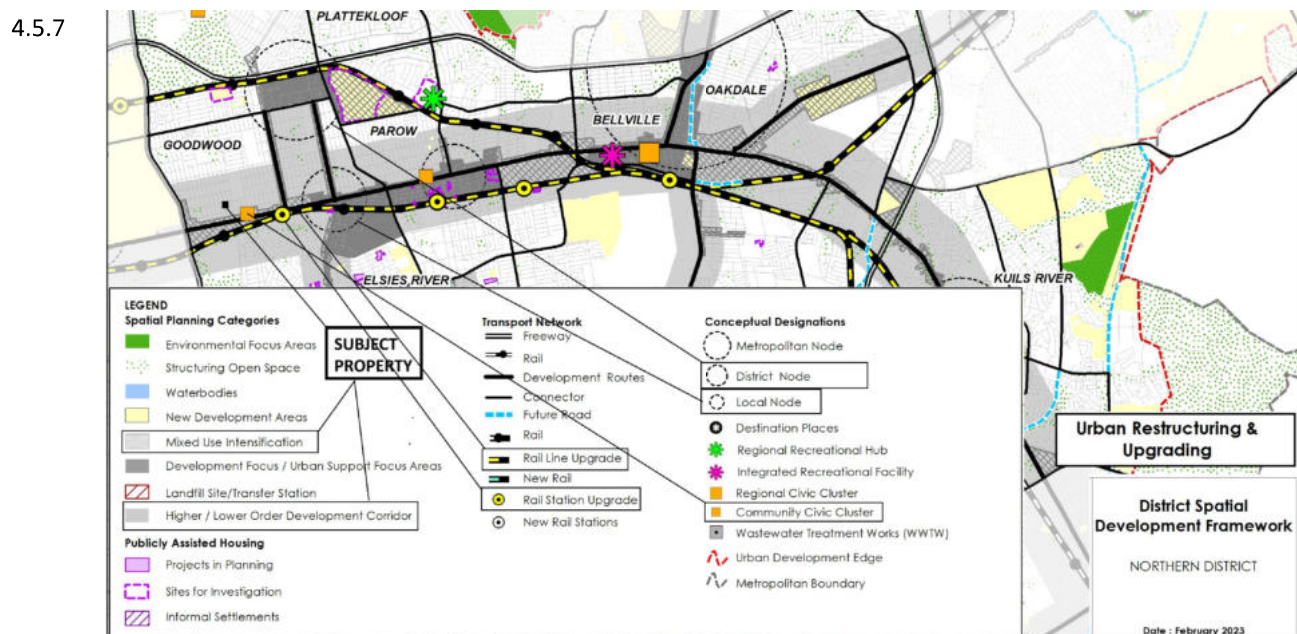
4.5.4 The MSDF aims to address the inequitable socio-economic conditions emanating from the racially divisive policies of South Africa's history. This proposal is addressing this imperative by bringing affordable accommodation closer to an area of higher availability of amenities and opportunities.



TYGERBERG DSDF – INCENTIVE AREAS MAP (2023):



TYGERBERG DSDF - CONSOLIDATED SPATIAL PLAN CONCEPT MAP (2023):

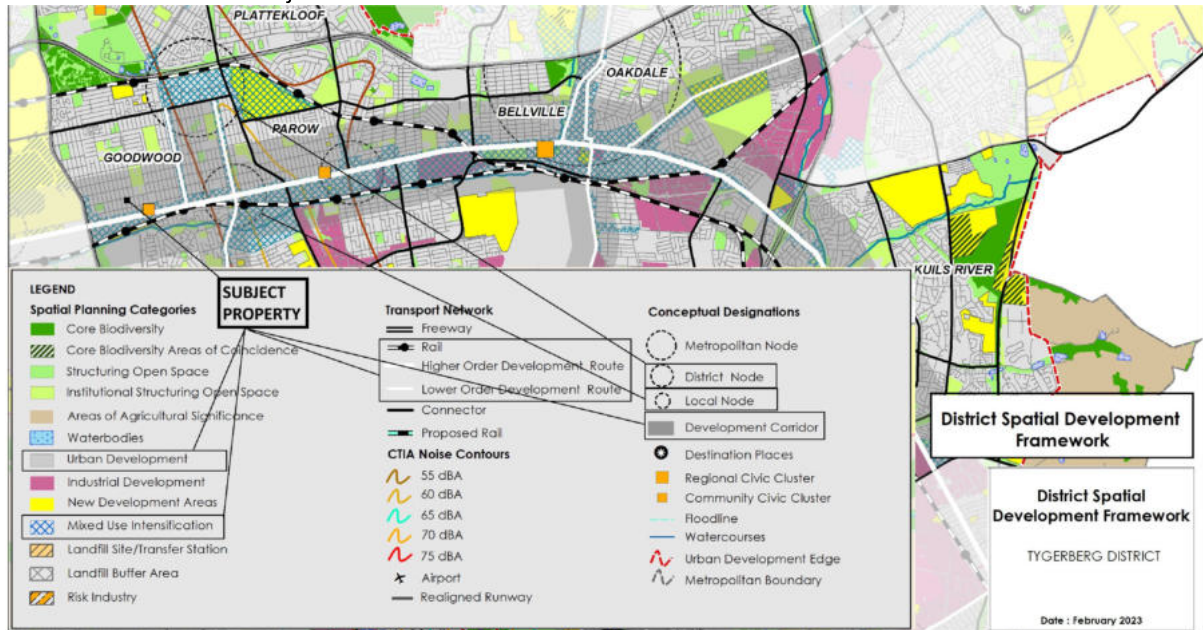


TYGERBERG DSDF - URBAN RESTRUCTURING AND UPGRADING MAP (2023):

4.6 TYGERBERG DISTRICT PLAN (2023):

4.6.1 The property is located in Goodwood Street and is within 5 minutes walk from Voortrekker Road, N7 and Vasco Boulevard which are a major Connector Roads in the District.

4.6.2.1



TYGERBERG DSDF- SPATIAL DEVELOPMENT FRAMEWORK MAP (2023):

4.6.2.2



TYGERBERG DSDF- SUB-DISTRICT 2 MAP (2023):

4.6.3 The property is in an Urban Development Area. The property is in a Development Corridor. The property is close to a Mixed Use Intensification Zone.

4.6.3.1 According to the DSDF, the subject property is in an existing Urban Development Area. The Principle of such an area is further intensification, optimisation and appropriate redevelopment of existing land uses. This proposal is in line with this DSDF priority which is spatial transformation, spatial integration and spatial intensification and the imperative includes promoting the regeneration and refurbishment of well-located, underutilised buildings for affordable housing, where appropriate; ensuring sufficient provision of supporting amenities in line with requirements for provision of associated social facilities and recreational spaces.

4.6.3.2 This proposal is in a Development Corridor where the DSDF supports higher-intensity development than in surrounding urban areas. The property is within 5 minutes walk to the spine of the development corridor which is Voortrekker Road.

4.6.3.3 This proposal is close to a Mixed Use Intensification Zone where the Tygerberg District Plan promotes land use intensification, which implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). Rezoning to GR2 for a Flats is a lower intensity land use which is appropriate close to the Mixed Use Intensification Zone.

4.6.4 This proposal is in line with the Tygerberg DSDF Local Objectives for Sub-District 2 which are: **(a)** Facilitate land use intensification (density and diversity) along high accessibility routes and in close proximity to public transport; **(b)** Facilitate densification that will promote a denser urban form without detracting from the character of the residential areas; **(c)** Protect core residential areas from business creep that will change the character of the areas; and **(d)** Maintain and improve the quality of existing open space systems and the interfaces.

4.7 **TRANSIT ORIENTED DEVELOPMENT STRATEGIC FRAMEWORK POLICY, 2016:**

- 4.7.1.1 **TRANSIT ORIENTED DEVELOPMENT (TOD)** is about changing, developing, and stimulating the built form of the city in such a way that the movement patterns of people and goods are optimised to create urban efficiencies and enable social equality and economic development. The desired outcome of TOD, in general, is a future spatial form of Cape Town that is compact, well connected, efficient, resilient and conducive to economic efficiency and equality whilst providing cost effective access and mobility with the least possible environmental impact.
- 4.7.1.2 The 2032 approved **Integrated Public Transport Network Plan (IPTN)**, TOD as it applies to the City of Cape Town is a long term development strategy to address spatial inequality, improve public transport affordability, and arrest sprawl, which is driven by the integration of sustainable public transport and strategic land use intervention and built on the principles of affordability, accessibility, efficiency, intensification and densification.
- 4.7.1.3 The **objectives** of Transit Oriented Development for Cape Town are: **(1)** Reduce Travel Distances: to reduce the cost of commuter travel and improve operational viability of public transport. **(2)** Optimise bi-directional flows. **(3)** Generate a greater level of seat renewal (balancing trip attractions and productions).
- 4.7.1.4 The prescribed **Land Use Interventions** of TOD respectively are: **(1)** Intensify and diversify urban development in close proximity to public transport stations. **(2)** Promote an appropriate mix and form of residential, social and economic activity between urban nodes along higher-order public transport corridors. **(3)** Promote an appropriate mix and form of residential, social and economic activity between district and local nodes along higher-order public transport corridors.
- 4.7.2 The following are planning tools that show that this proposal is in line with TOD:
- 4.7.2.1 This proposal is located in a **High Order Development Corridor (Voortrekker Road)**.
- 4.7.2.2 This proposal is located close to a **Lower Order Development Corridor (Vasco Boulevard)**.
- 4.7.2.3 This proposal is located close to a **Mixed Use Intensification Zone (Voortrekker Road)**.

4.9 **CITY OF CAPE TOWN DENSIFICATION POLICY (2012):**

The policy advocates more efficient utilisation of land that will ultimately contribute to more compact urban environments. Densification is defined as “increased use of space, both horizontally and vertically, within existing areas/properties and new developments, accompanied by an increased number of units and/or population threshold”. As per Section 2.4 redevelopment at higher densities is seen as a mechanism to achieve the goal of densification. Among its key principles to achieve its goals of densification area:

- To reduce the consumption of valuable resources such as agricultural land, areas of mineral potential etc.
- Provide a mix of residential densities to ensure diversification and choice of housing type and tenure options.

The proposed development is in line with these principles. The subject property is not identified as valuable agricultural land. The proposed development therefore protects natural assets through densification of land not identified as valuable agricultural land. It also provides more living and job opportunities within this area.

This proposed development seeks to allow appropriate densification which serves to provide more accommodation opportunities. As per the Tygerberg District Plan, specific attention has been given to ensure that the development fits into the foreseen character of the area.

4.10 **SOCIAL DEVELOPMENT STRATEGY (2013):**

The Social Development Strategy aims to address poverty, inequality and social ills while providing people the opportunity to participate in their own development. The strategy has the following objectives:

- Maximise income generating opportunities for people who are excluded or at risk of exclusion,
- Build and promote safe households and communities,
- Support the most vulnerable through enhancing access to infrastructure and services,
- Promote and foster social integration, and
- Mobilise resources for social development,

This proposed development is in line with the following levers to help achieve the objectives 1.2 - Develop the skills of people excluded or at risk of exclusion; 3.3 - Facilitate access to housing opportunities; 4.3 - Foster diversity and inclusiveness in the City’s corporate structure.

4.11 **INCLUSIVE ECONOMIC GROWTH STRATEGY (2021):**

The primary intention of this strategy is to provide aid in the recovery of the economy after the Covid-19 pandemic. Specific areas focused on are service provision, business support, labour market support and investment stimulation. A three-phase recovery approach is proposed by the strategy: stabilisation, adoption and rebuilding/recovery.

This proposed development may be required to make additional funds available to the City by means of Development Charges. These funds are for investment in additional infrastructure for the area and better service delivery. In addition, the development will create jobs for skilled and semi-skilled labourers. This includes jobs during the construction phase as well as domestic jobs afterwards, like security and cleaning. These fall under the strategy’s identified stabilisation initiatives which is a primary directive after the pandemic.

4.12	CITY URBAN DESIGN POLICY (2024):
	The Urban Design Policy seeks to focus on the contribution of proposed developments to urban design at local level. The following are the identified policy objectives with which this proposed rezoning is in line with:
4.12.1	Objective 1: Ensure that the development contributes positively to the urban structure of the city to create integrated and legible places and neighbourhoods. The proposal protects natural resources by increasing in densification and intensification on land that is not identified as high potential agricultural land. The proposed development is compatible with the height expected within a metropolitan node.
4.12.2	Objective 2: Ensure that development contributes to improved quality of the public realm and public spaces. The proposal increases in densification and intensification on the land. The front façade has overlooking features that makes the public realm more safe.
4.12.3	Objective 3: Ensure that the developments contribute to the creation of safe and secure communities. This proposal will enhance the “eyes-on-the-street” effect as the windows will have a clear view of the public street.
4.12.4	Objective 4: Ensure opportunities and amenities are accessible and that people can move about easily and efficiently. This proposal creates additional accommodation opportunities in an area that has a high access to commercial, educational, recreational and community opportunities.
4.12.5	Objective 5: Promote development intensity, diversity and desirability. This proposal seeks to ensure that the property is developed to its full potential given the local context. The local area has immense opportunities for growth and development which the proposed development seeks to enhance.
4.12.6	Objective 6: Ensure enclosure and positive interfaces onto the public realm. The front façade has overlooking features that makes the public realm more safe. Good design has been used to provide an appealing front façade which will encourage others to pursue good design when the work on their buildings.

5. **MOTIVATION IN TERMS OF THE DESIRABILITY OF THE APPLICATION (MPBL SECTION 99):**

City of Cape Town Municipal Planning By-Law, Section 99 outlines a criteria to assess an application before a decision on an application is made. Below are aspects in relation to the proposed development’s desirability.

5.1	<u>SOCIO-ECONOMIC IMPACT:</u>
	This proposal will have a positive socio-economic impact as it will generate jobs during the construction phase as well as jobs for domestic activities like cleaning and maintenance afterwards. It will also creates additional accommodation opportunities in an area that has a high access to commercial, educational, recreational and community opportunities. The increased densification ensures a compact urban fabric which is good for the general public. Development Charges will contribute to improvements of City infrastructure.
5.2	<u>COMPATIBILITY WITH SURROUNDING LAND USES:</u>
	The residential intensification will help to strengthen the residential uses within the area and provide the thresholds for the existing and future the public transport services and commercial activities. This proposed rezoning is contextually appropriate in terms of the permitted uses and built form.
5.3	<u>IMPACT ON EXTERNAL ENGINEERING SERVICES:</u>
	This proposed development will have an impact on the external engineering services. The developer may be liable for Development Charges. No bulk or link services are required for the proposed development.
5.4	<u>IMPACT ON SAFETY, HEALTH AND WELL-BEING OF SURROUNDING COMMUNITY:</u>
	No negative impact is expected on the safety, health and well-being of the community. This proposal has minimal change to the existing building form. The residential character of the building is maintained.
5.5	<u>IMPACT ON HERITAGE:</u>
	Because the main building is older than 60 years, Heritage Western Cape Approval will be applied for during the BDM Application stage. This property is not identified as a heritage resource.
5.6	<u>IMPACT ON THE BIO-PHYSICAL ENVIRONMENT:</u>
	No negative impact is expected on the biophysical environment.
5.7	<u>TRAFFIC IMPACT, PARKING ACCESS, OTHER TRANSPORT RELATED CONSIDERATIONS:</u>
	This property is in a PT2 zone where the on-site parking provision requirement is nil. This proposal provides 14 on-site parking bays.

6. SUMMARY AND CONCLUSION:

This proposal, we hope, will be deemed desirable and worthy of APPROVAL for the following reasons:

- (a) This proposal is broadly consistent with spatial planning frameworks and relevant Council Policies.;
- (b) This proposal holds positive socio-economic benefits.
- (c) This proposal is compatible with the surrounding land uses and built environment. The proposal is of an appropriate scale and form that relates to the surrounding urban fabric.
- (d) This proposal will not have a negative impact on safety, health and well-being of the surrounding community.
- (e) This proposal poses no adverse impact on existing rights.
- (f) This proposal poses no adverse impact on the street-scape and no adverse impacts on surrounding properties whilst facilitating the most efficient use of the erf.
- (g) This proposal is consistent with sections 99 of the Cape Town Municipal Planning By-Law (MPBL).



Owner: