CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500168226

Erven 115632, 108838, 108839, 108840, 108841, 108842, 18112, 18113, Remainder Erf 18108 and Remainder Erf 18106, Masson, Mansveldt, Fitzpatrick and Noble Road, Tijgerhof

Development Management

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MILNERTON MOTOR CITY

Applications to Consolidate, Rezone and Remove of Restrictive Title Conditions made in terms of the Cape Town Municipal Planning By- Law

JONO trust
PROFESSIONAL
PLANNERS

July 2026

Amended 14 October 2026

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Applications to Consolidate, Rezone and Remove of Restrictive Title Conditions made in terms of the Cape Town Municipal Planning By- Law

Prepared by:

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PROFESSIONAL PLANNERS

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CONTENTS

1.0 INTRODUCTION
1.1 Site Location
1.2 Properties Details
1.3 Summary of Land Use Applications

2.0 DEVELOPMENT PROPOSALS
2.1 Overall Layout & Functions
2.2 Access, Circulation & Parking
2.3 Cross Sections
2.4 Elevations
2.5 Street Views
2.6 General Business 1 Development Parameters
2.7 Landscape Proposals

3.0 DEVELOPMENT APPLICATIONS
3.1 Proposed Consolidation
3.2 Proposed Rezoning of the Consolidated Property
3.3 Consent Use Application
3.4 Site Development Plan Application
3.5 Street Centreline Setback Departures
3.6 Restrictive Titel Deed Conditions That Apply
3.7 Removal of Restrictive Conditions

4.0 MOTIVATION IN SUPPORT OF THE DEVELOPMENT PROPOSALS
4.1 Applicable Spatial Development Frameworks and Policies
4.2 Effect of the Departure Applications
4.3 Impact on Existing Rights
4.4 Legal Considerations
4.5 Section 99(3): Desirability Criteria: Socio-Economic Impact
4.6 Section 99(3): Desirability Criteria: Combability with Surrounding Uses
4.7 Section 99(3): Desirability Criteria: Impact on The External Engineering Services
4.8 Section 99(3): Desirability Criteria: Impact On Safety, Health, and Wellbeing of The Surrounding Community
4.9 Section 99(3): Desirability Criteria: Impact On Heritage
4.10 Section 99(3): Desirability Criteria: Impact On Biophysical Environment
4.11 Section 99(3): Desirability Criteria: Traffic Impact, Parking, Access, and Other Transport Related Considerations.
4.12 Section 99(2): Consolidation of Land

5.0 REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS

6.0 SUMMARY & CONCLUSION

LIST OF FIGURES

Figure 1.1: Properties Concerned

Figure 2.1: Site Layout Plan
Figure 2.2: Ground Floor Plan
Figure 2.3: Mezzanine Floor Plan
Figure 2.4: First Floor Plan
Figure 2.5: Access and Circulation
Figure 2.6: Key Plan
Figure 2.7: Section 1
Figure 2.8: Section 2
Figure 2.9: Section 3
Figure 2.10: Section 4
Figure 2.11: Section 5
Figure 2.12: Section 6
Figure 2.13: Section 7
Figure 2.14: Section 8
Figure 2.15: Section 9
Figure 2.16: Section 10
Figure 2.17: Section 11
Figure 2.18: South Elevation
Figure 2.19: West Elevation
Figure 2.20: East Elevation
Figure 2.21: East Elevation
Figure 2.22: North Elevation
Figure 2.23: Street View Guide Plan
Figure 2.24: Street View 1
Figure 2.25: Street View 2
Figure 2.26: Street View 3
Figure 2.27: Street View 4
Figure 2.28: Street View 5
Figure 2.29: Street View 6
Figure 2.30: Street View 7

Figure 3.1: Proposed Consolidation
Figure 3.2: Proposed Departure Plan

Figure 4.1: Spatial Transformation Areas
Figure 4.2: Transit Accessible Precincts
Figure 4.3: Greater Milnerton
Figure 4.4: Koeberg Road Spatial Framework
Figure 4.5: Precinct 4
Figure 4.6: Aerial Photo (2025)
Figure 4.7: Existing Situation
Figure 4.8: Local Context
Figure 4.9: Current Zoning
Figure 4.10: Public Transport
Figure 4.11: Building Heights

Figure 5.1: Properties Affected by RoR

LIST OF PHOTOS

Photo 1: View from Koeberg Road looking north towards the existing GB1 zoned area adjacent to Mansveld Road
Photo 2: View looking west across Koeberg Road east showing the commercial and retail development at the intersection of Koeberg / Loxton Roads
Photo 3: View from the Masson - Mansveld Road intersection showing the retail centre facing Koeberg Road
Photo 4: View of a typical residential building located to the east of Fitzpatrick Road. Fitzpatrick Road acts as an interface between commercial and residential uses.
Photo 5: View from Noble Road towards Koeberg Road, showing the Masson Road intersection onto Noble Road.
Photo 6: View from Noble Road looking north towards the De Grendel School of Skills

LIST OF ANNEXURES

Annexure 1: Erf 115632 CT Rezoning Approval
Annexure 2: Power of Attorney
Annexure 3: Ownership Printouts
Annexure 4: SG Diagrams
Annexure 5: Title Deeds
Annexure 6: Conveyancer's Certificate Summary
Annexure 7: Conveyancer's Certificate – Erf 115632 Cape Town
Annexure 8: Conveyancer's Certificate – Erf 18106 CT, Erf 18112 CT, and Erf 18113 CT
Annexure 9: Conveyancer's Certificate – Erf 18108 CT
Annexure 10: Conveyancer's Certificate – Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, and Erf 108842 CT
Annexure 11: Land Use Application Forms
Annexure 12: Architectural Proposals
Annexure 13: Civil Services Report
Annexure 14: Water and Sanitation Capacity Letter
Annexure 15: Stormwater Management Plan
Annexure 16: Traffic Management Assessment
Annexure 17: Approved Building Plan: Erf 115632 Cape Town

1.0 INTRODUCTION

Motor vehicle showrooms have long been located along major access routes such as Voortrekker Road, Main Road, and Koeberg Road because properties along main routes offer excellent commercial exposure to passing potential customers. This is the nature of main routes: they offer commute access to a range of goods and services located along the route, while providing landowners with free advertising to volumes of people passing by. This fundamental character of main routes is exactly why the motor vehicle showroom on Erf 115632 Cape Town has thrived.

The showroom on Erf 115632 Cape Town in Masson Road started operating in 1995. The property was extensively redeveloped between 1999 and 2000 after the then Blaauwberg Municipality rezoned the property to General Business B1 (motorcar showroom and associated facilities) (refer to **Annexure 1: Erf 115632 CT Rezoning Approval**). The capital investment into this site for this use was successful, and today, the SAFY Trust owns 10 of the 11 erven on the block bounded by Masson, Noble, Fitzpatrick, and Mansveldt Roads (refer to **Figure 1.1: Properties Concerned**).

Not all properties on this block have a General Business zoning and the erven still exist as separate cadastral entities. JONO Trust Professional Planners was therefore appointed by property owner to submit the land use applications to consolidate the individual erven and to extend the General Business zoning rights across the consolidated site (refer to **Annexure 2: Power of Attorney**).

1.1 Site Location

The site is located within the suburb of Milnerton on a block bounded by Noble Road, Masson Road, Mansveld Road and Fitzpatrick Road (refer to **Figure 1.1: Properties Concerned**).

1.2 Properties Details

The site contains 10 individual erven, and the property details are listed below:

Erf Number	Size	Ownership	Title Deed Number	Zoning	Removal of Restrictions
Erf 115632 CT	3 527m^2			General Business 1	Mandatory
Rem. Erf 18108 CT	921m^2			General Business 1	Discretionary
Rem. Erf 18106 CT	1 096m^2			Local Business 1	Mandatory
Erf 108838 CT	953m^2			Single Residential 1	Discretionary
Erf 108839 CT	950m^2			Single Residential 1	Discretionary
Erf 108840 CT	951m^2			Single Residential 1	Discretionary
Erf 108841 CT	955m^2			Single Residential 1	Discretionary
Erf 108842 CT	952m^2			Single Residential 1	Discretionary
Erf 18112 CT	1 183m^2			Single Residential 1	Mandatory
Erf 18113 CT	1 112m^2			Single Residential 1	Mandatory

Table 1: Property Details

The ownerships are attached as **Annexure 3**, the SG diagrams are attached **Annexure 4**, the Title Deeds are attached **Annexure 5,** and the Conveyancer Certificates are attached as **Annexure 6, 7, 8, 9 and 10**.


Erf 573
Cape Town
Peddie Road
Erf 594
Cape Town
Erf 574
Cape Town
Erf 578
Cape Town
Erf
10829
Cape
Town
Erf 577
Cape Town
Erf 575
Cape Town
Erf 576
Cape Town
Orchard Road
Erf 554
Cape Town
Erf 555
Cape Town
Erf 557
Cape Town
Erf 556
Cape Town
Norwood Road
Erf 527
Cape Town
Erf 533
Cape Town
Millvale Road
Koeberg Road
Masson Road
Erf 108960-RE
Cape Town
Noble Road
Erf 18106-RE
Cape Town
(1096sqm)
Erf 108838
Cape Town
(953sqm)
Erf 18108-RE
Cape Town
(921sqm)
Erf 108839
Cape Town
(950sqm)
Erf 108840
Cape Town
(951sqm)
Erf 115632
Cape Town
(3527sqm)
Erf 108841
Cape Town
(955sqm)
Erf 108842
Cape Town
(952sqm)
Erf 18112
Cape Town
(1183sqm)
Erf 18113
Cape Town
(1112sqm)
Erf 108843
Cape Town
(950sqm)
Mansveld Road
Erf 18117
Cape Town
Erf 18126
Cape Town
Erf 18118
Cape Town
Erf 18119
Cape Town
Erf 18127
Cape Town
Erf 18125
Cape Town
Erf 18124
Cape Town
Mitford Road
Erf 18128
Cape Town
Erf 18129
Cape Town
Erf 18130
Cape Town
Erf 18131
Cape Town
Erf 18138
Cape Town
Erf 18137
Cape Town
Erf 18136
Cape Town
Erf 18135
Cape Town
Fitzpatrick Road
Erf 18711-RE
Cape Town
Erf 134477
Cape Town
Nieuof Road
Erf 18681-RE
Cape Town
Erf 178428
Cape Town
Key
Site Boundary: Approx.: 12 600sqm
Surrounding Cadastrals
Surrounding Roads
-
-
Milnerton Motor City
1.1
PROPERTIES CONCERNED
SCALE at A4
1:1 500
0 4 8 16 24 32 40
Meters
N
JONO TRUST
Job: 25.359
mxd:Aerial Photo(2025)
Date: January 2026

1.3 Summary of The Land Use Applications

The following applications are made in terms of Section 42 of the City of Cape Town Municipal Planning By-Law (2015, as amended):

- Application in terms of Section 42(f) of the By-Law to consolidate Erven 115632 CT, Rem. Erf 18108 CT, Rem. Erf 18106 CT, Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, Erf 108842 CT, Erf 18112 CT, and Erf 18113 CT.

- Application in terms of Section 42(a) of the By-Law to rezone the consolidated property to General Business 1 (GB1) to permit a 'Business Premises'.

- Application in terms of Section 42(i) of the By-Law for City consent to permit 'Motor Repair Garage' in terms of Section 59(b) of the DMS which will allow the following uses:
  - Trading in Motor Vehicles;
  - Motor repair garage;
  - Washing of vehicles.

- Application for the approval of Site Development Plan, which will record how the proposed development will be arranged.

- Application in terms of Section 42(b) of the By-Law to permit a building within the 8,0m setback from the street centrelines of Masson, Noble, Fitzpatrick, and Mansveld Roads as provided for by Section 60(b).

  <u>Removal of Restrictive Titel Deed Conditions</u>

- **For Erf 115632 Cape Town:** The application seeks the mandatory removal of Conditions C.3(b), C.3(c), C.3(d) from Title Deed number 2 and Certificate of Registered Title T36598/1973 imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  C.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  C.3(c): not more than half the area thereof shall be built upon;
  C.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Rem. Erf 18106 Cape Town**: The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer T60812/2015 imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
B.3(c): not more than half the area thereof shall be built upon;
B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Erf 18112 Cape Town**: The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  B.3(c): not more than half the area thereof shall be built upon;
  B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Erf 18113 Cape Town:** The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  B.3(c): not more than half the area thereof shall be built upon;
  B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

The application forms are attached as **Annexure 11: Land Use Application Forms**.

2.0 DEVELOPMENT PROPOSALS

The SAFY Trust owns 10 of the 11 erven on the block bounded by Masson, Noble, Fitzpatrick, and Mansveld Roads. Erf 108843 CT, which is not part of the SAFY Trust portfolio, continues to be used for residential purposes.

Section 2 provides the detail of the development proposals for the block, and how these relate to neighbouring properties, particularly Erf 108843 CT.

2.1 Overall Layout & Functions

Figure 2.1: Site Layout Plan shows the overall layout, circulation, and parking for the full development, where:

- A coverage of 69,51% (8 758m^2) is proposed:
  - 16,29% (2 052,0m^2) existing + 53,22% (6 706m^2) new.

- A total floor space of 7 148m^2 is proposed:
  - 2012,0m^2 existing + 5 136m^2 new (excludes the parking deck area).

- A total GLA of 6 999m^2 is proposed:
  - 4 828^2 existing + 2 171m^2 new (excludes the parking deck area).

- A maximum height of 12,172m is proposed.

- All buildings located within 4,5m of the street boundaries are not more than 10m in height.

- New buildings have been setback from the common boundaries with Erf 108843 CT in order prevent new structures from overshadowing the residential building on Erf 108843 CT and to allow a better interface with the residential erf.

- 203 On-site parking bays will be provided.

- Rationalised carriage-way crossings:
  - 2 CWCs on Masson Road (previously 3 CWCs);
  - 2 CWCs on Mansveld Road (previously 3 CWCs);
  - 2 CWCs on Fitzpatrick Road; and
  - 2 CWCs on Noble Road.

The proposal extends the existing building (extension indicated as red tone) to create:
- 4 new showrooms to expand the range of motor vehicles for clients.
- A workshop to repair and service motor vehicles and carwash bay.
- A 'parking deck' on the first floor to expand the internal motor display.
- A mezzanine floor on the first floor which will be used by staff members.

Figures 2.2 to 2.4 presents the simplified proposals for the consolidated and rezoned property, and are based on the architectural proposals, which are attached as **Annexure 12: Architectural Proposals and Site Development Plan**.



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Proposed Building Footprint
- Proposed Driveway
- P — Parking Bays

Note:
Based on Architectural Sketch Plans (refer to Annexure 12)

Milnerton Motor City — 2.1

SITE LAYOUT PLAN

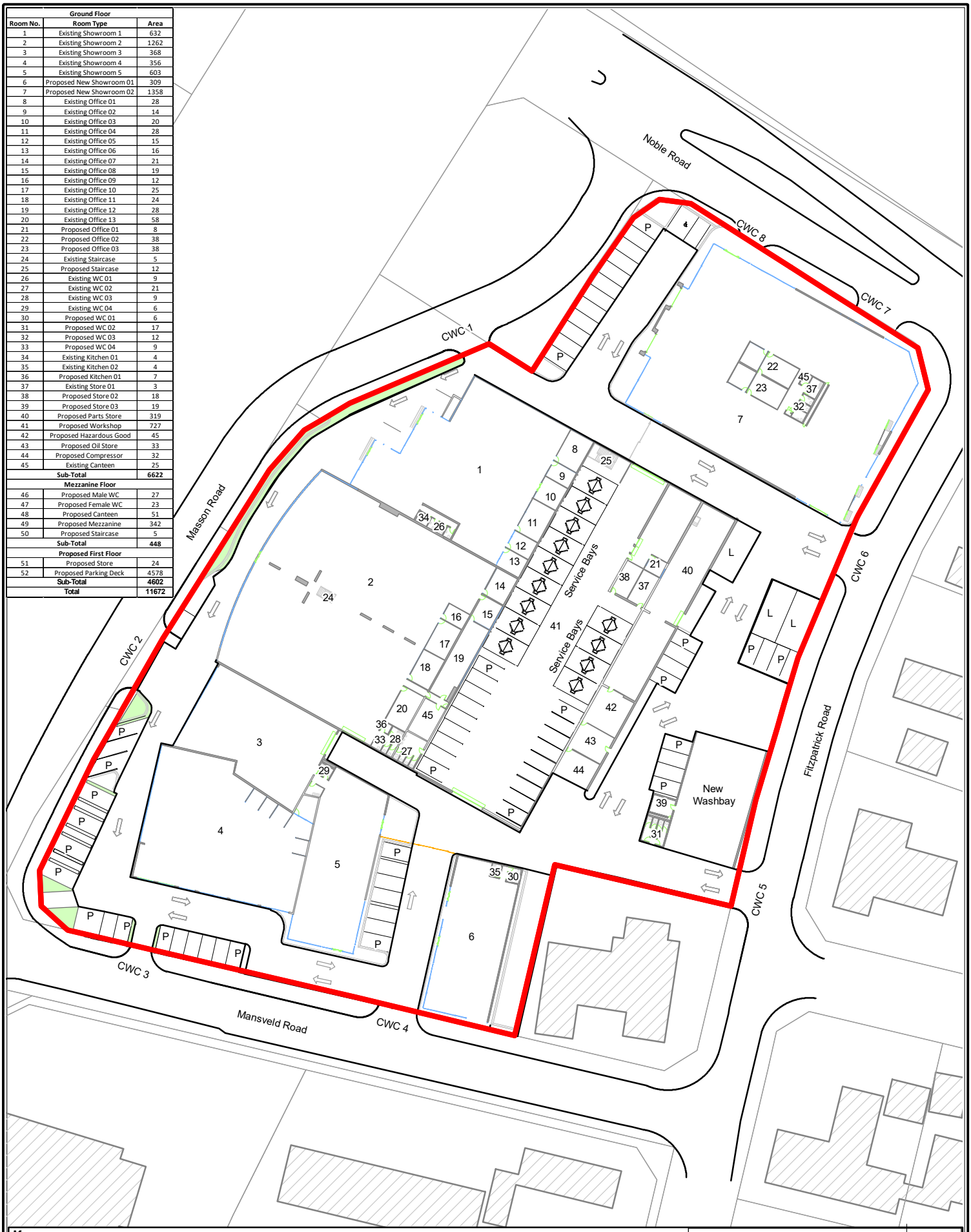
SCALE at A4 1:1 000 — 0 2,5 5 10 15 20 25 Meters

N

JONO TRUST

Job: 25.359 | mxd: Site Layout Plan | Date: 07 July 2026

Ground Floor		
Room No.	Room Type	Area
1	Existing Showroom 1	632
2	Existing Showroom 2	1262
3	Existing Showroom 3	368
4	Existing Showroom 4	356
5	Existing Showroom 5	603
6	Proposed New Showroom 01	309
7	Proposed New Showroom 02	1358
8	Existing Office 01	28
9	Existing Office 02	14
10	Existing Office 03	20
11	Existing Office 04	28
12	Existing Office 05	15
13	Existing Office 06	16
14	Existing Office 07	21
15	Existing Office 08	19
16	Existing Office 09	12
17	Existing Office 10	25
18	Existing Office 11	24
19	Existing Office 12	28
20	Existing Office 13	58
21	Proposed Office 01	8
22	Proposed Office 02	38
23	Proposed Office 03	38
24	Existing Staircase	5
25	Proposed Staircase	12
26	Existing WC 01	9
27	Existing WC 02	21
28	Existing WC 03	9
29	Existing WC 04	6
30	Proposed WC 01	6
31	Proposed WC 02	17
32	Proposed WC 03	12
33	Proposed WC 04	9
34	Existing Kitchen 01	4
35	Existing Kitchen 02	4
36	Proposed Kitchen 01	7
37	Existing Store 01	3
38	Proposed Store 02	18
39	Proposed Store 03	19
40	Proposed Parts Store	319
41	Proposed Workshop	727
42	Proposed Hazardous Good	45
43	Proposed Oil Store	33
44	Proposed Compressor	32
45	Existing Canteen	25
Sub-Total		**6622**
Mezzanine Floor		
46	Proposed Male WC	27
47	Proposed Female WC	23
48	Proposed Canteen	51
49	Proposed Mezzanine	342
50	Proposed Staircase	5
Sub-Total		**448**
Proposed First Floor		
51	Proposed Store	24
52	Proposed Parking Deck	4578
Sub-Total		**4602**
Total		**11672**



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Kerblines/ Driveway
- Walls
- Surrounding Building Footprints
- Doors
- Windows
- Circulation Arrows
- P — Parking Bays
- -

Note:
Based on Architectural Sketch Plans (refer to Annexure 12)

Milnerton Motor City | **2.2**

GROUND FLOOR

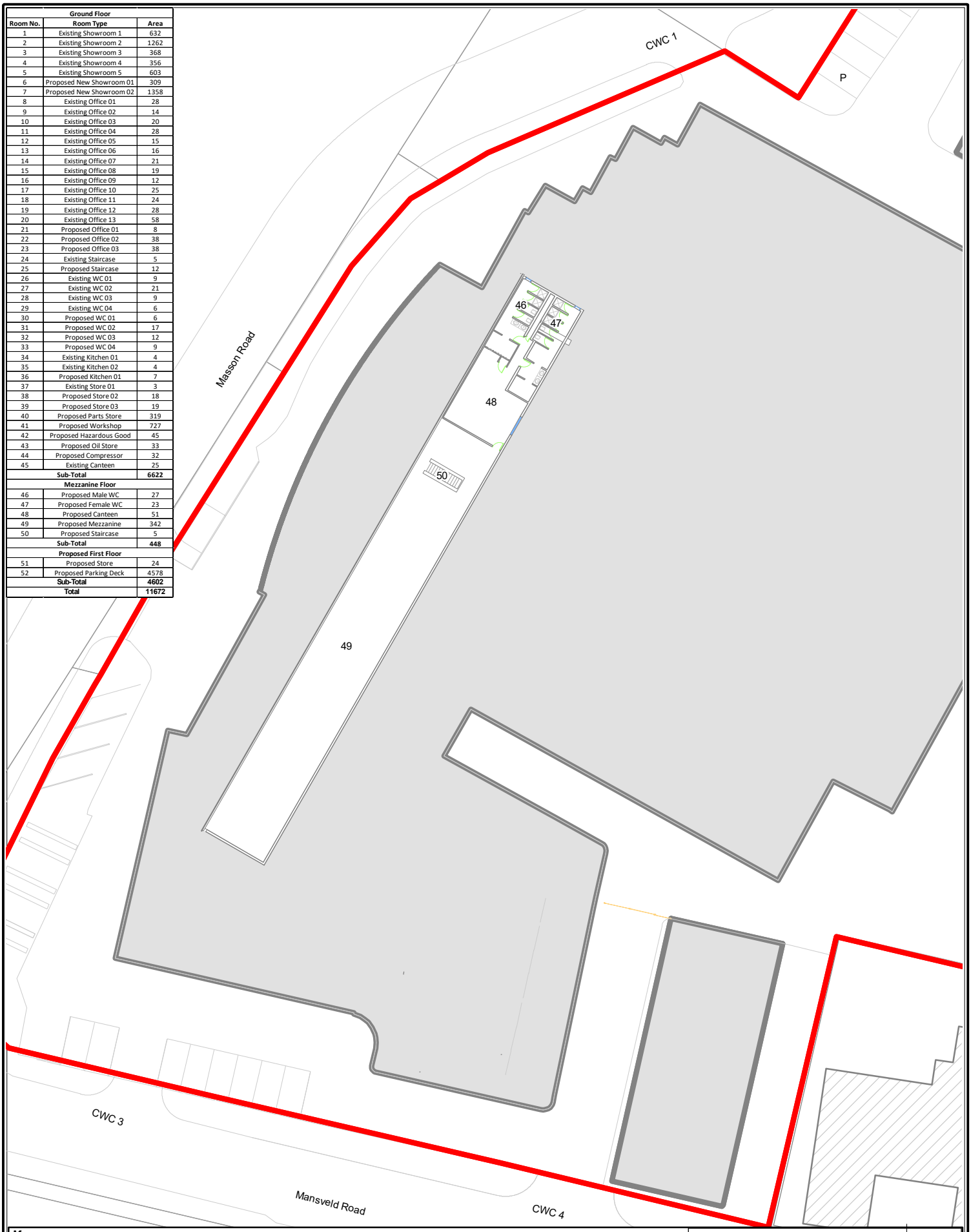
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N

JONO TRUST

Job: 25.359 | mxd: Ground Floor | Date: 01 July 2026

Ground Floor		
Room No.	Room Type	Area
1	Existing Showroom 1	632
2	Existing Showroom 2	1262
3	Existing Showroom 3	368
4	Existing Showroom 4	356
5	Existing Showroom 5	603
6	Proposed New Showroom 01	309
7	Proposed New Showroom 02	1358
8	Existing Office 01	28
9	Existing Office 02	14
10	Existing Office 03	20
11	Existing Office 04	28
12	Existing Office 05	15
13	Existing Office 06	16
14	Existing Office 07	21
15	Existing Office 08	19
16	Existing Office 09	12
17	Existing Office 10	25
18	Existing Office 11	24
19	Existing Office 12	28
20	Existing Office 13	58
21	Proposed Office 01	8
22	Proposed Office 02	38
23	Proposed Office 03	38
24	Existing Staircase	5
25	Proposed Staircase	12
26	Existing WC 01	9
27	Existing WC 02	21
28	Existing WC 03	9
29	Existing WC 04	6
30	Proposed WC 01	6
31	Proposed WC 02	17
32	Proposed WC 03	12
33	Proposed WC 04	9
34	Existing Kitchen 01	4
35	Existing Kitchen 02	4
36	Proposed Kitchen 01	7
37	Existing Store 01	3
38	Proposed Store 02	18
39	Proposed Store 03	19
40	Proposed Parts Store	319
41	Proposed Workshop	727
42	Proposed Hazardous Good	45
43	Proposed Oil Store	33
44	Proposed Compressor	32
45	Existing Canteen	25
Sub-Total		**6622**
Mezzanine Floor		
46	Proposed Male WC	27
47	Proposed Female WC	23
48	Proposed Canteen	51
49	Proposed Mezzanine	342
50	Proposed Staircase	5
Sub-Total		**448**
Proposed First Floor		
51	Proposed Store	24
52	Proposed Parking Deck	4578
Sub-Total		**4602**
Total		**11672**



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Kerblines/ Driveway
- Proposed Roof
- Surrounding Building Footprints
- Doors
- Windows
- -
- -
- -

Note:
Based on Architectural Sketch Plans (refer to Annexure 12)

Milnerton Motor City | **2.3**

MEZZANINE FLOOR

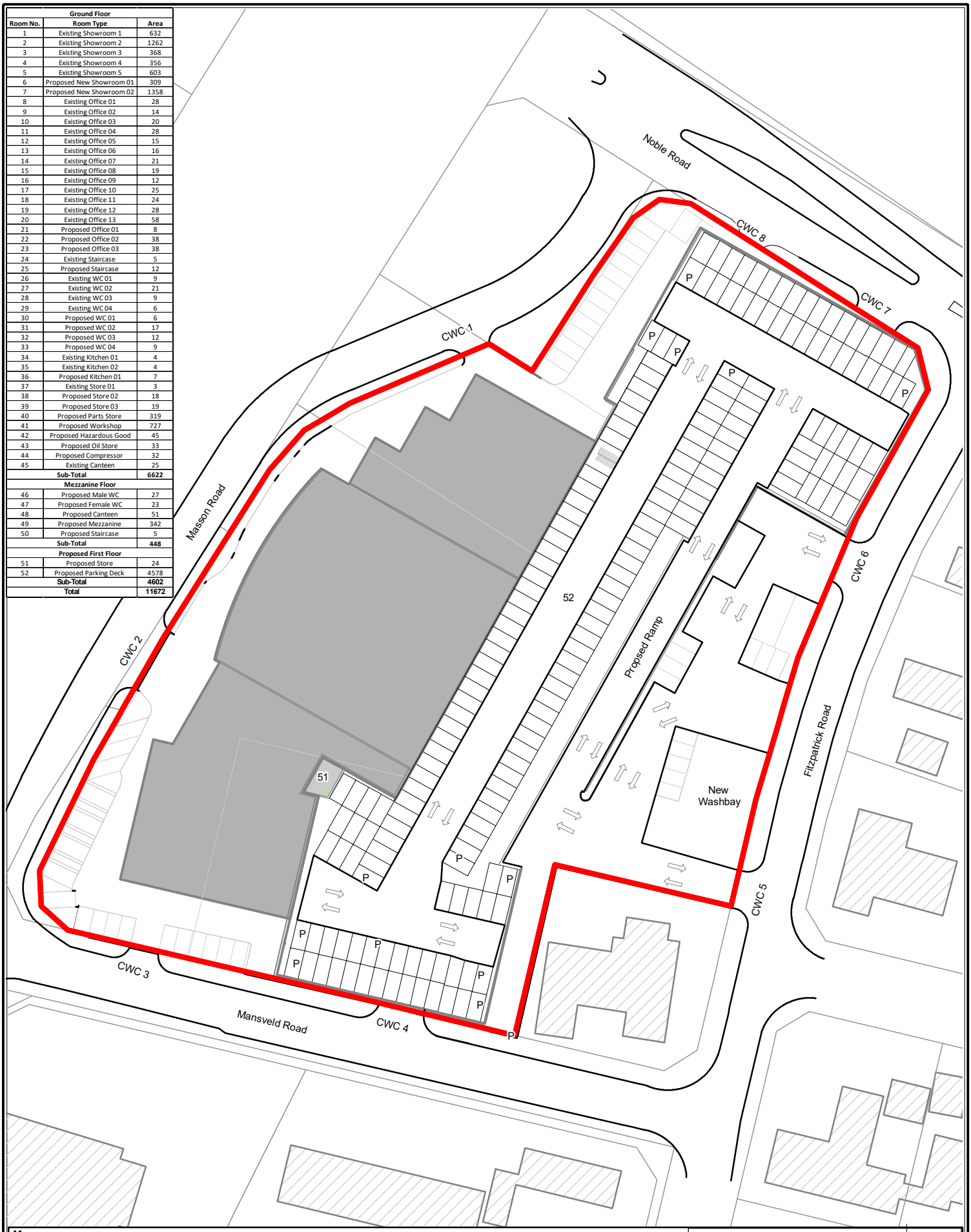
SCALE at A4 1:500 — 0 1,25 2,5 5 7,5 10 12,5 Meters

N

JONO TRUST

Job: 25.359 | Mxd: Mezzanine Floor | Date: 01 July 2026

Ground Floor		
Room No.	Room Type	Area
1	Existing Showroom 1	632
2	Existing Showroom 2	1262
3	Existing Showroom 3	368
4	Existing Showroom 4	356
5	Existing Showroom 5	603
6	Proposed New Showroom 01	309
7	Proposed New Showroom 02	1358
8	Existing Office 01	28
9	Existing Office 02	14
10	Existing Office 03	20
11	Existing Office 04	28
12	Existing Office 05	15
13	Existing Office 06	16
14	Existing Office 07	21
15	Existing Office 08	19
16	Existing Office 09	12
17	Existing Office 10	25
18	Existing Office 11	24
19	Existing Office 12	28
20	Existing Office 13	58
21	Proposed Office 01	8
22	Proposed Office 02	38
23	Proposed Office 03	38
24	Existing Staircase	5
25	Proposed Staircase	12
26	Existing WC 01	9
27	Existing WC 02	21
28	Existing WC 03	9
29	Existing WC 04	6
30	Proposed WC 01	6
31	Proposed WC 02	17
32	Proposed WC 03	12
33	Proposed WC 04	9
34	Existing Kitchen 01	4
35	Existing Kitchen 02	4
36	Proposed Kitchen 01	7
37	Existing Store 01	3
38	Proposed Store 02	18
39	Proposed Store 03	19
40	Proposed Parts Store	319
41	Proposed Workshop	727
42	Proposed Hazardous Good	45
43	Proposed Oil Store	33
44	Proposed Compressor	32
45	Existing Canteen	25
Sub-Total		**6622**
Mezzanine Floor		
46	Proposed Male WC	27
47	Proposed Female WC	23
48	Proposed Canteen	51
49	Proposed Mezzanine	342
50	Proposed Staircase	5
Sub-Total		**448**
Proposed First Floor		
51	Proposed Store	24
52	Proposed Parking Deck	4578
Sub-Total		**4602**
Total		**11672**



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Kerblines/ Driveway
- Roof
- Surrounding Building Footprints
- Doors
- Windows
- Circulation Arrows
- P — Parking Bays
- -

Note:
Based on Architectural Sketch Plans (refer to Annexure 12)

Milnerton Motor City | **2.4**

FIRST FLOOR

SCALE at A4 1:850 — 0 2,25 4,5 9 13,5 18 22,5 Meters

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JONO TRUST

Job: 25.359 | Mxd: First Floor | Date: 01 July 2026

2.2 Access, Circulation and Parking

Figure 2.8: Circulation & Parking shows:

- Clients will access the site at CWC 1,2, 3 and 4; and be limited to the purple circulation routes that lead to and from the workshop (motor repair garage).
- Staff and delivery vehicles will use CWC 5, 6, 7 and 8.
- Loading bays (x3) are located to the rear of the facility and will be accessed from Fitzgerald Road.
- 203 on-site parking bays on ground and on the 1st floor parking deck.
- Vehicular access to the parking deck will be via a 6,4m wide ramp.

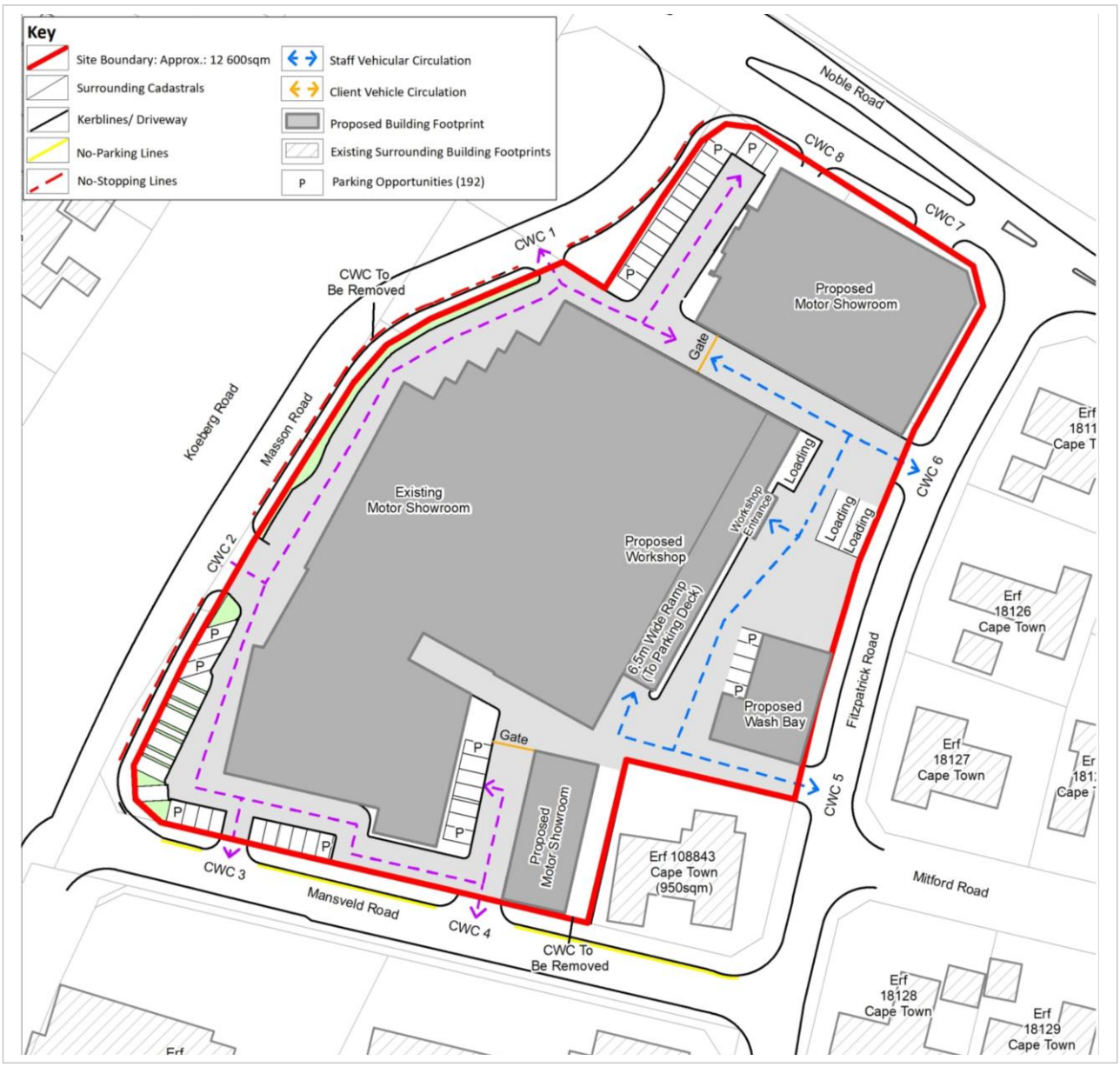


Figure 2.5: Access and Circulation

2.3 Cross Sections

Figure 2.6: Key Plan shows where points along which **Figures 2.7 to 2.17** have been drawn. The sections provide information on the height of the proposed development, measured relative to EGL. The sections confirms that the maximum height of the building will be 12,5m.



Figure 2.6: Key Plan

➢ **Street Interfaces:**

- Figure 2.7: Section 1, cuts through Mason Road and existing LEPAS building. The building rises to a height of 8,227m from EGL.

- Figure 2.8: Section 2, cuts through Mansveld Road and new proposed showroom. The building rises to a height of 9,432m from EGL.

- Figure 2.9: Section 3, cuts through Fitzpatrick Road and proposed new wash bay structure. The structure will have a 'mono pitch' style roof that will rise to a height of 4,56m from EGL and drop to 3,50m.

- Figure 2.10: Section 4, cuts through Fitpatrick Road and new proposed showroom. The building rises to a height of 9,60m from EGL.

- Figure 2.11: Section 5, cuts through Noble Road and new proposed showroom. The building rises to a height of 9,996m from EGL.

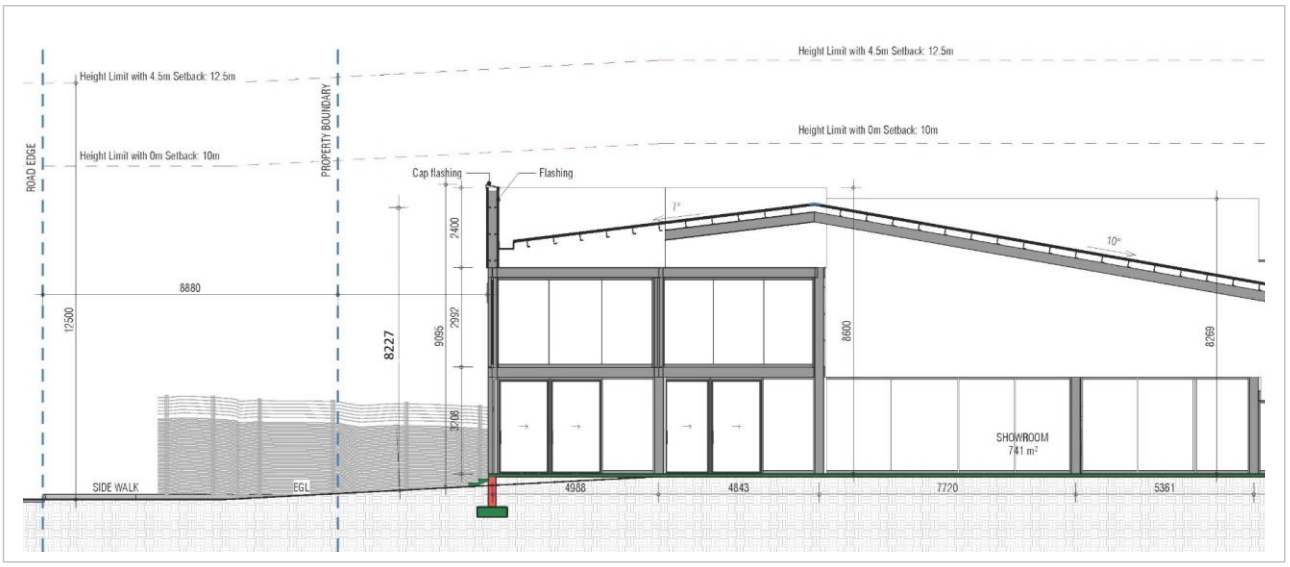


Figure 2.7: Section 1 – Street Interface LEPAS Building To Masson Road (ARCA Unlimited)

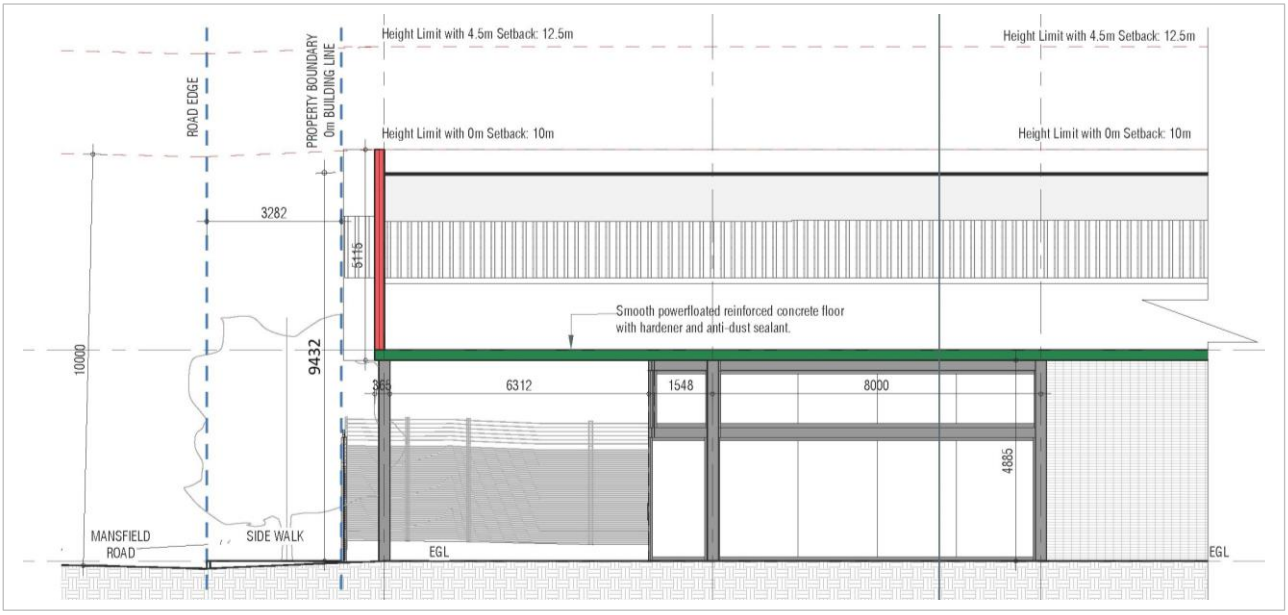


Figure 2.8: Section 2 – Street Interface of New Proposed Showroom To Mansveldt Road (ARCA Unlimited)

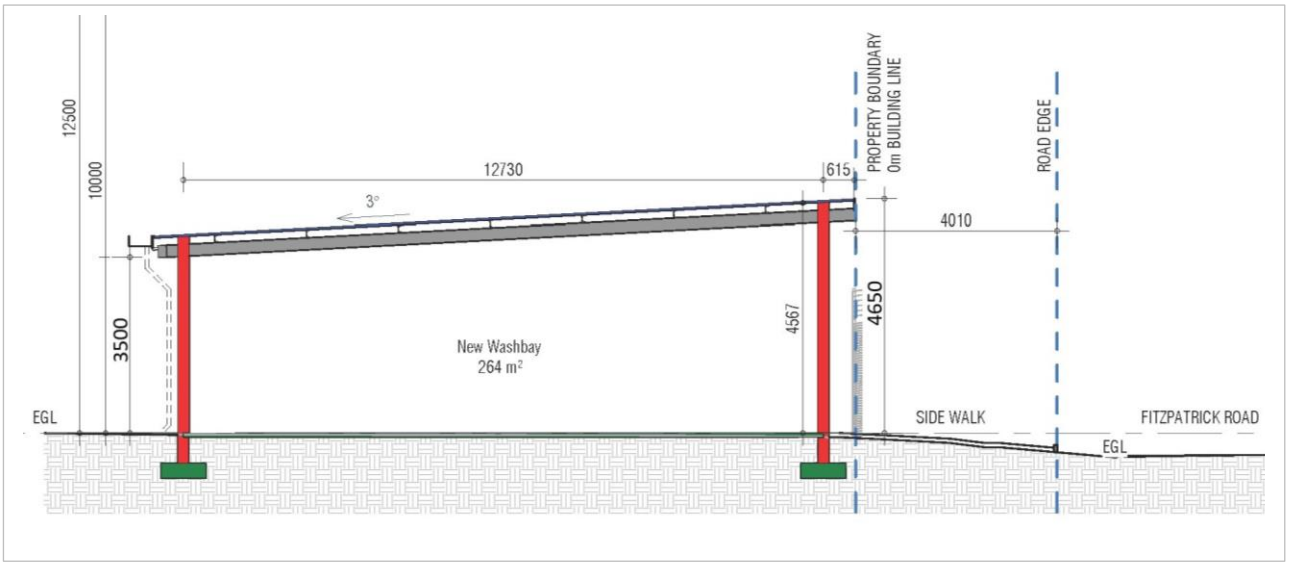


Figure 2.9: Section 3 – Street Interface of New Wash Bay To Fitzpatrick Road (ARCA Unlimited)

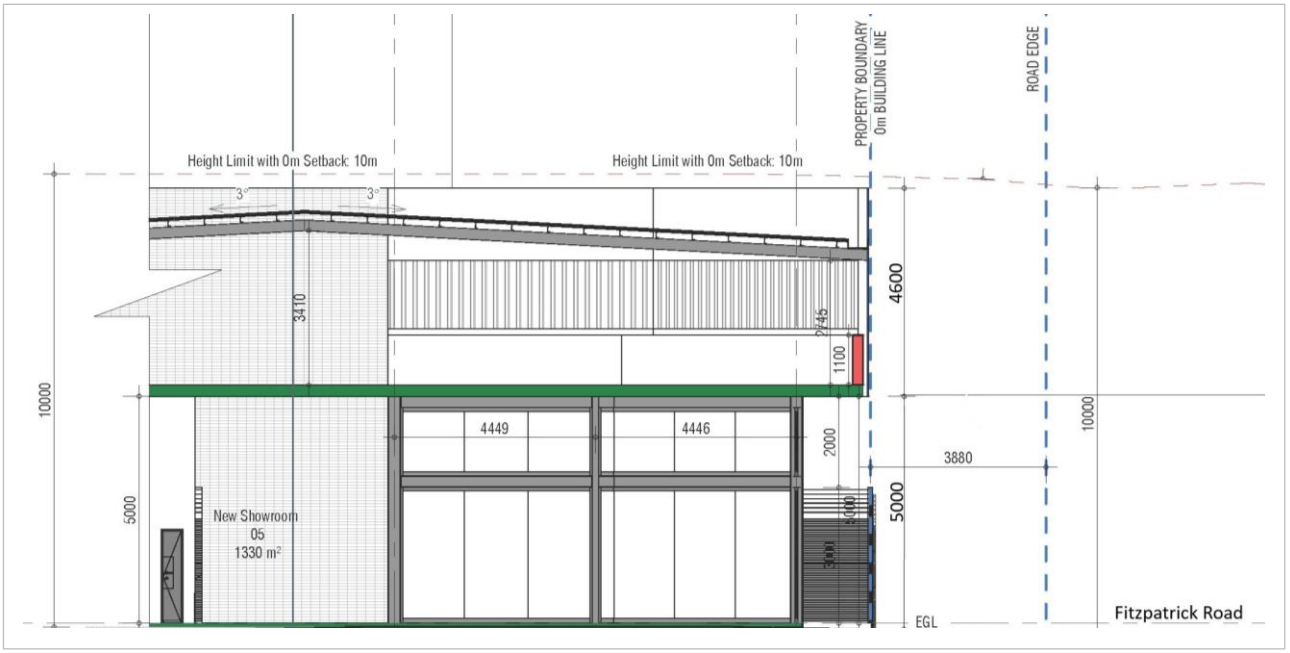


Figure 2.10: Section 4 – Street Interface of New Proposed Showroom To Fitzpatrick Road Section (ARCA Unlimited)

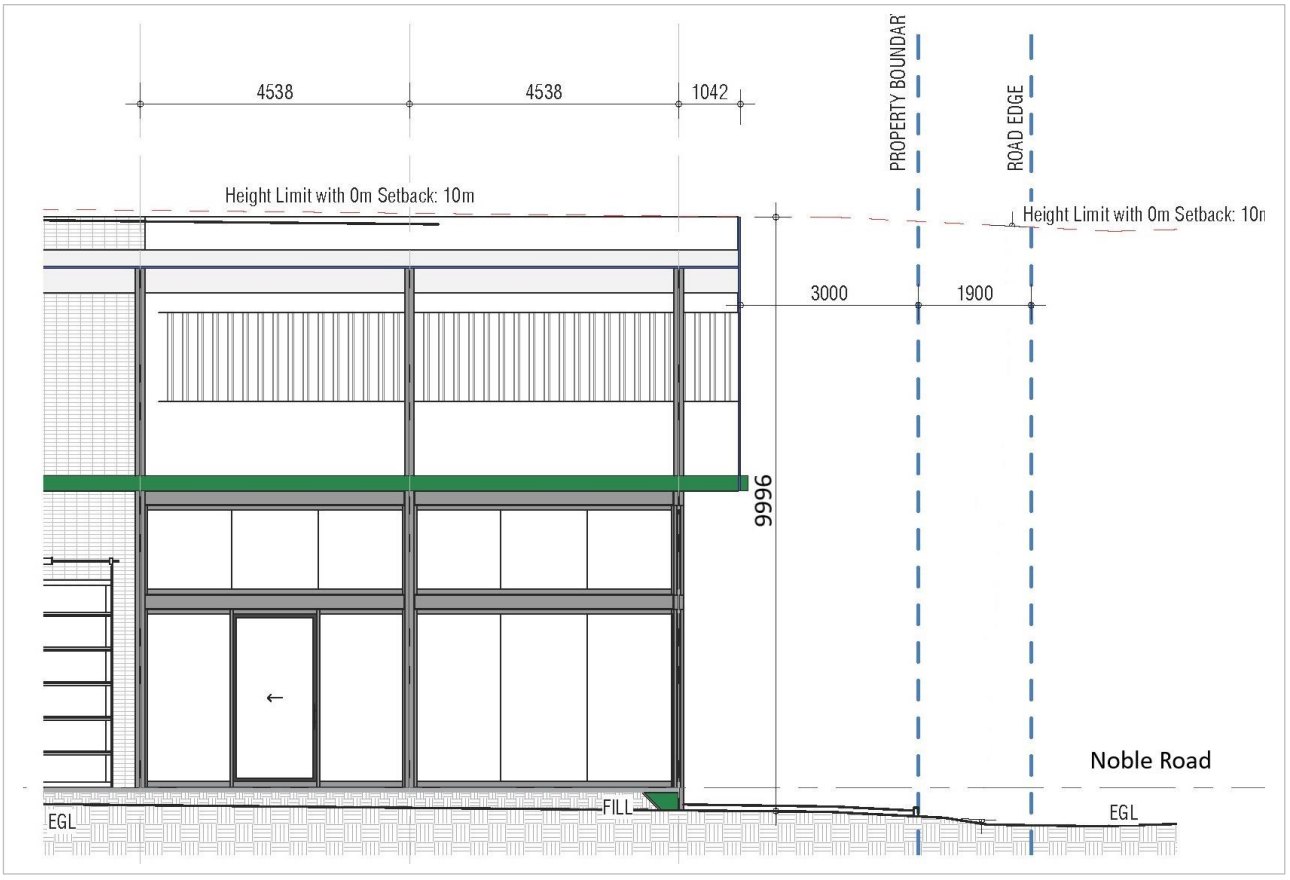


Figure 2.11: Section 5 – Street Interface of New Proposed Showroom To Noble Road Section (ARCA Unlimited)

➢ **Internal Building Sections:**

- Figure 2.12: Section 6, cuts through the proposed new workshop on the ground floor and parking deck on the first floor. The building rises to a height of 11,357m from EGL.

- Figure 2.13: Section 7, cuts through the proposed wash bay structure. The structure will have a 'mono pitch' style roof that will rise to a height of 4,567m from EGL and drop to 3,608m.

- Figure 2.14: Section 8, cuts through the proposed showroom that will be located on the corner of Fitpatrick Road and Noble Road from west to east. The building rises to a height of 10,00m from EGL.

- Figure 2.15: Section 9, cuts through the proposed showroom that will be located along Mansveldt Road from west to east. The building will rise to a height of 10,255m from EGL.

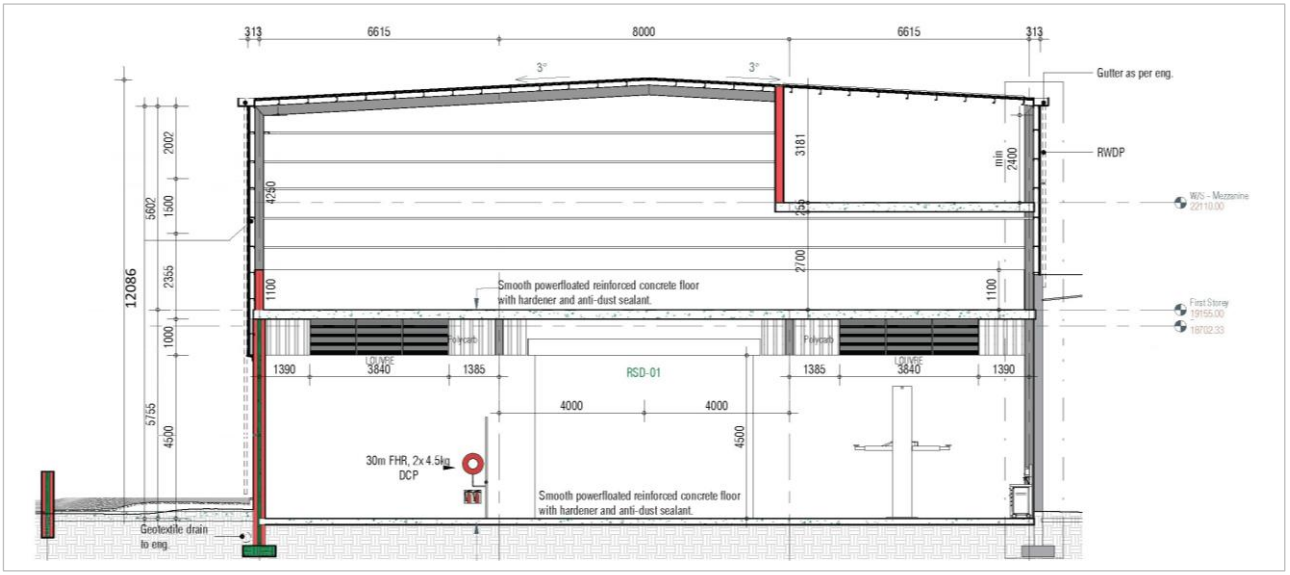


Figure 2.12: Section 6 - cuts through the Proposed New Workshop and parking deck (ARCA Unlimited).

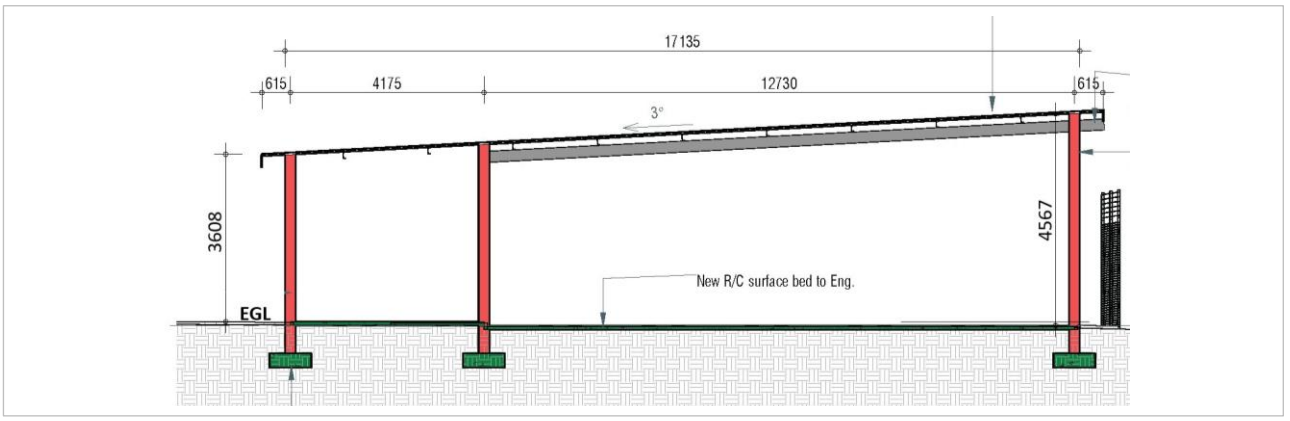


Figure 2.13: Section 7 – Cuts through the proposed new wash bay structure (ARCA Unlimited).



Figure 2.14: Section 8 – cuts through the proposed showroom that will be located on the corner of Mason Road and Noble Road from west to east (ARCA Unlimited).

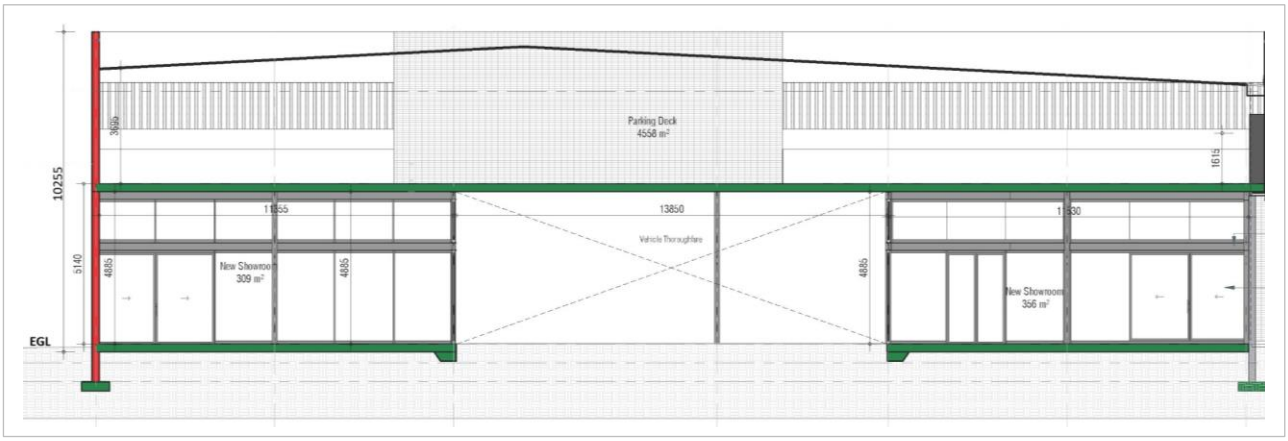


Figure 2.15: Section 9 - cuts through the New Southern Extension Building (Proposed new motor showrooms and parking deck) (ARCA Unlimited).

➢ **Long Sections:**

- Figure 2.16: Section 10, cuts west to east through the existing showroom, workshop, parking deck, and new wash bay structure.
- Figure 2.17: Section 11, cuts west to east through Masson Road, proposed showroom, and parking deck.

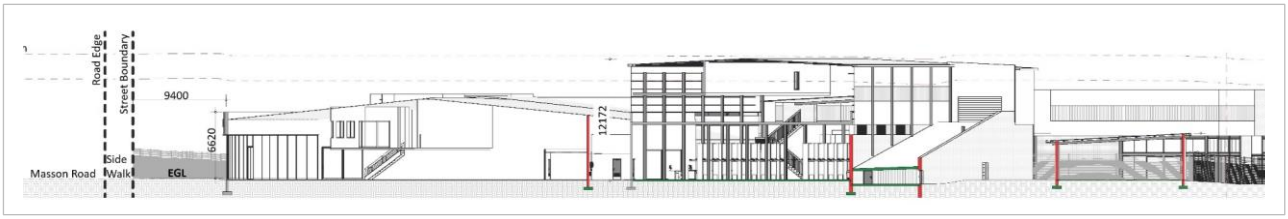


Figure 2.16: Long Section 10 - cuts west to east through the existing showroom, workshop, parking deck, and new wash bay structure (ARCA Unlimited).



Figure 2.17: Long Section 11 - cuts west to east through Masson Road, proposed showroom, and parking deck (ARCA

2.4 Elevations

The elevations are shown in **Figures 2.18 – 2.22**:

- **Figure 2.18 – South Elevation**: This illustration showcases the building's south- facing elevation (view from Mansveldt Road). The Mansveldt Road façade rises to a height of 10,0m above EGL.

- **Figure 2.19 – West Elevation**: This illustration showcases the building's west- facing elevation (from the Masson Road). The Masson Road façade rises to a height of 10,185m above EGL.

- **Figure 2.20 – East Elevation**: This illustration showcases the building's east- facing elevation (from

Fitzpatrick Road) . The east- facing elevation rises to a height of 10,00m above EGL.

- **Figure 2.21 – East Elevation**: This illustration showcases the building's east- facing elevation (from Fitzpatrick Road) further along Fitpatrick Road. The east- facing elevation rises to a height of 12,132m above EGL.

- **Figure 2.22 – North Elevation**: This illustration showcases the building's south- facing elevation (from Noble Road). The maximum height of the Noble Road façade will be 10,240m above EGL.

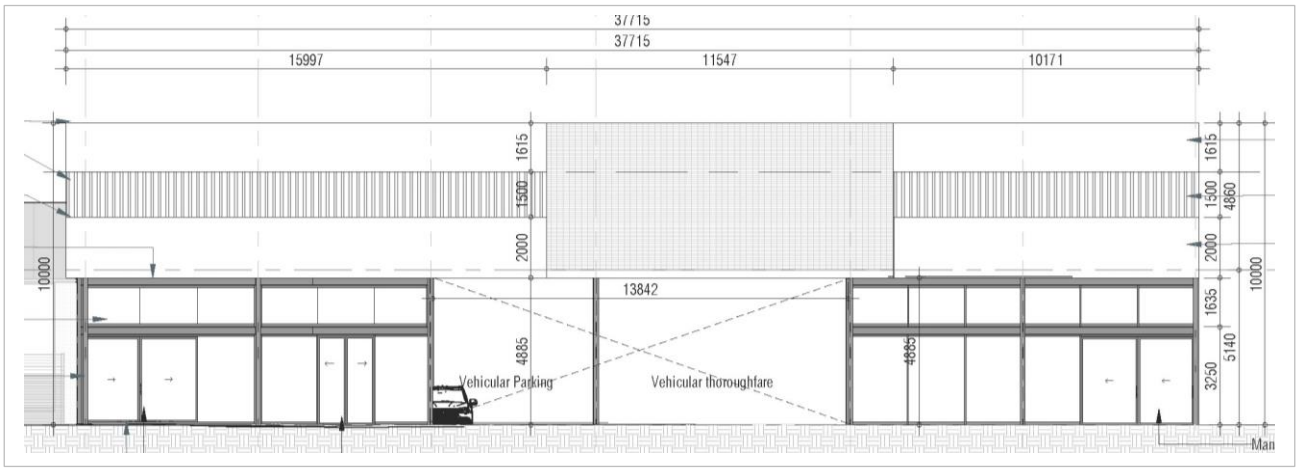


Figure 2.18: South elevation showing the view of proposed motor showroom and parking deck from Mansveldt - (ARCA Unlimited).

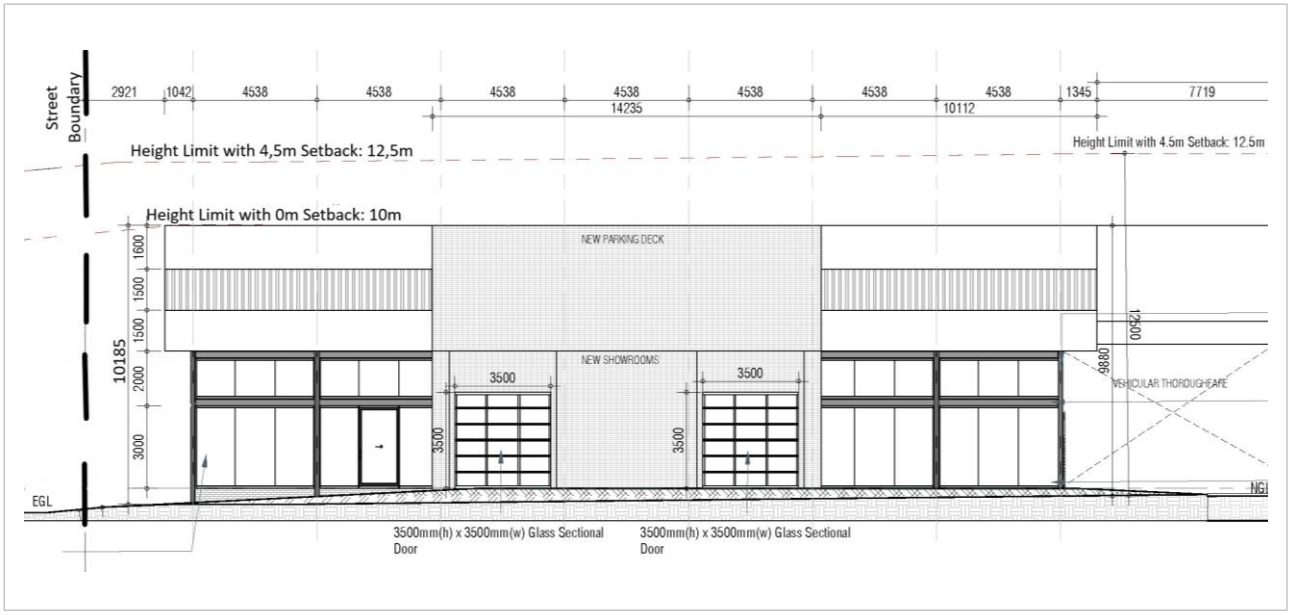


Figure 2.19: West elevation showing the view from Masson Road of the new motor showroom (ARCA Unlimited).

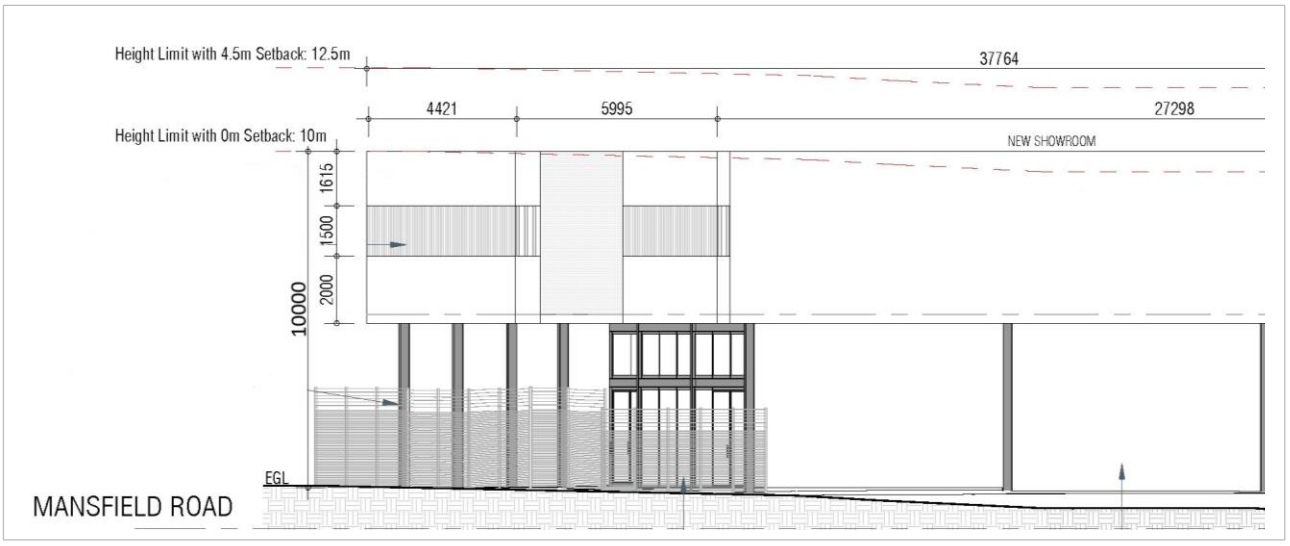


Figure 2.20: East elevation showing the view from Fitzpatrick Road of the new motor showroom (ARCA Unlimited).

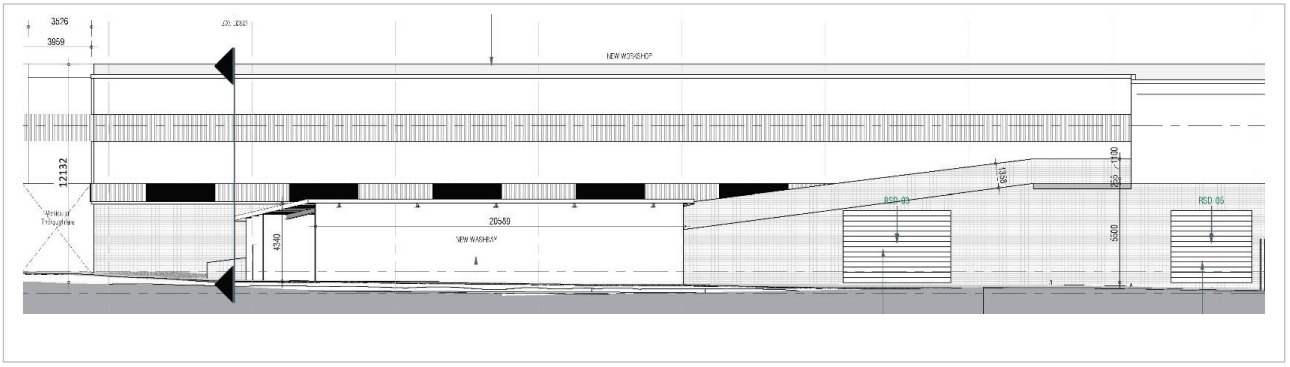


Figure 2.21: East elevation showing the view further along Fitzpatrick Road of the proposed workshop, ramp, and parking deck - (ARCA Unlimited).

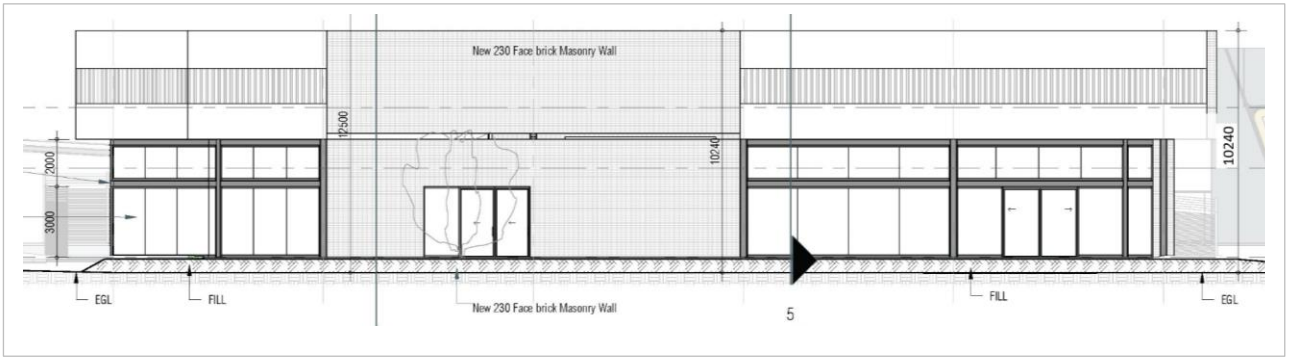


Figure 2.22: North elevation showing the view from Noble Road of the new motor showroom and parking deck (ARCA Unlimited).

2.5 Street Views

Figure 2.23: Street View Guide Plan shows where the street view shots were taken from. **Figures 2.24 to 2.30** provides street views of the proposed development from the surrounding public roads.



Figure 2.23: Street View Guide Plan

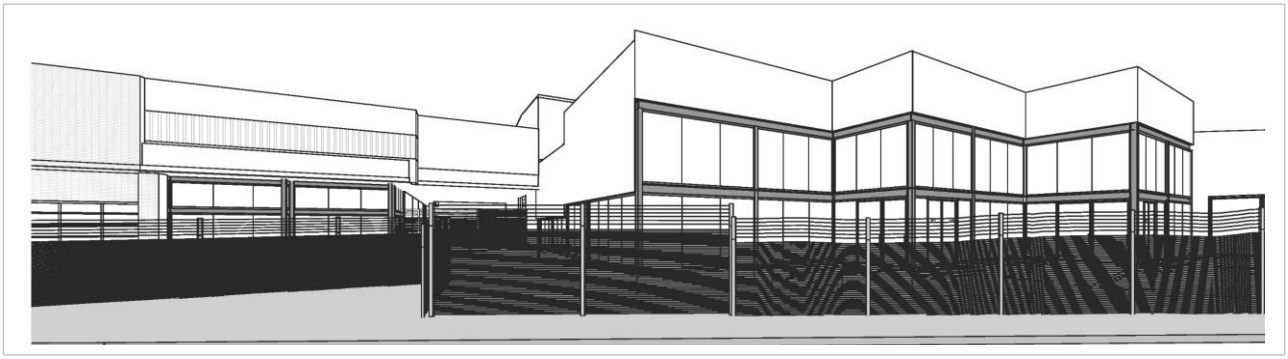


Figure 2.24: Street View 1: View of Existing LEPAS Building (Showroom 4) Located Along Masson Road (ARCA Unlimited).

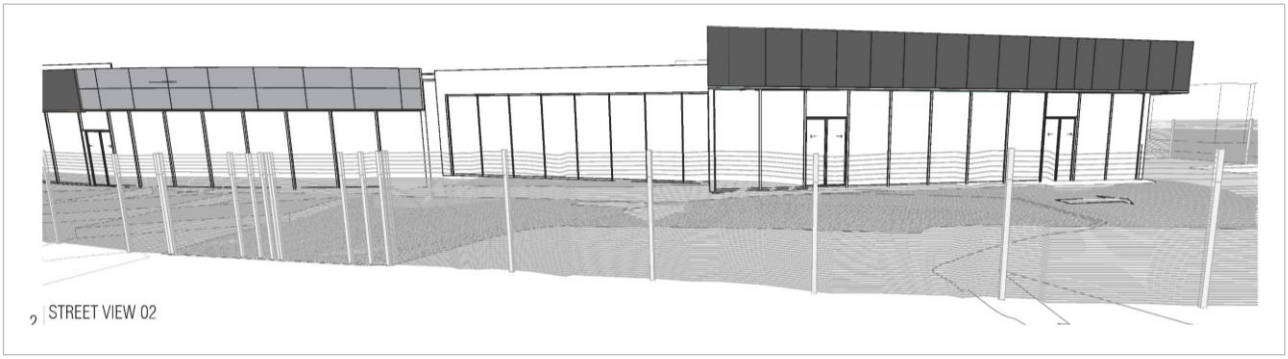


Figure 2.25: Street View 2: View of Existing Motor Showroom's 2 and 3 Located Along Masson Road (ARCA Unlimited).

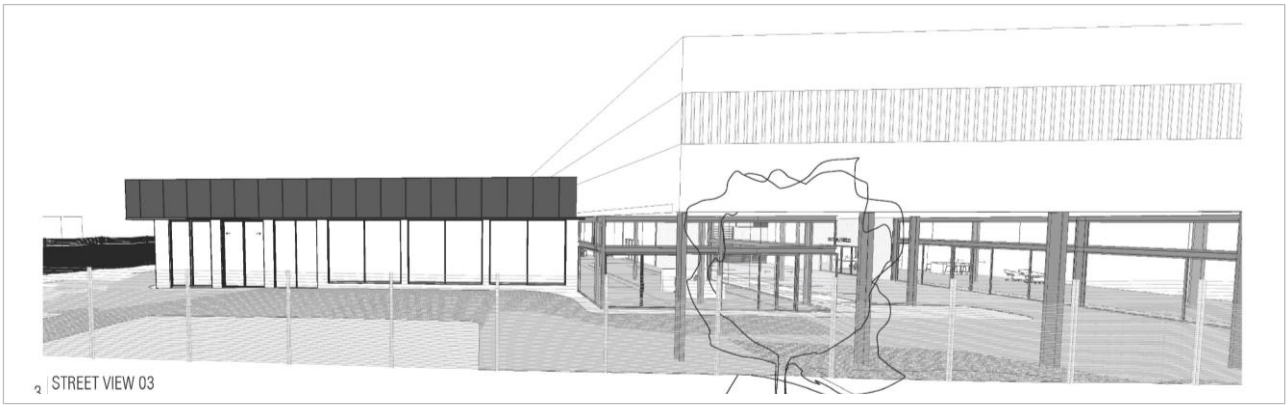


Figure 2.26: Street View 3: View of Proposed Motor Showroom 6 Located Along Mansveldt Road (ARCA Unlimited).

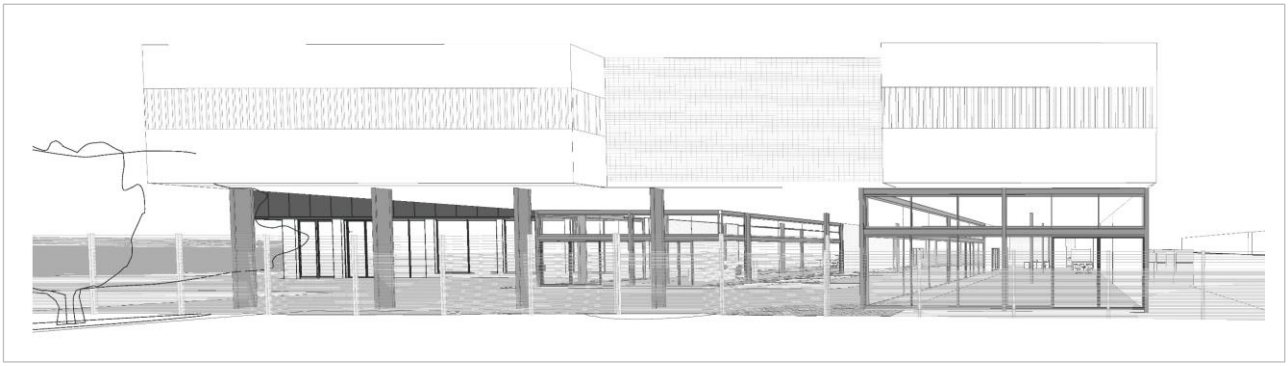


Figure 2.27: Street View 4: View of Proposed Motor Showroom 7 Located Along Mansveldt Road (ARCA Unlimited).

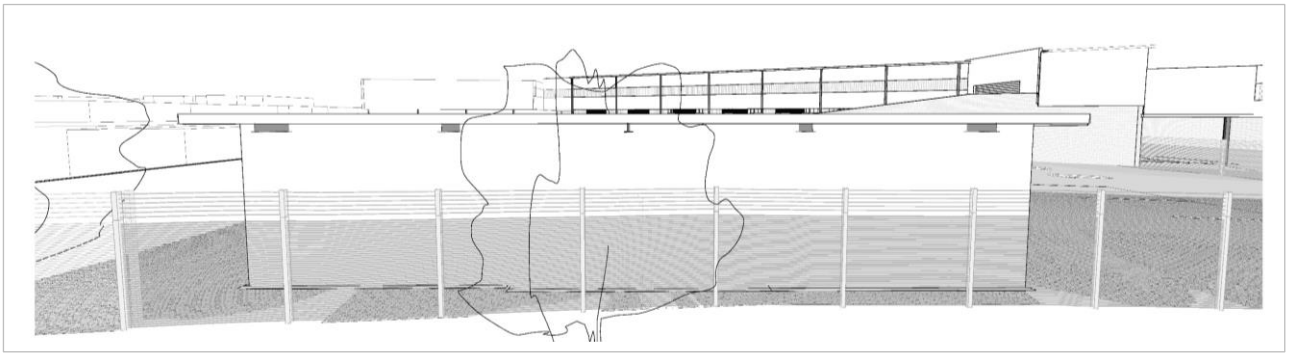


Figure 2.28: Street View 5: View of Proposed Wash Bay Structure Located Along Fitzpatrick Road (ARCA Unlimited).

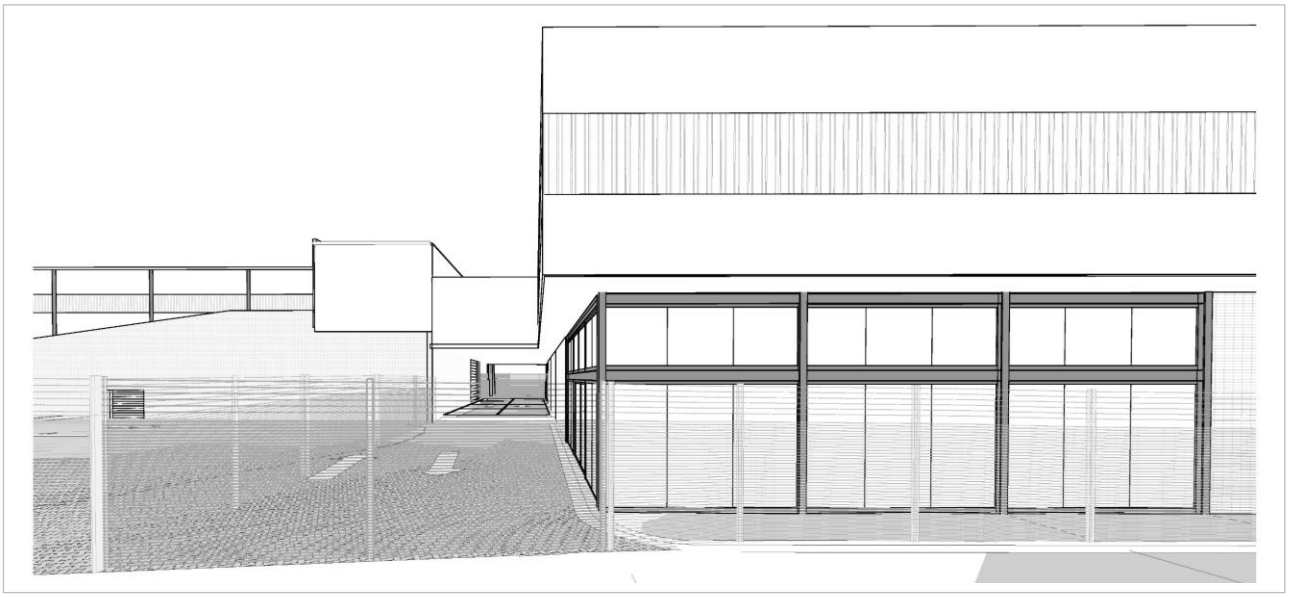


Figure 2.29: Street View 6: View of CWC Entrance/ Exit, Existing Workshop and Proposed Showroom 5 and Parking Deck Located Along Fitzpatrick Road (ARCA Unlimited).

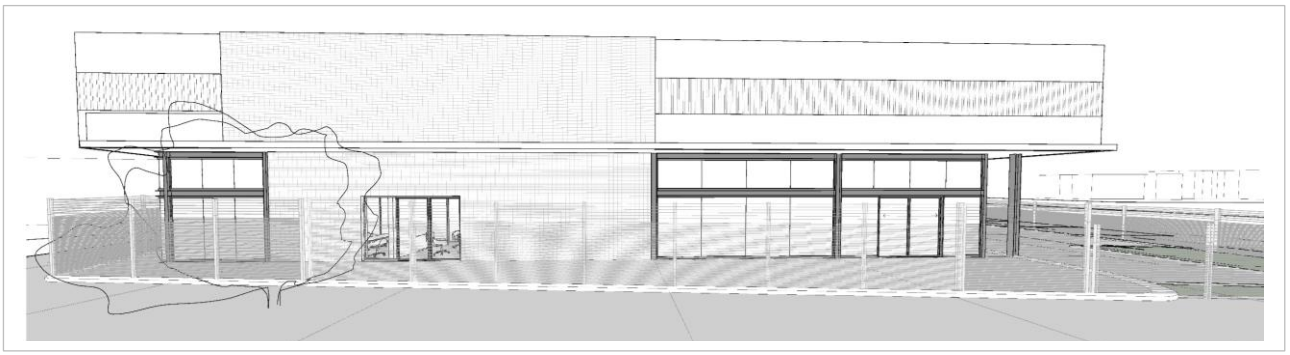


Figure 2.30: Street View 7: View of Proposed Showroom 5 and Parking Deck Located Along Fitzpatrick Road (ARCA Unlimited).

2.6 General Business 1 Development Parameters

It is proposed to consolidate the property and rezone the consolidated property from LB1 and SR1 to GB1. The consolidated and rezoned property will then be subject to the GB1 development parameters:

GB1 Development Parameter	Proposed Development	Comment
Floor Factor: 1.5 (18 900m^2)	0,57 (7 148m^2)	No Departure Required.
Coverage: 100% (12 600m^2)	8 758m^2 (69,51%)	No Departure Required.
Maximum Height: 12,5m	12,172m	No Departure Required.
Street and Common Boundary building line: • 0.0m (for buildings up to 10.0m in height); • 4,5m (for buildings over 10,0m and up to 30m)	First Floor (second storey): • Mansveld Road: Proposed Showroom and Parking deck will be built 0,0m onto the street boundary. The height of the building along this edge will not exceed 10,0m. • Fitzpatrick Road: The proposed Wash Bay Structure will be built 0,0m onto the street boundary. The height of the building along this road will be 4,5m. The proposed Showroom and Parking deck will be built 0,0m onto the street boundary. The height of the building along this road will be 10,0m. • Noble Road: Proposed Showroom and Parking deck will be built 0,0m onto the Noble Road street boundary. The height of the building along this road will be 10,00m.	No Departure Required.
Street Centre Setback (all buildings or structures are required to setback 8m from the street centreline of the abutting streets).	Ground Floor (first storey): • Mansveld Street: Motor showroom to be 5m in lieu of 8m from Mansveld Street centreline. • Fitzpatrick Street: The wash bay to be 6,8m in lieu of 8m from Fitzpatrick Street centreline. • Fitzpatrick Street: Motor showroom to be 7,6m in lieu of 8m from Fitzpatrick Street centreline.	Departure Required.

	• Noble Road: Motor showroom to be 6,8m in lieu of 8m from Noble Road Street centreline. First Floor (second storey): • Mansveld Street: Parking deck and mezzanine floor to be 5m in lieu of 8m from Mansveld Street centreline. • Fitzpatrick Street: To permit the parking deck and mezzanine floor to be 7,6m in lieu of 8m from Fitzpatrick Street centreline. • Noble Road: Parking deck and mezzanine floor to be 6,8m in lieu of 8m from Noble Road Street centreline.	
CWC: 1 per public street (1 additional where length exceeds 30m and at least 12m apart)	Masson Road: • **CWC 1**: 36m away from Intersection of Noble Road. • **CWC 2**: 66,9m away from the CWC 1. CWC 2 is 38m away from the intersection of Mason Road and Mansveld Road. Mansveld Road: • **CWC 3**: 25m away from the intersection of Mason Road and Mansveld Road. • **CWC 4**: 39m away from CWC 3. CWC 4 is 50.11m away from the intersection of Fitpatrick Road and Mansveld Road. Fitzpatrick Road: • **CWC 5**: 35m away from the intersection of Fitpatrick Road and Noble Road. • **CWC 6**: 56,56m away from CWC 5. CWC 6 is 34,76m away from the intersection of Fitzpatrick Road and Noble Road.	No Departure Required.
CWC: 2.4m - 8.0m max. width	Masson Road: • **CWC 1:** 8,0m wide. • **CWC 2**: 8,0m wide. Mansveld Road: • **CWC 3**: 4,0m wide. • **CWC 4**: 8,0m wide. Fitzpatrick Road: • **CWC 5**: 5,5m wide. • **CWC 6**: 8,0m wide. Noble Road: • **CWC 7**: 4,0m wide. • **CWC 8**: 4,0m wide.	No Consent Required.

Parking:		Total of 203 bays provided – no departure required.
• Motor Showroom: 2bays/100m^2	• 5102m^2 of GLA requires 102 bays.	• 102 parking bays provided No departure required.
• Workshop: Services Bays: 4 parking bays/1 service bay Workshop: 4 bays/100m² GLA	• 13 service bays proposed, requires 52 bays • 727m^2 GLA proposed, requires 29 bays.	• 52 parking bays provided. • 29 parking bays provided. No departure required.
• Storage Building: 1 parking bay/100m^2 GLA	• 522m^2 of GLA requires 5 bays.	• 5 parking bays provided. No departure required.
• Offices: 2,5 bays/ 100m^2 GLA	• Office space is 388m^2 GLA requires 7 bays.	• 7 parking bays provided. No departure required.
Loading Bays: 5 001m^2 – 10 000m^2 require 3 loading bays Every additional 10 000m^2 or part thereof require 1 additional bay	The site has a total floor space of 7 148m^2, requiring 3 loading bays.	• 3 loading bays No Departure required.

2.7 Landscape Proposals

As part of the conditions of approval, it is proposed to submit a Landscaping Plan to show where soft and hard landscaping interventions will be implemented.

3.0 DEVELOPMENT APPLICATIONS

The land development applications necessary assemble and extend the GB1 zoning rights across site include:

- The consolidation of the 10 erven owned by the SAFY Trust;
- The rezoning of the consolidated property for General Business 1;
- Obtaining City consent to permit a motor repair garage;
- Removing the possible need to setback from the street centreline;
- The removal of certain conditions of title that apply to some properties; and
- To restrict the development of the property and create certainty by means of a site development plan.

3.1 Proposed Consolidation

It is proposed to consolidate Erf 115632 Cape Town, Rem. Erf 18108 Cape Town, Rem. Erf 18106 Cape Town, Erf 108838 Cape Town, Erf 108839 Cape Town, Erf 108840 Cape Town, Erf 108841 Cape Town, Erf 108842 Cape Town, Erf 18112 Cape Town, and Erf 18113 Cape Town. The consolidated property will measure approximately 1,26ha as illustrated in **Figure 3.1: Proposed Consolidation**.

The consolidation application is made in terms of Section 42(f) of the Municipal Planning By-Law, 2015.

3.2 Proposed Rezoning of the Consolidated Property

It is proposed to rezone the consolidated property from Local Business 1 (LB1) and Residential Zone 1 (R1) to General Business 1 (GB1) to permit Business Premises.

The rezoning application is made in terms of Section 42(a) of the By-Law.

3.3 Consent Use Application

Business Premises does not include 'motor repair garage' as a permitted use. Instead, this use is permitted with the City's consent.

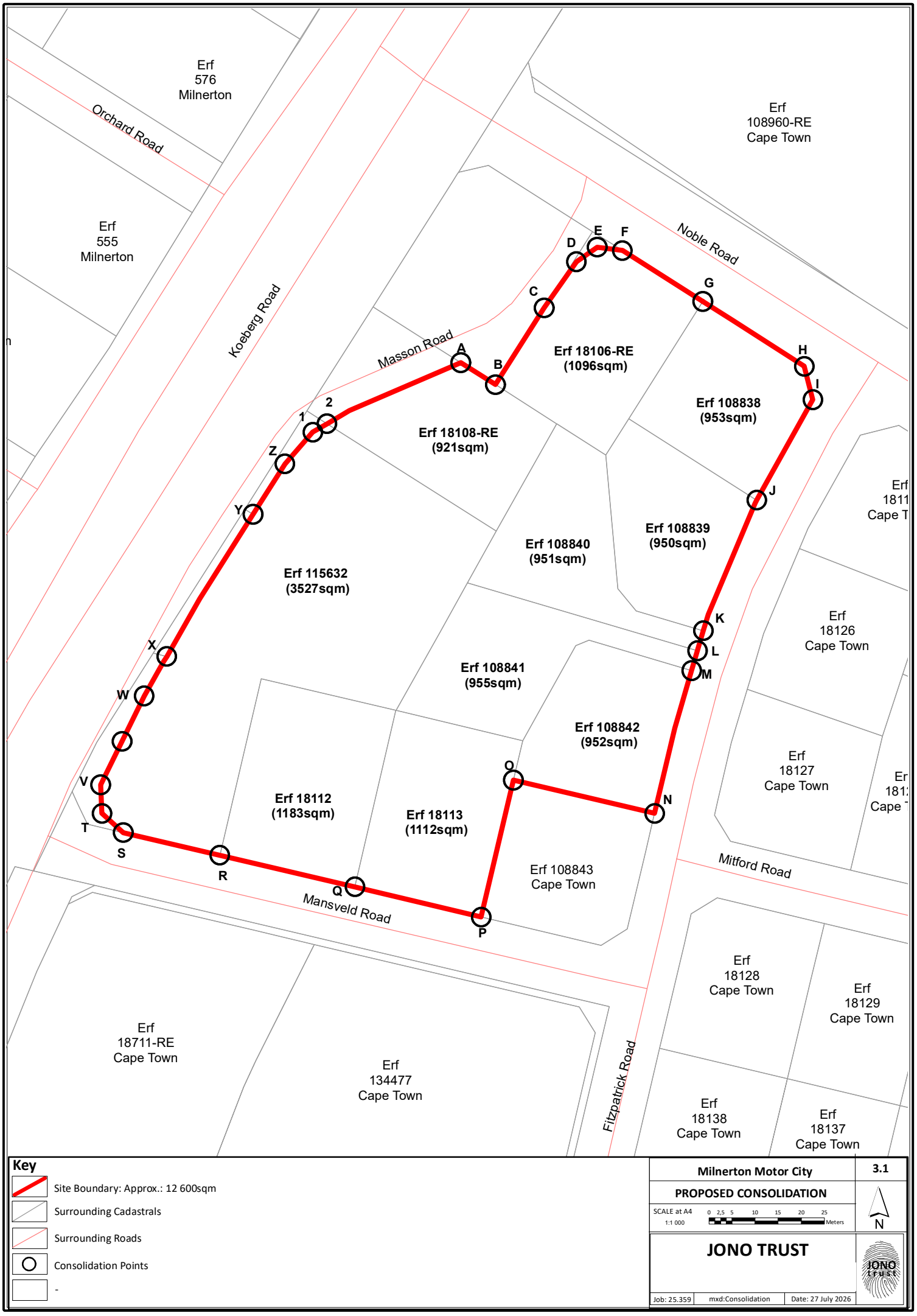
An application for the City's consent to permit a motor repair garage is made in terms of Section 42(i) of the By-Law.

3.4 Site Development Plan Application

Application for the approval of Site Development Plan, which will record how the proposed development will be arranged. The site development application is made in terms of Section 42(u) of the By-Law.

3.5 Street Centreline Setback Departures

- Item 60(e) of the City of Cape Town Municipal Planning By- law (2015):
  - Ground Floor (first storey):
    - To permit the motor showroom to be 5m in lieu of 8m from Mansveld Street centreline.
    - To permit the wash bay to be 6,8m in lieu of 8m from Fitzpatrick Street centreline.
    - To permit the motor showroom to be 7,6m in lieu of 8m from Fitzpatrick Street centreline.



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Surrounding Roads
- Consolidation Points
- -

Milnerton Motor City — 3.1

PROPOSED CONSOLIDATION

SCALE at A4 1:1 000 — 0 2,5 5 10 15 20 25 Meters

N

JONO TRUST

Job: 25.359 | mxd:Consolidation | Date: 27 July 2026

- To permit the motor showroom to be 6,8m in lieu of 8m from Noble Road Street centreline.

- First Floor (second storey):
  - To permit the parking deck and mezzanine floor to be 5m in lieu of 8m from Mansveld Street centreline.
  - To permit the parking deck and mezzanine floor to be 7,6m in lieu of 8m from Fitzpatrick Street centreline.
  - To permit the parking deck and mezzanine floor to be 6,8m in lieu of 8m from Noble Road Street centreline.

Figure 3.2: Setback Departures simplifies the building footprint in relation to the boundaries and shows the departures required for the building that is beyond the 8m street centreline setback.

3.6 Restrictive Title Deed Conditions That Apply

A Conveyancer Certificate explaining the restrictive title deed conditions are attached as **Annexures 6: Conveyancer's Summary**. Annexures 7-10 contain certificates for groups of erven, which record the following title deed limitations:

- **For Erf 115632 Cape Town** (refer to **Annexure 7: Conveyancer's Certificate – Erf 115632 Cape Town**) Condition C.3 contained in Certificate of Registered which reads as follows:

  C.3(a): it shall not be subdivided.
  C.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  C.3(c): not more than half the area thereof shall be built upon;
  C.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Rem. Erf 18106 Cape Town** (refer to **Annexure 8: Conveyancer's Certificate – Rem Erf 18106, Erf 18112 CT, and Erf 18113 CT**) Condition B3 contained in Deed of Transfer T60812/2015 which reads as follows:

  B.3(a): it shall not be subdivided.
  B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  B.3(c): not more than half the area thereof shall be built upon;
  B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

Conditions imposed by the executor of the estate:



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Street Centrelines
- 4,5m Street and Common Boundary Setback Above 10m Height Level
- 8m Street Setback Centreline
- Departure Required For Portions WithinThe 8m Street Centreline Setback
- Indicative Landscaping
- -
- -
- -

Milnerton Motor City — 3.2

DEPARTURE PLAN

SCALE at A4 1:1 000 — 0 2,5 5 10 15 20 25 Meters

N

JONO TRUST

Job: 25.359 | Mxd: Departure Plan | Date: February 2026

C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

C.3: As soon as buildings have been erected, the said erf shall be enclosed or fenced neatly and properly with a wall or wood or iron palings or wire fence approved by the Transferor. If the Transferee fails to comply with the condition the Transferor shall be entitled to erect such fence as it may seem desirable and to recover the cost of the provision and erecting from the Transferee.

C.4 The said erf or any buildings thereafter erected thereon shall not be used for the purpose of advertising or display, not shall the Transferee permit to be displayed thereon any advertising without the written consent of the Transferor. Such consent if given may be withdrawn by the Transferor, in which event the Transferee shall at once remove and the use of any advertisements to which the Transferor may object.

C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 18112 Cape Town** (refer to **Annexure 8: Conveyancer's Certificate – Rem Erf 18106, Erf 18112 CT, and Erf 18113 CT**) Condition B3 contained in Deed of Transfer which reads as follows:

B.3(a): it shall not be subdivided.

B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;

B.3(c): not more than half the area thereof shall be built upon;

B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

Conditions imposed by the executor of the estate:

C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any

way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

C.3: As soon as buildings have been erected, the said erf shall be enclosed or fenced neatly and properly with a wall or wood or iron palings or wire fence approved by the Transferor. If the Transferee fails to comply with the condition the Transferor shall be entitled to erect such fence as it may seem desirable and to recover the cost of the provision and erecting from the Transferee.

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C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 18113 Cape Town** (refer to **Annexure 8: Conveyancer's Certificate – Rem Erf 18106, Erf 18112 CT, and Erf 18113 CT**) Condition B3 contained in Deed of Transfer which reads as follows:

B.3(a): it shall not be subdivided.

B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;

B.3(c): not more than half the area thereof shall be built upon;

B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

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C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

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withdrawn by the Transferor, in which event the Transferee shall at once remove and the use of any advertisements to which the Transferor may object.

C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Rem. Erf 18108 Cape Town** (refer to **Annexure 9: Conveyancer's Certificate – Rem Erf 18108 CT**) Condition B3 contained in Deed of Transfer which reads as follows:

B.3(a): it shall not be subdivided.
B.3(b): …
B.3(c): …
B.3(d): …

Conditions imposed by the executor of the estate:

C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

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C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 108838 Cape Town** (refer to **Annexure 10: Conveyancer's Certificate – Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, and Erf 108841 CT**) Condition C contained in Deed of Transfer which reads as follows:

Conditions imposed by the executor of the estate:

C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability

of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

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C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 108839 Cape Town** (refer to **Annexure 10: Conveyancer's Certificate – Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, and Erf 108841 CT**) Condition C contained in Deed of Transfer which reads as follows:

  Conditions imposed by the executor of the estate:

  C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

  C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

  C.3: As soon as buildings have been erected, the said erf shall be enclosed or fenced neatly and properly with a wall or wood or iron palings or wire fence approved by the Transferor. If the Transferee fails to comply with the condition the Transferor shall be entitled to erect such fence as it may seem desirable and to recover the cost of the provision and erecting from the Transferee.

  C.4 The said erf or any buildings thereafter erected thereon shall not be used for the purpose of advertising or display, not shall the Transferee permit to be displayed thereon any advertising without the written consent of the Transferor. Such consent if given may be withdrawn by the Transferor, in which event the Transferee shall at once remove and the use of any advertisements to which the Transferor may object.

  C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 108840 Cape Town** (refer to **Annexure 10: Conveyancer's Certificate – Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, and Erf 108841 CT**) Condition C contained in Deed of Transfer which reads as follows:

Conditions imposed by the executor of the estate:

C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

C.3: As soon as buildings have been erected, the said erf shall be enclosed or fenced neatly and properly with a wall or wood or iron palings or wire fence approved by the Transferor. If the Transferee fails to comply with the condition the Transferor shall be entitled to erect such fence as it may seem desirable and to recover the cost of the provision and erecting from the Transferee.

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C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 108841 Cape Town** (refer to **Annexure 10: Conveyancer's Certificate – Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, and Erf 108841 CT**) Condition C contained in Deed of Transfer which reads as follows:

Conditions imposed by the executor of the estate:

C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

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C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

- **For Erf 108842 Cape Town** (refer to **Annexure 11: Conveyancer's Certificate – Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, and Erf 108841 CT**) Condition C contained in Deed of Transfer which reads as follows:

  Conditions imposed by the executor of the estate:

  C.1: Any residence to be erected on this erf (apart, that is, from outbuildings) shall cost not less than R4000,00.

  C.2: Every building to be on the said erf shall be of approved design and of sound construction. No building operations shall be commenced and no additions or alterations to approved buildings shall be effected until the Seller has approved in writing, of the plans, elevations, and location of any proposed building, which plans shall be prepared and submitted to the transferor by a qualified Architect. The Transferor shall be the sole judge as to the suitability of any design and the elevations and location of any proposed building and of the soundness of the construction and its decision shall be final. The Transferor however does not in any way whatsoever accept and legal responsibility arising directly or indirectly from plans which is approves.

  C.3: As soon as buildings have been erected, the said erf shall be enclosed or fenced neatly and properly with a wall or wood or iron palings or wire fence approved by the Transferor. If the Transferee fails to comply with the condition the Transferor shall be entitled to erect such fence as it may seem desirable and to recover the cost of the provision and erecting from the Transferee.

  C.4 The said erf or any buildings thereafter erected thereon shall not be used for the purpose of advertising or display, not shall the Transferee permit to be displayed thereon any advertising without the written consent of the Transferor. Such consent if given may be withdrawn by the Transferor, in which event the Transferee shall at once remove and the use of any advertisements to which the Transferor may object.

  C.5 The above may be enforced, against the Transferee by the Transferor as owner of the remainder of Tijgerhof Township or by the registered owner of any land forming part of the said Township whose transfer is subject to similar conditions.

3.7 Removal of Restrictive Conditions

The City's SOP regarding the 'Removal, Suspension and Amendment of Restrictive Conditions and Traditional Servitudes' apply to the restrictive conditions. Mandatory removal, amendment, or suspension is required for those conditions inserted by the Administrator in terms of Ordinance 33 of 1934. Where title deeds conditions have been inserted by the developer of the township, a landowner is not obliged to apply for the remove, amend or suspend.

Only title deed conditions which have been imposed by the Administrator in terms of Ordinance 33 of 1934 will be removed.

- **For Erf 115632 Cape Town**

The application seeks the mandatory removal of Conditions C.3(b), C.3(c), C.3(d) from Title Deed number and Certificate of Registered Title T36598/1973 imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

C.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
C.3(c): not more than half the area thereof shall be built upon;
C.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Rem. Erf 18106 Cape Town**

The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
B.3(c): not more than half the area thereof shall be built upon;
B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Erf 18112 Cape Town**

The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
B.3(c): not more than half the area thereof shall be built upon;
B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured

from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Erf 18113 Cape Town**

The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
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The applications to remove certain title deed conditions are made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw.

4.0 MOTIVATION IN SUPPORT OF THE DEVELOPMENT PROPOSALS

We set out below the reasons that we consider the proposals should be worthy of supported, and that the applications (consolidation, rezoning, consent to permit a motor repair garage, SDP and relaxation of the 8m from street centreline setback, as stated in Section 1,3 above) should be approved. We base our motivation on S99 of the MPBL.

4.1 Section 99(1): Applicable Spatial Development Frameworks and Policies

➢ **Cape Town Spatial Development Framework (CTSDF, 2023):**

The City of Cape Town SDF is a Municipal Spatial Development Framework (SDF) in terms of Chapter 3 of the City of Cape Town Municipal Planning By-Law (2015) and a council policy.

In terms of its location with respect to the SDF, the site is:

- Located within an area designated as the 'Urban Inner Core' UIC, where the City encourages growth and development; and where diversification and densification are supported in order to further the objectives of TOD (i.e. locate the most intensive and diverse uses in highly accessible areas).

- Located within the 'Koeberg Road development corridor' where high density, mixed- use development is encouraged, creating a vibrant environment with densities that support public transport.

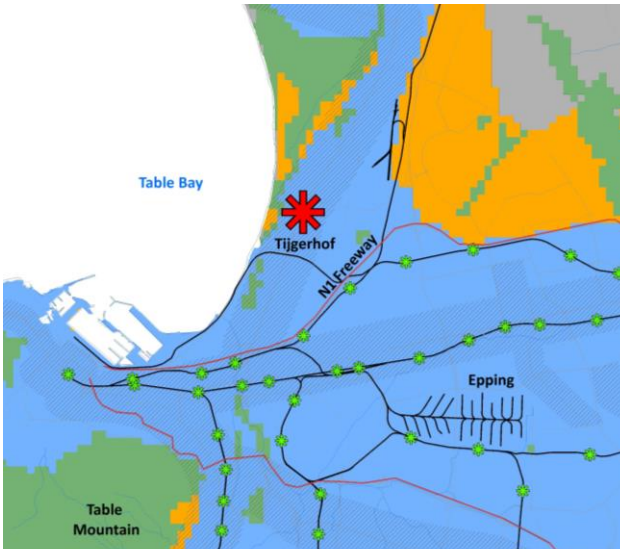


Figure 4.1: Spatial Transformation Areas

Alignment with the MSDF:

The site is located within the Cape Town Municipal Spatial Development Framework's "*Urban Inner Core*," where growth and development are encouraged; and diversification and densification of land uses is encouraged. Furthermore, the site is located within the Koeberg Road development corridor.

➢ **Transit Oriented Development Strategic Framework Policy (2016)**

The TOD Strategic Framework was approved by the Council of the City of Cape Town on 31 March 2016. The policy framework is seen as a policy mechanism to implement Transit-Oriented-Development of Cape Town.

The TOD establishes principles for Urban Development, which are intended to foster spatial configurations that enable high-quality, car free lifestyles. The principles are as follows:

➢ Develop neighbourhoods that promote walking [WALK]

➢ Prioritize non-motorized transport networks [CYCLE]



Figure 4.2: Transit Accessible Precincts

- Create dense networks of streets and paths [CONNECT]
- Locate development near high-quality public transport [TRANSIT]
- Plan for mixed use [PLAN]
- Match density and transit capacity [DENSIFY]
- Create compact regions with short commutes [COMPACT]
- Increase mobility by regulating parking and road use [SHIFT]

TOD therefore seeks to identify those accessible areas (referred to *Transit Accessible Precincts*: TAPs) where development intensity and diversity should be promoted in order to create a more sustainable city. **Figure 4.2: Transit Accessible Precincts** show the site's position in relation to TAPs.

Alignment with TOD:
The properties concerned falls within the one of the TAPs areas, where more intensive and diverse forms of development is encouraged. This means that the site is located within walking distance from various modes of public transport and therefore, ideally located for the for proposed development.

- **Blaauwberg District Plan, and Environmental Management Framework, Technical Report (2023):**

The Blaauwberg District Plan is a district spatial development framework in terms of Chapter 3 of the City of Cape Town Municipal Planning By-Law (2015). It is a council policy plan, intended to provide greater detail to allow better management of the sub-area within the metropolitan area.

The site falls within the Greater Milnerton area, refer for **Figure 4.3: Greater Milnerton**.

The site is located on an activity route 'Koeberg Road' where the District Pan supports:

- higher-density and mixed-use development along Koeberg Road, creating a vibrant environment with densities that support public transport.
- Two to five storey buildings fronting the corridor.

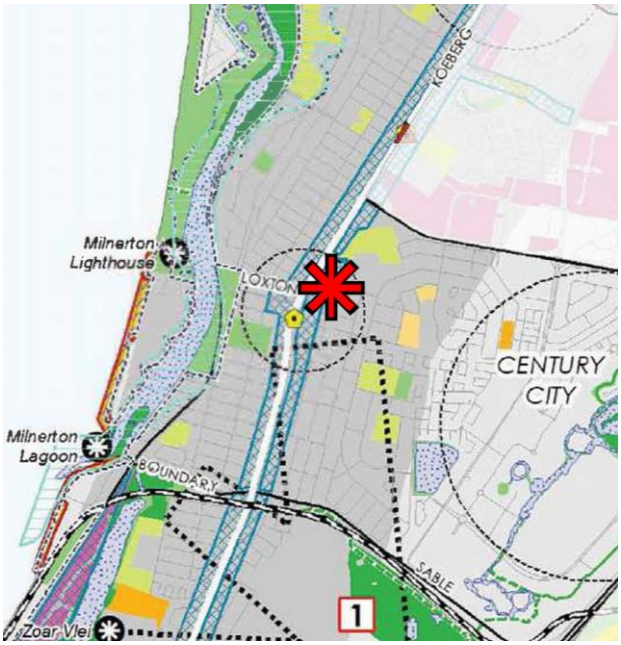


Figure 4.3: Greater Milnerton

The site is further located in a mixed-use intensification area where the District Plan promotes land use intensification, implying a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). According to the Blaauwberg District Plan, the above could be achieved through supporting investment in well-located nodes, reinforcing transit-oriented corridors and linking growing nodes with lagging nodes through connective infrastructure. The most cost-effective way of reducing the social and economic costs of the current inefficient urban form would be focusing development on inward growth. The fact that a significant part of the site was previously zoned to GB1 zoning, suggests that this is the type of investment that the District Plan considers to be contextually appropriate.

The site falls within a neighbourhood node where the District Plan encourages a mix of land uses.

Alignment with the District Plan:
In response to these spatial development objectives, the development of the site:

- Will continue to contribute to adding a business development along the Koeberg Road amongst the other non- residential and residential uses.
- Will include a 2-storey development fronting Koeberg Road.
- Will extend the GB1 zoning across the site to support the economic activity along the road and region.

➢ **Koeberg Road Management Strategy Report (2000):**

The Koeberg Road Management Strategy was adopted in September 2000 to guide and co-ordinate development along Koeberg Road. This document serves as a policy document that would improve transparency in the assessment of application for land use change, while identifying strategic investments to maximise the development opportunities that the Koeberg Road area offers.

The vision of this policy document is *"for the concept of an activity corridor to be applied to Koeberg Road at its broadest level, i.e. the intensification of a variety of development opportunities, along a route that provide access and exposure to these activities."*

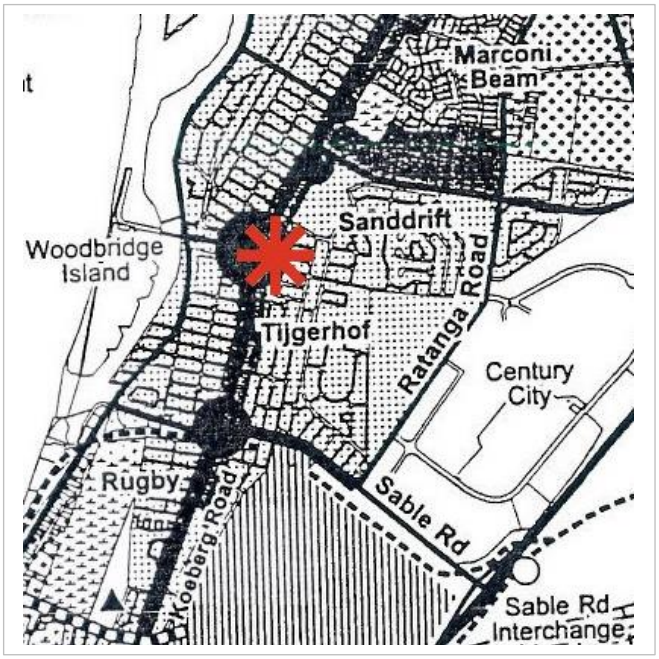


Figure 4.4: Koeberg Road Spatial Framework

Figure 4.4: Koeberg Road Spatial Framework indicates that the site is located in an existing/ proposed node, where high intensity of commercial and residential uses should be promoted.

The policy document includes recommendations for this area that include:

- *"Height restriction for the commercial redevelopment in the Tijgerhof and Milnerton be restricted to two storeys."* The proposed development will be two storeys high.

- *"Land use change to be permitted along Koeberg Road, Voortrekker Road and Berkley Road but only in areas on the precinct plans. Activities that could be detrimental to the residential ambience should not be allowed in residential areas away from Koeberg Road."* The proposal supports the policy since the site is adjacent to Koeberg Road within the existing Koeberg Road/Loxton Road node. The proposal does not extend into the residential area of Tijgherhof: Fitzpatrick Road is an appropriate interface mechanism to separate commercial uses from residential activities.

The Koeberg Road Management Report sets out the land use principles and strategies for Koeberg Road "*as set out in the vision, Koeberg Road will not attract high street type commercial development along its whole length. Instead, a variety of intensified land uses, appropriate to the context of existing development and achievable in the market place, should be pursued."* The proposed development contributes to adding a variety of land uses along Koeberg Road. The proposed development will contribute positively towards the economic growth and employment opportunities by developing a multi- brand dealership with associated uses and services in an accessible location that can service the surrounding residential and business sectors motor vehicles.

Figure 4.5: Precinct 4 indicates that as early 2000, the commercial potential of this part of Koeberg Road was recognised by planning policy when a portion of the site was earmarked as a 'new commercial development' area.

The development proposals expand on these policy intentions 26 years later.

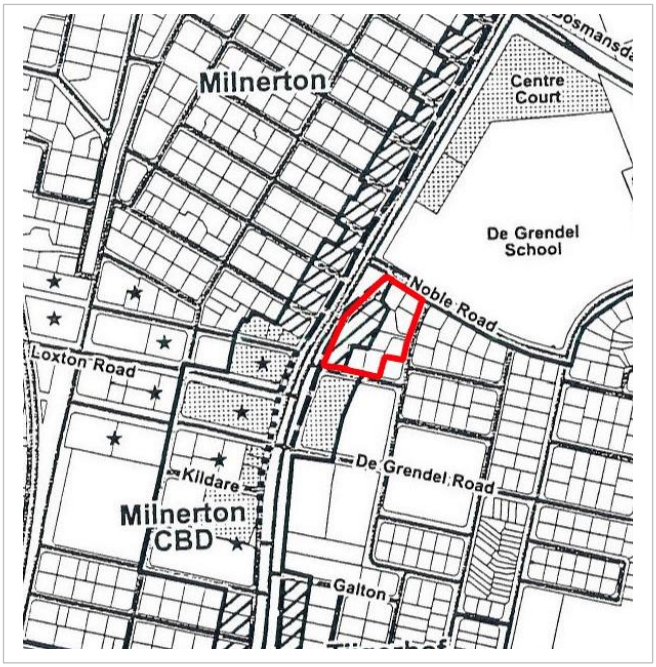


Figure 4.5: Precinct 4 – Milnerton CBD, Tijgerhof

- **City of Cape Town Urban Design Policy (2025):**

The urban design policy is primarily concerned with the process of design, and how development impacts on the public domain and how it responds to the sites and context.

Not all urban design principles apply in all situations and identify the following as key considerations:

- Locational suitability: is this is the right place for a development of this nature?
- Interface suitability: does the proposals offer appropriate interfaces with adjacent uses and users?
- Internal logic & place making do the proposals lead to an urban space that is comfortable, safe, and functionally sound.

The Urban Design Policy 2024 includes nine policy objectives which includes policy statements to guide the design process. The following objectives are relevant to the proposal:

- Objective 1: Ensure legible spatial structure:
  - The proposal is for a 2- storey building in an area that encourages a mix of uses along the Koeberg Road development corridor. The proposed development supports the policy framework.

- Objective 3: Contribute to the creation of healthy and safe communities:
  - The development will include large glass windows and doors (overlooking features) onto the surrounding public roads. This can reduce the occurrences of criminal activities.

- Objective 5: Promote intensity, diversity, and adaptability of uses:
  - The proposed development ensures that the site is optimally utilised to its full potential over 12 330,90m^2 of floor space in a location that is accessible and which the District Plan encourages.

- Objective 6: Ensure positive interfaces onto the public realm:
  - The proposed development will include large windows and doors (overlooking features) that will have a positive interface onto the streetscape. The proposal will also introduce landscaping and security to the streets that will improve pedestrian safety.

- Objective 9: Respond to the character and identity of an area:
  - The proposal for a multi- brand dealership development is compatible with the existing surrounding character of the area. The area includes different forms of development (i.e. single to multi- storey structures, school, commercial and retail facilities).

- **Inclusive Economic Growth Strategy (2021):**

The principal objective of this strategy is to grow the economy and the creation of employment opportunities. The proposed development is for a business which will increase employment opportunities during the planning and construction phase, as well as long term employment opportunities in the motor industry and maintenance of the building.

4.2 Section 99(1): Effect of the Departure Applications

The departure applications do not affect floor space or height and are made to confirm that the City will not require the adjacent roads to be widened.

4.3 Section 99(2): Impact on Existing Rights

The proposals for the site do not interfere with the City's ability to provide services to adjacent properties i.e. the proposals can be accommodated within the existing municipal services network (refer to **Annexure 8: Traffic Impact Assessment** and **Annexures 9: Water & Sanitation Capacity Letters).**

The potential impacts of deleting certain title deed conditions are discussed in Section 5 below.

4.4 Section 99(2): Legal Considerations (national and provincial)

- **Spatial Planning and Land Use Management Act (16 of 2013)**

The Development Principles in Chapter 2 of the Spatial Planning and Land Use Management Act apply. These include:

	Do the applications promote these principles?
Spatial Sustainability	SPLUMA is concerned with how we manage urban growth. The proposed development is located within the well-resourced urban context. The development of the site promotes optimal utilisation of land for a use that will create job opportunities and provide a valuable service to the region. Using urban land for urban purposes and in a more efficient manner assists in limiting the urban sprawl and makes the best use of existing infrastructure/ resources.
Spatial Efficiency	The proposed development promotes efficiency as it increases the intensity of land use within the urban edge and within a development corridor where movement via the various forms of public transport is easy and convenient. .
Spatial Resilience	The proposed development promotes spatial resilience by locating commercial activity on a public transport and development corridor, thereby supporting employment in the region, and supporting associated industries in the city.
Good Administration	The development process will consider the inputs of all parties affected by the development of the site, in the context of the broader city and the need for a more sustainable city growth.

➢ **Land Use Planning Act (3 of 2014)**

The Land Use Planning Act sets out the principles for development as well as the minimum requirements for municipal planning matters as well as the minimum content for metropolitan spatial development frameworks and zoning schemes at the provincial level. The minimum requirements, set out in Section 2 apply, include:

- Municipalities are responsible for land use planning in their respective municipal areas and within their jurisdiction.

- A municipality must regulate at least the following:
  - the development, adoption, amendment, and review of a zoning scheme for the municipal area;
  - the procedures in terms of which the municipality receives, considers, and decides on land use applications;
  - the procedures in terms of which the municipality facilitates public participation in its consideration of land use applications;
  - the criteria for deciding on land use applications;
  - the imposition of conditions of approval for land use applications;
  - the procedures applicable after a land use application has been approved; and
  - the enforcement by the municipality of its by-laws and decisions about land use planning.

- A municipality must perform the functions referred to in this section in accordance with this Act.

The application process has followed the procedure as required by LUPA.

➢ **National Environmental Management Act, 1989 (Act 107 of 1998)**

The National Environmental Management Act and Environmental Impact Assessment (EIA) Regulations identify certain activities that may be detrimental to the environment.

The proposals do not trigger the need for an environmental process.

➢ **National Heritage Resources Act, 1999 (Act 25 of 1999)**

The legislation "aims to promote good management of the national estate, and the enable and encourage communities to nurture and conserve the legacy." Section 38 lists a host of development categories, which if pursued, requires that the responsible heritage resources authority, Heritage Western Cape (HWC), be notified. The consolidation proposal triggered certain parts of Section 38 of NHRA. A Notice of Intent to Develop was submitted by a heritage practitioner on 17 July 2026.

4.5 Section 99(3): Desirability Criteria : Socio-Economic Impact

The proposed development will contribute positively towards the economic growth and employment opportunities by developing a multi- brand dealership with associated uses in an accessible location that can service the surrounding residential and business sectors. The services provided will especially be valuable to the small businesses such as courier's, taxi industry and Uber's with servicing motor vehicles that will ensure that these businesses can provide a reliable and safe service to the public.

The proposed development will create short-term jobs in the construction industry, and long-term employment in the motor industry.

4.6 Section 99(3): Desirability Criteria : Compatibility with Surrounding Uses

➢ Existing On-site and Surrounding Uses

- The Site:
  - The site is currently trading as a 'motor showroom' that accommodates 3 dealerships (Nissan, GWM and lifestyle centre). These dealerships use the showroom and outdoor area to display the motor vehicles (**Figure 4.6: Aerial Photo**).

  - The site measures approximately 12 600m^2 and takes access off Noble Road, Masson Road, and Mansveld Road. There is currently 1 CWC on Noble Road, 3 CWC on Masson Road and 3 CWC on Mansveld Road. It is proposed close CWC's 4, 5, 6 and 7. The rest of the CWC's will remain in place (refer to **Figure 4.7: Existing Situation**).

  - There are 7 buildings on site:
    - Building A is the main building which contains 4 motor showrooms with associated uses such administrative offices.
    - Buildings B – G is utilised for administrative purposes. These buildings will be demolished to make way for the development.
  - All dwellings have been demolished after demolition permits were secured.

- Surrounding Environment:

  - The area to the north of Noble Road is developed with a school (De Grendel School of Skills).

  - The area to the west of Koeberg Road is developed with a mix of free-standing suburban family houses and retail facilities (Kwik Spar).

  - The area to the south of Mansveld Road is developed with block of flats and retail facility (Shoprite).

  - The area to the east of Fitzpatrick Road is developed with free-standing suburban family houses.



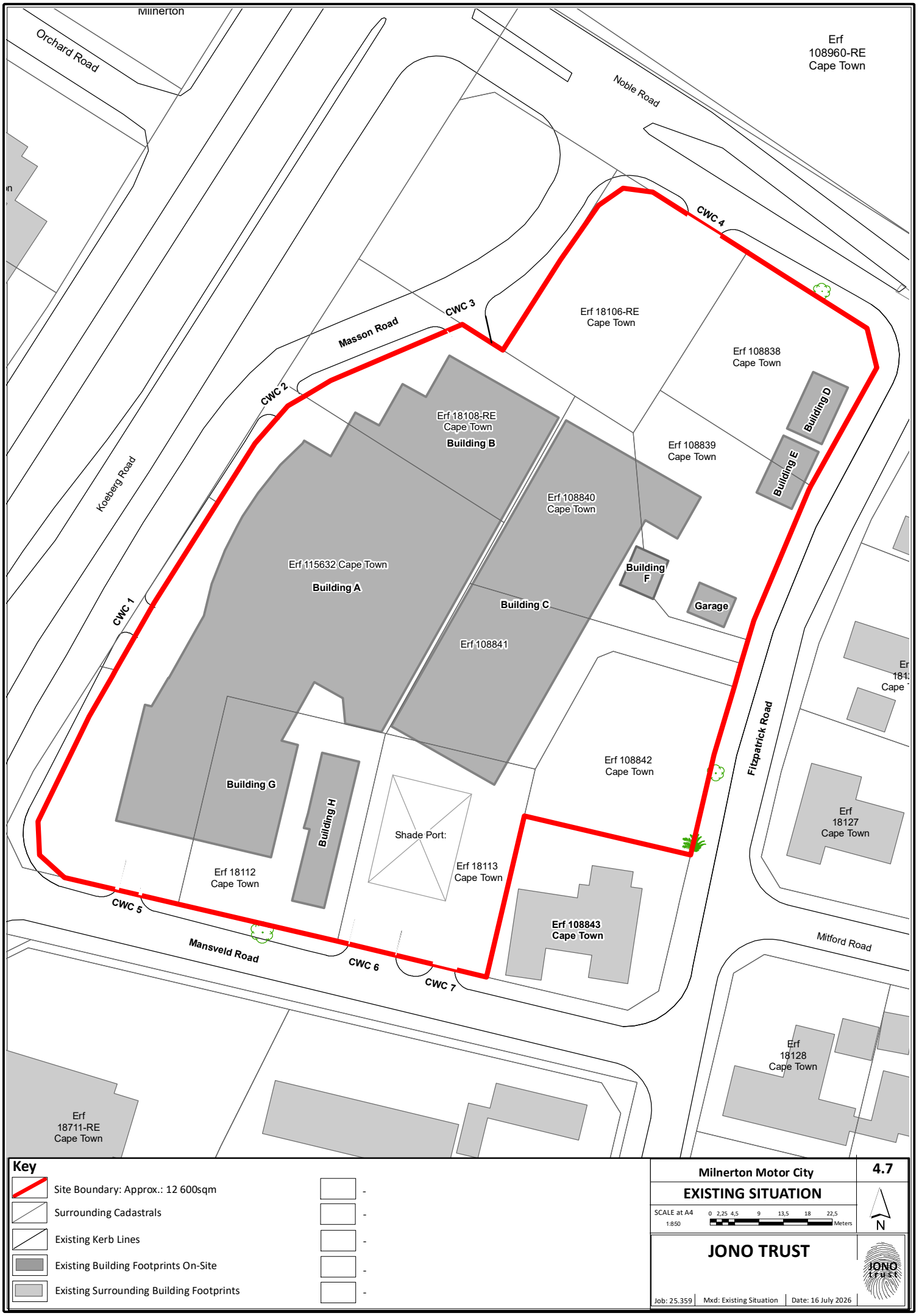
Photo 1: View from Koeberg Road looking north towards the existing GB1 zoned area adjacent to Mansveld Road



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Surrounding Roads
- -
- -

Milnerton Motor City	4.6
AERIAL PHOTO(2025)	
SCALE at A4 1:1 000 — 0 2,5 5 10 15 20 25 Meters	N
JONO TRUST	
Job: 25.359 | mxd:Aerial Photo(2025) | Date: 28 July 2026	



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Existing Kerb Lines
- Existing Building Footprints On-Site
- Existing Surrounding Building Footprints

Milnerton Motor City — **4.7**

EXISTING SITUATION

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Job: 25.359 | Mxd: Existing Situation | Date: 16 July 2026



Photo 2: View looking west across Koeberg Road east showing the commercial and retail development at the intersection of Koeberg / Loxton Roads



Photo 3: View from the Masson - Mansveld Road intersection showing the retail centre facing Koeberg Road



Photo 4: View of a typical residential building located to the east of Fitzpatrick Road. Fitzpatrick Road acts as an interface between commercial and residential uses.



Photo 5: View from Noble Road towards Koeberg Road, showing the Masson Road intersection onto Noble Road.



Photo 6: View from Noble Road looking north towards the De Grendel School of Skills

The photographs show the site's prominent position along Koeberg Road, and the non-residential uses to the north and south. Fitzpatrick Patrick Road appropriately separates the commercial uses along the Koeberg Road from residential uses to the east. The site is therefore not embedded in a single residential area but is surrounded by a mix of uses that includes multi-storey residential developments, retail developments, and community facility.

➢ **Features of the Local Area**

Figure 4.8: Local Context shows a broader environment within which the site is located. Key features of the local area that demonstrate the site's suitability for General Business uses include:

- The local area comprises a mix of uses:
  - Productive uses that generate economic activity along Koeberg Road and Loxton Road;

- Intensive residential uses (blocks of flats) occur within the node centred on Koeberg-Loxton Roads. Expanding commercial activities within this local area supports the intensive residential uses (employment opportunities close accommodation reduces travel time, effort, and costs).
- Community facilities are largely located within the residential precincts rather than on Koeberg Road.

Figure 4.8: Local Context demonstrates the extent to which the local area contains a mix of uses, a variety of different forms development, employment opportunities, and social / recreational / educational services.

➢ Zoning Within the Local Area

Figure 4.9: Current Zoning shows property zonings of the site and surrounding erven.

Business-type zonings are centred around the Koeberg – Loxton Roads intersection. These zonings extend along Koeberg Road to the north and south, reflecting the locational advantages that business derive from being located adjacent to a movement route.

Residential zonings associated with dwelling houses extend northward from Marais Road and eastward from Fitzpatrick Road. General Residential zonings (GR) occur to the south.

The site is currently zoned R1, LB1 and GB1. The proposal to rezone to GB1 will define the extent of the commercial strip between Koeberg and Fitzpatrick Roads.

- **Why GB1 zone?**

The GB1 zoning already exists across a significant part of the site. It is reasonable to extent this zoning across the block to Fitzpatrick Road in support of commercial activity and employment in the area.

The GB1 zoning permits 'business premises' as a primary right, and is defined as '*a property from which business is conducted and includes a shop, supermarket, restaurant, bakery, auction house, data centre, a place where the sale of alcoholic beverages occurs, a place where the sale of LP gas or similar fuel occurs, plant nursery, office, service trade, funeral parlour, financial institution and building for similar uses, but excludes a place of assembly, place of entertainment, institution, motor repair garage, industry, warehouse, noxious trade, risk activity, adult entertainment business, adult services or adult shop*'.

Since a motor dealership also repairs and services vehicles, it is necessary to obtain council's consent for the motor repair garage, a consent use in General Business.

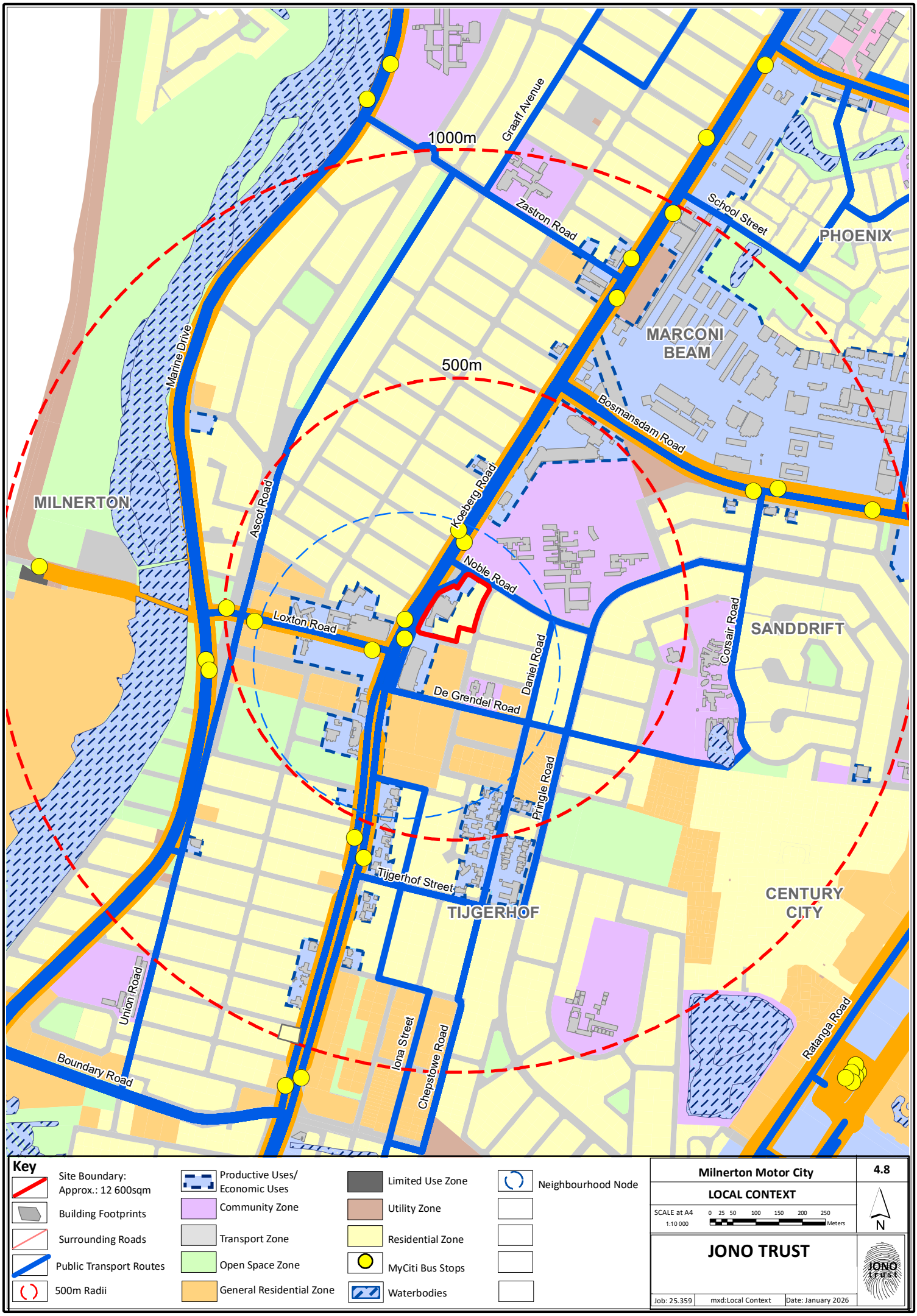
It should be noted that LB1 and R1 sub- zones do not allow the use of 'business premises' and 'motor repair garage'.

➢ Public Transport

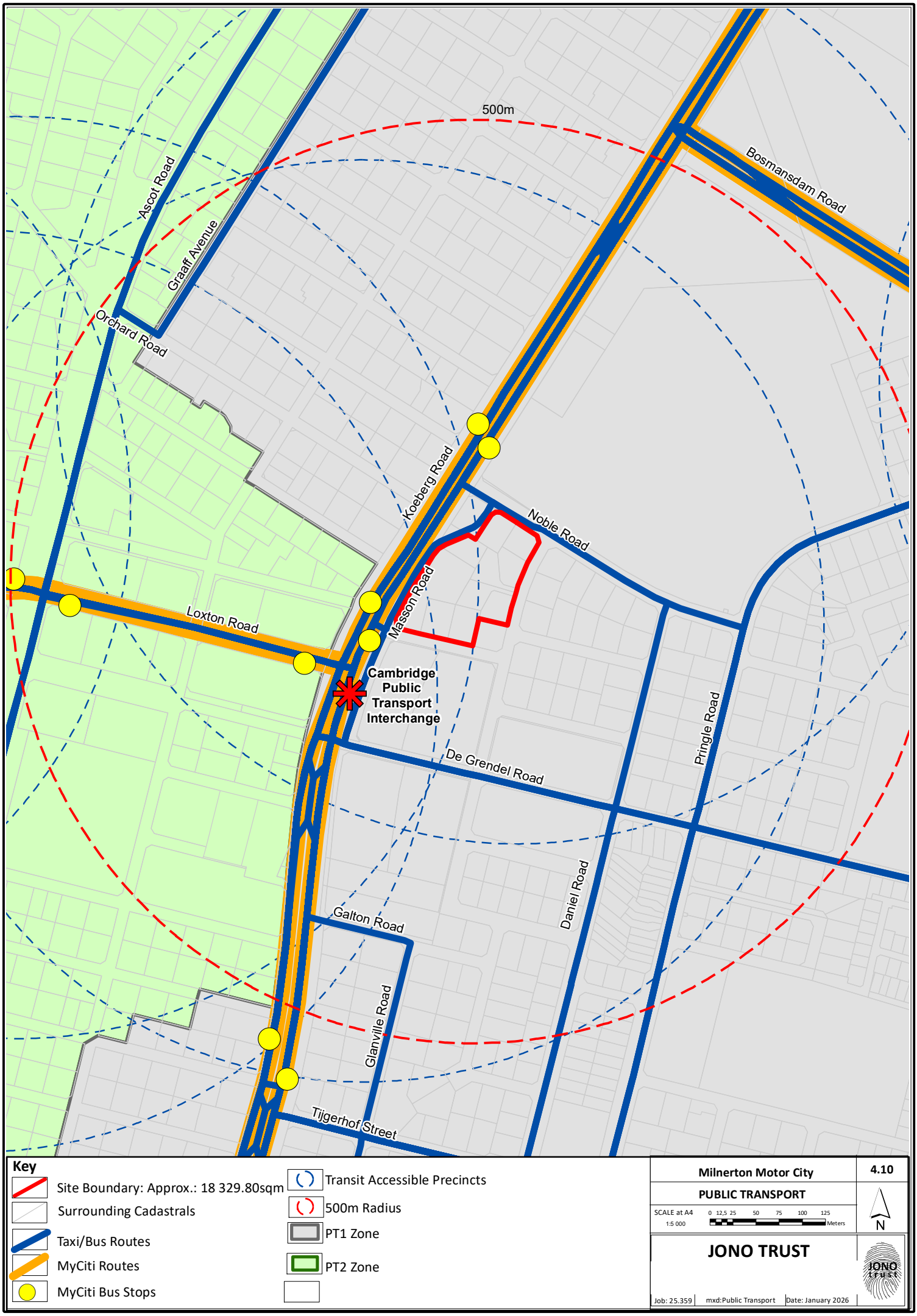
Planning policy promotes land development in locations that have easy access to public transport infrastructure and services. This is an important consideration for the workers who are likely to depend on public transport services.

Figure 4.10: Public Transport shows public transport infrastructure and services around the site:

- MyCiti route and bus stops are located along Koeberg Road.
- Taxi routes are located along Koeberg Road, Noble Road, De Grendel Road, Daniel Road, and Laxton Road.


1000m
500m
Graaff Avenue
Zastron Road
School Street
PHOENIX
MARCONI BEAM
Bosmansdam Road
Marine Drive
MILNERTON
Ascot Road
Koeberg Road
Noble Road
Loxton Road
Daniel Road
Corsair Road
SANDDRIFT
De Grendel Road
Pringle Road
Tigerhof Street
TIJGERHOF
CENTURY CITY
Union Road
Boundary Road
Iona Street
Chepstowe Road
Ratanga Road
Key
Site Boundary: Approx.: 12 600sqm
Building Footprints
Surrounding Roads
Public Transport Routes
500m Radii
Productive Uses/ Economic Uses
Community Zone
Transport Zone
Open Space Zone
General Residential Zone
Limited Use Zone
Utility Zone
Residential Zone
MyCiti Bus Stops
Waterbodies
Neighbourhood Node
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Graaff Avenue
Langerman Avenue
Sheldon Road
Redlands Road
Quest Road
Peddie Road
Orchard Road
Norwood Road
Marais Road
Millvale Road
Loxton Road
Knysna Road
Kildare Road
Koeberg Road
Noble Road
Masson Road
Mansveld Road
Mitford Road
Nieuof Road
Daniel Road
Fitzpatrick Road
De Grendel Road
Layard Road
R1
GB1
LB1
CO1
GB3
GB4
GR3
GR4
GR2
OS2
Key
Site Boundary: Approx.: 12 600sqm
Surrounding Cadastrals
Surrounding Roads
Major Roads
500m Radius
R1 Zone
CO1 Zone
GB1 Zone
GB2 Zone
GB3 Zone
GR1 Zone
GR2 Zone
GR3 Zone
GR4 Zone
TR2 Zone
OS2 Zone
LB1 Zone
LB2 Zone
Utility Zone
Milnerton Motor City
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500m
Ascot Road
Graaff Avenue
Orchard Road
Bosmansdam Road
Koeberg Road
Noble Road
Loxton Road
Masson Road
Cambridge Public Transport Interchange
De Grendel Road
Pringle Road
Daniel Road
Galton Road
Glanville Road
Tijgerhof Street
Key
Site Boundary: Approx.: 18 329.80sqm
Surrounding Cadastrals
Taxi/Bus Routes
MyCiti Routes
MyCiti Bus Stops
Transit Accessible Precincts
500m Radius
PT1 Zone
PT2 Zone
Milnerton Motor City
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PUBLIC TRANSPORT
SCALE at A4
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Job: 25.359
mxd:Public Transport
Date: January 2026

- The Cambridge PTI is located approximately 90m from the site.

Koeberg Road is an integral part of the metropolitan transport network.

4.7 Section 99(3): Desirability Criteria: Impact on the external engineering services

It is critical that the proposed development does not interfere with the municipality's ability to continue to provide municipal engineering services to existing community.

Hansa and Associates Civil & Structural Engineers were appointed to report on the potential impact of the proposed General Business activities on the local services network. The report (attached as **Annexure 13: Civil Services Report**) found that:

- For water supply, the water demand from the site as a GB1 zoned property is less than the demand from the combined demand from the individual erven as residential properties.
- For sewerage discharge, the proposed business zoning across the entire site has a lower demand than the combined demand from the individual erven as residential properties.

The GB1 zoning uses across the site requires less water and sewer services than the combined demand from residential uses.

The City's Water and Sanitation department has confirmed that sufficient capacity exists to accommodate the proposed development and support the proposals (refer to **Annexure 14: Water & Sanitation Capacity Letter**).

Hansa and Associates Civil & Structural Engineers also prepared a stormwater management plan (refer to **Annexure 15: Stormwater Management Plan**). The plan addresses stormwater management during and after construction.

4.8 Section 99(3): Desirability Criteria : Impact on safety, health, and wellbeing of the surrounding community

The proposals are likely to have a minimal impact on the health and well-being of neighbouring residential properties, particularly since the GB1 zoning does not permit hazardous activities.

The property already enjoys a 24hr security presence. The rezoning approval will allow the owners to make additional investments into site security, which is likely to benefit the residential properties facing onto Fitzpatrick Road.

New development will include buildings that overlook the street, improving the opportunities for passive and active surveillance of the surrounding area.

4.9 Section 99(3): Desirability Criteria: Impact on Heritage

The proposed development of the site triggered Section 38 of the National Heritage Resources Act. Heritage Western Cape confirmed in writing that further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

The outcome of the S38 process will be submitted to the City when HWC issues its decision.

4.10 Section 99(3): Desirability Criteria : Impact on biophysical environment

The property is located in an urban setting and does not contain any biophysical features. The development proposals are likely to have little impact on the environment.

4.11 Traffic Impacts, parking, access, and other transport related considerations

Apex Transport Solutions (Transport Engineers) prepared a Traffic Impact Assessment (refer to **Annexure 16: Traffic Impact Statement**). The purpose of this TIA is to determine the traffic impacts the proposed additions and alterations may have on the surrounding road network. The traffic engineers report includes the following:

- The proposed development is estimated to generate approximately 155 AM peak hour trips and 162 PM peak hour trips, representing a net increase of 104 AM peak hour trips and 108 peak hour trips relative to the approved development scenario. While this represents a measurable increase in traffic demand, the absolute number of additional trips remains modest within the context of the surrounding road network.

- The TIA evaluated five key intersections within the study area to confirm whether surrounding road network will have sufficient capacity to accommodate the development:
  - Intersection 1: Koeberg Road/ Noble Road.
  - Intersection 2: Noble Road/ Masson Road.
  - Intersection 3: Noble Road/ Fitzpatrick Road.
  - Intersection 4: Fitzpatrick Road/ Mansveld Road.
  - Intersection 5: Masson Road/ Mansveld Road.

Intersections	Existing 2026	Future 2031	Delay
Intersection 1: Koeberg Road/ Noble Road	• AM: 9,6 • PM: 9.3	• AM: 11.6 • PM: 10,4	• AM: 2,0 • PM: 1,1
Intersection 2: Noble Road/ Masson Road.	• AM: 1,7 • PM: 1,9	• AM: 2,0 • PM: 2,1	• AM: 0,3 • PM: 0,2
Intersection 3: Noble Road/ Fitzpatrick Road.	• AM: 1,6 • PM: 2,5	• AM: 1,8 • PM: 2,7	• AM: 0,2 • PM: 0,2
Intersection 4: Fitzpatrick Road/ Mansveld Road.	• AM: 3,1 • PM: 4,7	• AM: 3,1 • PM: 4,8	• AM: 0,0 • PM: 0,1
Intersection 5: Masson Road/ Mansveld Road	• AM: 11,9 • PM: 12,5	• AM: 12,0 • PM: 12,7	• AM: 0,1 • PM: 0,2

Based on the findings of the TIA, the SIDRA analysis indicate that all study intersections currently operate satisfactory and are expected to continue operating at acceptable Levels of Service during both the AM and PM peak periods under future 2031 conditions. No unacceptable delays, excessive queues or capacity constraints are anticipated as a result of the proposed development.

The surrounding road network has sufficient reserve capacity to accommodate both the forecast background traffic growth and additional traffic associated with the regularisation and future development. Consequently, no upgrades or capacity improvements are required at the study intersection as a direct result of the development.

- The site is well served by public transport, with MyCiti and Golden Arrow bus services and minibus taxi services operating along Koeberg Road.

- Adequate pedestrian infrastructure exists surrounding the site.

- The development requires a minimum of 198 parking bays and 3 loading in terms of the Municipal Planning By-law. Provision is made for 203 parking bays and 3loading bays, thereby satisfying the City's minimum parking and loading requirements. The parking and loading provision are therefore considered adequate to serve the needs of the development.

Based on the findings of the report, the following is recommended:

- It is recommended that the red no-stopping line on Masson Road (adjacent to the site) be extended to the Noble Road and Mansveld Road intersections, with gaps provided at site access points.

- It is recommended that the sidewalk on Mansveld Road be rehabilitated with kerbing and that a yellow no-parking line be introduced along the site frontage, with gaps at site access points, to prevent illegal parking.

- It is recommended that the redundant carriageway crossings on Noble Road, Masson Road, Fitzpatrick Road, and Mansveld Road be closed and rehabilitated to municipal standards.

- It is recommended that the transition points at the ground-floor and first-floor ramp connections be rounded to minimise the risk of low-profile vehicles scraping.

4.12 Section 99(2): Consolidation of Land

It is proposed to consolidate Erf 115632 CT, Rem. Erf 18108 CT, Rem. Erf 18106 CT, Erf 108838 CT, Erf 108839 CT, Erf 108840 CT, Erf 108841 CT, Erf 108842 CT, Er 18112 CT and Erf 18113 CT to create a single property measuring approximately 12 600m^2, as illustrated in **Figure 3.1: Proposed Consolidation Plan**.

The consolidation is required to comply with Section 50(1) of the DMS, which states: ‘a person may not construct a building or structure that straddles the boundaries of two or more contiguous land units’. The proposed development straddles across the individual erven.

Notwithstanding the technical reason behind the need for the consolidation, the DMS requires that the implications of the consolidation be considered because development parameters tend to be related to the site size. Consolidating numerous smaller properties effectively removes the common boundary setbacks to permit a building mass.

- **Scale and Design of the Development**

The proposal to consolidate the individual erven to create a single developable property will allow the site to function as a coherent development parcel with a maximum intensity of development.

Erf 115632 CT and Rem. Erf 18108 CT have already been developed under its GB1 zoning with buildings (8,22m to 9,20m) featuring glass facades facing Masson Road. No changes are proposed to the buildings along the Masson (Koeberg) Road edge.

The design sought to place new buildings as close to the street edge as possible. This requires new buildings on the edges of the site not to exceed 10,0m in height, in order for them to be located on (or very close to) the street boundary. These will also feature glass facades.

The design team paid special attention to new buildings that faces residential neighbours:

- As far as possible, new buildings on the Fitzpatrick Road edge have been setback from the street edge. (except for the building at the intersection of Fitzpatrick and Noble – at 10,0m high) The
- The height of the new wash bay structure, located adjacent to Erf 108843, is limited to 4,56m.
- New buildings have also been setback from the common boundary with Erf 108843 CT specifically to manage the interface between commercial and residential uses.

Taller structures have been placed in the centre of the consolidated site, where they rise to approximately 12,5m.

➢ Impact of the Building Massing

The development proposal includes the construction of:

- 3 new showrooms to expand the range of motor vehicles for clients.
- A workshop to repair and service motor vehicles.
- A wash bay to clean the motor vehicles.
- A 'parking deck' on the first floor to expand the internal motor display.
- A mezzanine floor on the first floor which will be used by staff members.

The proposed massing is expected to have a minimal impact on surrounding properties because:

- Buildings on the edges of the site will not exceed 10,0m in height, with the highest structures being located in the centre of the site at approximately 12,443m.
- New buildings have also been setback from the common boundary with Erf 108843 CT.
- New structures have been setback from the Fitzpatrick Road edge to minimise the potential impact of taller structures on facing residential properties.
- The new wash bay building is limited to a height of 4,56m.
- The total coverage of the proposed development is 8 758m^2, approximately 69,51% of the total site area.

➢ Impact of Proposed Roof Heights

The proposed development rises to a height of 12,443m.

Figure 4.11: Building Heights shows the heights of the proposed development in the context of surrounding heights.

As mentioned previously, buildings on the edges of the site will not exceed 10,0m in height, while the tallest part of the development is located in the centre of the consolidated site at 12,172m. The maximum height under GB1 is 12,5m. The plan shows that for the heights of surrounding properties:

- Building heights to the east of Fitzpatrick Road (R1 zoned properties) range from approximately 4,51m to 6,19m (building heights derived from City of Cape Town building footprint data). The maximum height permitted under the R1 zoning in this area is 10,0m.
- Building heights to the south of Mansveld Road (GB1 and GR2 zonings) range from approximately 7,21m to 10,88m. The maximum height permitted under the GB1 zoning is 12,5m and under GR2 zoning is 15,0m.
- The CO1 zoned property to the north of Noble Road can be developed to a height of 12,0m.
- Building heights to the west of Koeberg Road (R1 zoned properties) range from approximately 4,4m to 9,49m (building heights derived from City of Cape Town building footprint data). The maximum height permitted under the R1 zoning in this area is 10,0m.
- The building on the GB5 zoned property at the intersection of Koeberg – Loxton Roads rises to 22,29m. The maximum height permitted under the GB5 zoning is 25,0m.

It is apparent from **Figure 4.11: Building Heights** that the height of the proposed development is in a similar range of height for commercial properties along Koeberg Road, and that these heights are not unusually adjacent to R1 precincts. More importantly, the design of the new development took steps be considerate of neighbours by:

- Placing taller structures in the centre of the consolidated site,
- Creating a setback from the common boundaries with Erf 108843, and
- Setting new buildings back from the Fitzpatrick Road edge,

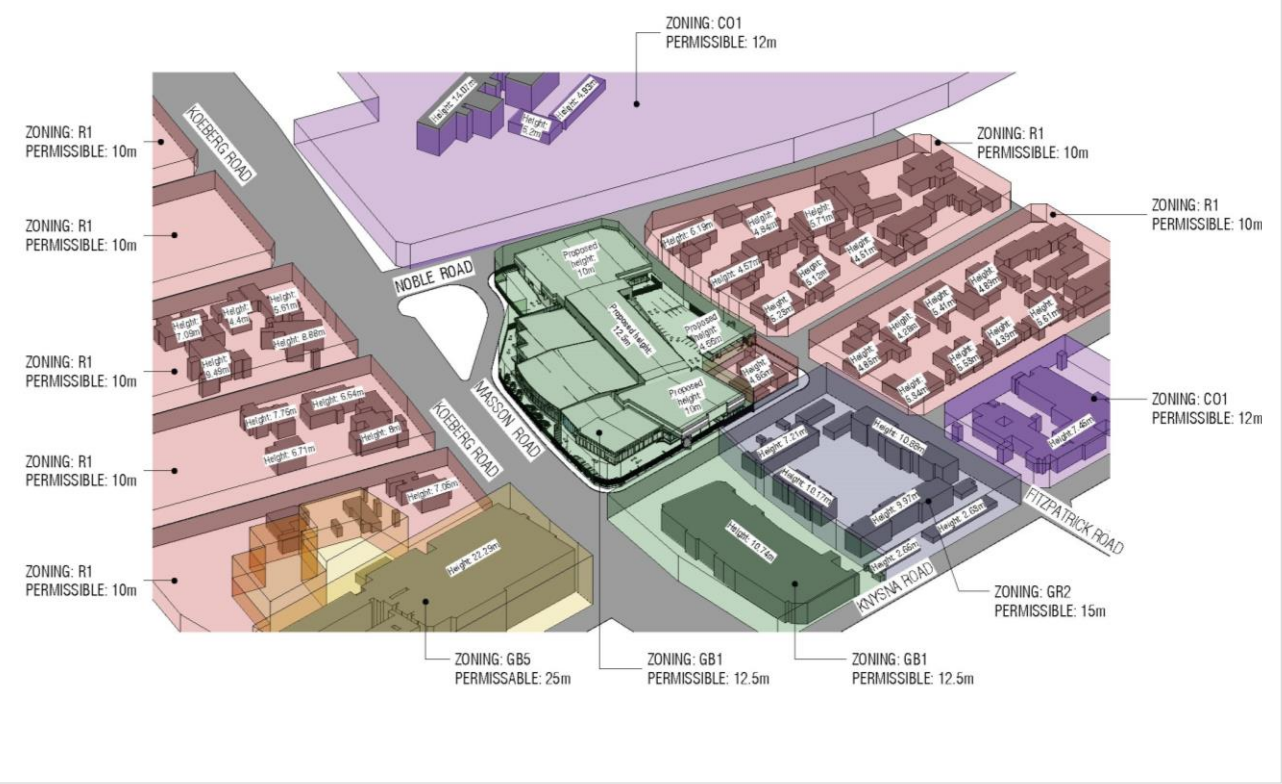


Figure 4.11: Building Heights

Although the consolidation will create a large single erf, manner in which it will be developed will minimise the potential impact on neighbours.

5.0 REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS

The application proposes to delete title deed conditions from 4 properties that relate to a) only developing one dwelling on the property, b) that not more than half the area shall be built upon, and c) setbacks from the street, lateral and rear boundaries. The four properties upon which the application to remove restrictive title deed conditions are illustrated in **Figure 5.1: Properties Affected By RoR**.

Please note that an approved building plan exists for existing structure on Erf 115632 Cape Town (refer to **Annexure 17: Approved Building Plan – Erf 115632 CT**).

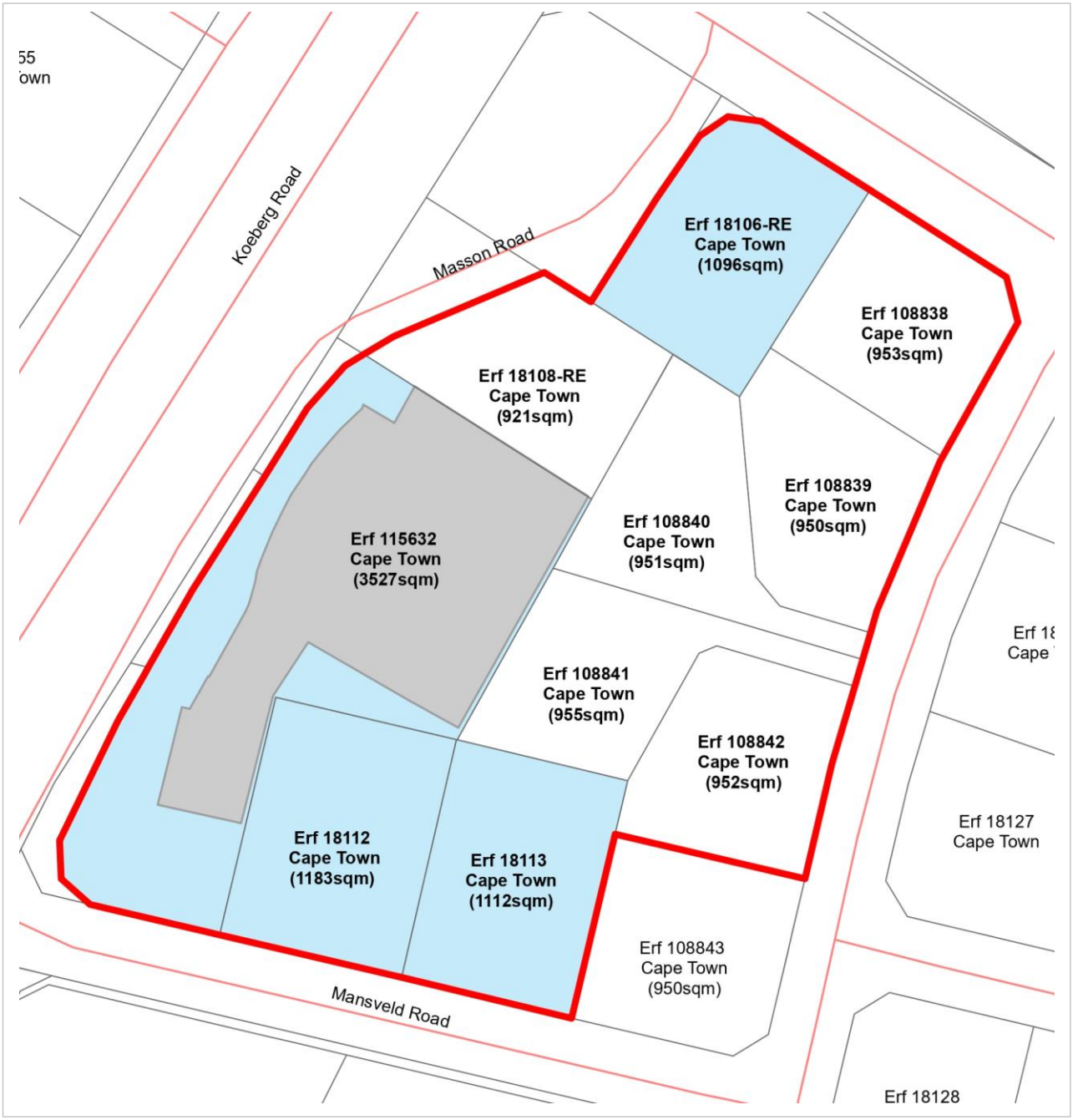


Figure 5.1: Properties Affected By RoR

The application proposes to remove the following restrictive title deed conditions:

- **For Erf 115632 Cape Town:** The application seeks the mandatory removal of Conditions C.3(b), C.3(c), C.3(d) from Title Deed number and Certificate of Registered Title imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  C.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  C.3(c): not more than half the area thereof shall be built upon;
  C.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Rem. Erf 18106 Cape Town**: The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  B.3(c): not more than half the area thereof shall be built upon;
  B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Erf 18112 Cape Town**: The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  B.3(c): not more than half the area thereof shall be built upon;
  B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh

measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

- **For Erf 18113 Cape Town:** The application seeks the mandatory removal of Conditions B.3(b), B.3(c), B.3(d) contained in Deed of Transfer imposed by the Administrator in terms of the Townships Ordinance (Ordinance 33 of 1934).

  The application, made in terms of Section 42 (g) and (j) of the City of Cape Town Municipal Planning Bylaw, is to delete the following conditions are:

  B.3(b): it shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
  B.3(c): not more than half the area thereof shall be built upon;
  B.3(d): no building or structure or any portion except boundary walls and fences, shall be erected nearer than 4,72 metres to the street line which forms the boundary of this erf not within 1,57 metres of the lateral or 3,15 metres of the rear boundary to any adjoining erf provided that with the consent of the authority, an outbuilding not 3,05 metres in heigh measured from the floor to the wall plate may be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9,45 metres reckoned from the rear boundary. On consolidation of any two or more erven, this condition shall apply to the consolidated area as a whole.

5.1 Requirements of MPBL Section 48(4)

The MPBL's Section 48(8) requires that when considering an application for the removal, suspension, or amendment of a restrictive condition, the City must take the following into account:

- *whether the result would better align with the Development Management Scheme;*
- *the decision-making criteria in section 99; and*
- *sections 42(1)(c) and 47 of SPLUMA.*

The approval of the consolidation and rezoning would permit the existing situation to better align with the DMS, whilst bring the positive benefits to the local economy.

When considering the RoR, Section 4.0 above set out how the proposals passes the test set by Section 99 of the Municipal Planning Bylaw.

5.2 Compliance With Decision Criteria of Section 42(1)(c) of SPLUMA

SPLUMA requires that the following be considered:

- Public Interest
  It is in the public interest to support commercial development in areas where the MSDF encourages diversification and intensification, since increased commercial activity has a positive impact on the creation of employment opportunities. This is particularly relevant in a City with a 25,8% unemployment rate (Cape Town 2050 – Long Term Plan).

- Facts and circumstances relevant to the application
  The site is located on a block bounded by Noble Road, Masson Road, Mansveld Road and Fitzpatrick Road, which creates a convenient separation between the proposed commercial uses and existing residential uses.

Of the 10 erven owned by the SAFY Trust, only 4 are subject to title deed restrictions. These 4 erven face onto Masson Road and Mansveld Road, minimising the exposure to single residential-type erven.

The site is located within a node and corridor, precisely where planning policy (MSDF and District Plan) encourages diversification and intensification.

- The City's Water & Sanitation department has confirmed that sufficient capacity accommodate the proposals (refer to Annexure 14), professional civil engineers have confirmed that the proposed development will have a smaller draw on the municipal services than the individual residential erven (refer to Annexure 13), and professional traffic engineers have confirmed that surrounding road network and intersections have the capacity to accommodate the proposed development (refer to Annexure 16).

  The proposed development does not have any introduce an additional residential population, which would potentially require additional social infrastructure and open space.

The Conveyancer Certificate confirms that conditions contained Clause B(b) – (d) and Clause C(4) the Title Deed are mandatory and should the development proposal not be in line with it, these conditions need to be amended or removed through an application in terms of Sections 42(g) and (j) of the City of Cape Town's Municipal Planning By-Law, 2015.

The removal of the restrictive clauses will permit the owner to:

- To have more than 1 building on the consolidate property;
- To maximise the development potential of the consolidated property by not limiting the built upon area in a part of the City where planning policy supports land use intensification and densification.
- Build new structures closer to the street boundaries.

5.3 Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

Section 47 states that a removal, amendment, or suspension of a restrictive condition must, be effected –

- in accordance with section 25 of the Constitution and this Act;
- with due regard to the respective rights of all those affected, and to the public interest; and
- in the prescribed manner, if such removal, amendment, or suspension will deprive any person of property as contemplated in section 25 of the Constitution.

Although this specific application has no direct correlation to the aims of section 25, it would ensure a more viable urban environment which would also contribute to the intention of the Constitution. It would also not deprive any person of property as contemplated in section 25.

6.0 SUMMARY AND CONCLUSION

The land owner proposes to the existing business activity across the entire site and has proposed to:

- Consolidate the 10 erven owned by the SAFY Trust;
- Rezone the consolidated property to GB1, the same zoning of a significant part of the site;
- seek the City's consent to permit a motor repair garage;
- depart from the requirement to setback buildings from the street centreline; and
- delete certain title deed conditions.

The above proposals are to be recorded in a Site Development Plan to ensure certainty about the extent and intensity of development.

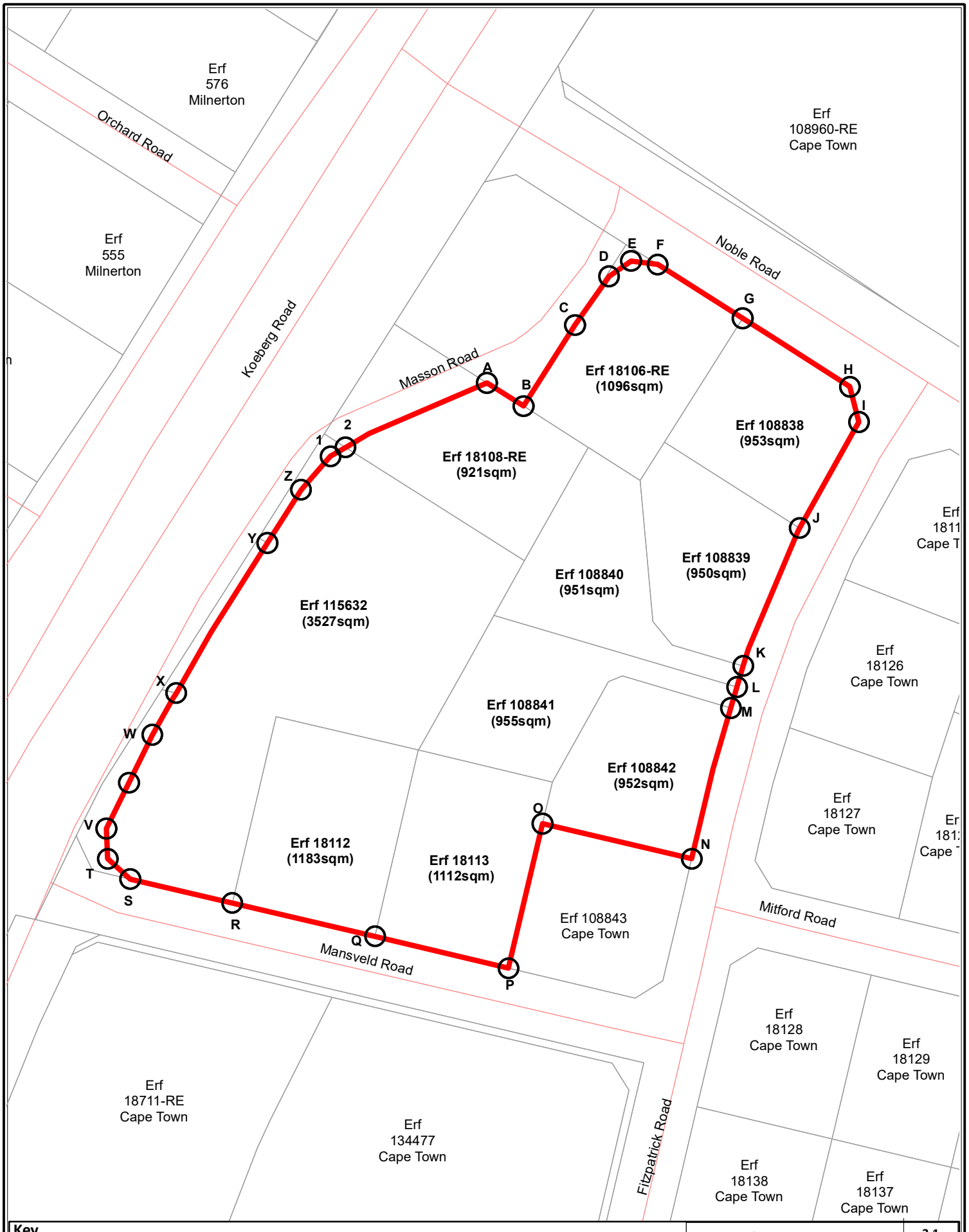
The applications are motivated on the basis that:

- The proposals comply with planning policy and planning law;
- The proposals are appropriate to the local area in respect of the proposed use and form;
- The proposals are supportive of the City's investments into public transport infrastructure; and
- Sufficient spare capacity exists within the municipal service network to accommodate the proposed development without jeopardising services to existing residents.

The City of Cape Town has, through its Municipal Spatial Development Framework and District Plans, described a vision for the city, where all citizens benefit from an environment which is safe, which addresses their basic needs, provides adequate and appropriate shelter and provides a nurturing public environment that is easily accessible via public transport services. The support of the development proposals and the approval of the development applications will assist the City in moving towards its vision as a 'City of Hope.'

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JONO TRUST PROFESSIONAL PLANNERS



Key

- Site Boundary: Approx.: 12 600sqm
- Surrounding Cadastrals
- Surrounding Roads
- Consolidation Points
- -

Milnerton Motor City 3.1

PROPOSED CONSOLIDATION

SCALE at A4 1:1 000 — 0 2,5 5 10 15 20 25 Meters

N

JONO TRUST

town & urban planning
environmental design project facilitation
www.jonotrust.co.za planning@jonotrust.co.za

Job: 25.359 | mxd:Consolidation | Date: 27 July 2026


Erf 576
Cape Town
Orchard Road
Erf 108960
Cape Tow
Erf 555
Cape Town
Noble Road
Koeberg Road
Masson Road
Proposed
Showroom 5
Existing
Showroom 4
Existing
Showroom 1
Proposed
Workshop
Ramp To Parking Deck
Loading
Loading
Loading
Existing
Showroom 2
Existing
Showroom 3
Proposed
Showroom 6
Proposed
Showroom 7
P
Erf 18
Cape T
Erf 18126
Cape Town
Erf 18127
Cape Town
Fitzpatrick Road
Erf 108843
Cape Town
(950sqm)
Mansveld Road
Erf 18128
Cape Town
Erf 18129
Cape Town
Erf 18138
Cape Town
Erf 18711-RE
Key
Site Boundary: Approx.: 12 600sqm
Surrounding Cadastrals
Street Centrelines
4,5m Street and Common Boundary Setback Above 10m Height Level
8m Street Setback Centreline
Departure Required For Portions WithinThe 8m Street Centreline Setback
Indicative Landscaping
-
-
-
Milnerton Motor City
3.2
DEPARTURE PLAN
SCALE at A4
1:1 000
0 2,5 5 10 15 20 25
Meters
N
JONO TRUST
Job: 25.359
Mxd: Departure Plan
Date: February 2026