



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500162802

**Erven 68697 and 68697,
63 and 59 York Road, Wynberg**

Development Management

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CITY OF CAPE TOWN
WYNBERG ERVEN 68697 AND 68698

**APPLICATION FOR CONSOLIDATION OF THE
TWO ERVEN, DEPARTURE FOR A NUMBER OF
BUILDING LINE ENCROACHMENTS AND A
SHORTFALL ON ON-SITE PARKING, AS WELL AS
REMOVAL OF RESTRICTIVE TITLE CONDITIONS**

**REVISED PLANNING AND MOTIVATION
REPORT**

June 2026

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Client:

Consultant: Pro-Konsort Town Planners, Bellville

Date: Revised June 2026

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1 INTRODUCTION

1.1 Background

Pro-Konsort Town Planners of Bellville, Cape Town, had been appointed by the owners of Erven 69697 and 69698, York street, Wynberg, Cape Town, to apply with the City for the consolidation of the two erven, as well as a departure for a number of building line encroachments and a shortfall on on-site parking, as well as removal of some restrictive Title conditions. A Power of Attorney was issued by the owners for Pro-Konsort Town Planners to handle the application, as well a Board Resolution giving the owner the Power of Attorney to act on behalf of the company, as well as a CIPC letter. See attached as **Annexure 2**.

1.2 Purpose of the application

of Cape Town, on behalf of
purchased the two subject properties during 2023 and 2024 respectively with the sole purpose to redevelop the two sites which current contains each a dwelling dating back many decades. As with the two subject sites, all the properties in this area of Wynberg are zoned GR4 which was a clear indication to the new owners that the City is promoting higher residential densities for these erven. In addition to this, the location of the two subject properties is geographical ideal to accommodate a higher number of occupants due to public transport in form of two railway stations on the Simon's Town-Cape Town CBD line, a mere 500m away in both a northern and southern direction. Proximity to a Secondary school along Ottery road, as well as a pedestrian under-rail crossing towards Main street along Wynberg CBD further boosting the initiative to increase the density in the area by setting up a more compact residential facility at the site.

In order to achieve this goal and being the purpose of this application, the applicant hereby applies for the consolidation of the two sites in terms of Section 42(f) of the Cape Town Municipal Planning Bylaws, 2015, as well as for a number of permanent departments in terms of Section 42(b) of the Bylaws due to building line encroachments and a shortfall on on-site parking and in terms of Section 42(g) of the Bylaws, to apply for deletion of restrictive Title conditions and finally Removal of conditions in terms of Section 42(j) of the Bylaws.

1.3 Pre-Application Consultation:

As no rezoning of the properties is at stake and the Title conditions to be deleted are set out in the Conveyancer's certificate, the applicant is of opinion the application does not render a Pre-application meeting. However, he did engage with the Southern Hub office on 2 March 2026 enquiring whether the City regards the proposed development as Flats or Grouphousing. Dylan le Roux responded on 12 March 2026 that he is of opinion it represents a block of Flats – see attached **Annexure 3**. In her comments on the application dated 5 June 2026, Alanza Matthews requested that a proper Pre-application consultation process be undertaken and consultation minutes

be submitted. To streamline the process, she eventually set out a list of requirements for the application and suggested it can qualify for the minutes. **See Annexure 3.**

2. **PROPERTY DETAILS**

Location, Extent, Ownership and Surrounding land uses:

The subject properties are 535m² (Erf 68698) and 489m² (Erf 68697) in extent, making up a total of 1024m². The two properties are located at the intersection of York street and Castletown road, Wynberg, directly east of the Simon's Town – Cape Town passenger railway line. See **Annexure 1** as the Locality Plan. The Wittebome Secondary school is a mere 1km east of the properties along Ottery road. Access from the site to Main road, Wynberg about 100m to the west, is via a pedestrian subway underneath the railway line, while Wetton road (M9) runs in an east-west direction, 2km north of the subject site. A public open space known as the Batts Road Prairies park is located along Batts road 300m south-east of the property under discussion.

Both properties are registered in the name of Omis Holdings Proprietary Ltd, represented by _____ See Title deeds respectively, attach as **Annexure 4**. See also SG Diagrams of the two properties as **Annexure 5**.

The subject sites find itself in a dominant single residential area, although a number of property owners have exploited their GR4 development rights, to set up low-rise flat complexes eg. directly opposite the site at stake along York street, directly north of latter mentioned complex along Gosport road, as well as at the intersection of York street and Sussex road. See also **Annexure 11** for Visuals of the site.



Satellite Image of Subject Properties

3. PROPOSED DEVELOPMENT

The proposal on the table suggests a redevelopment of two neighbouring properties along York street, each containing a somewhat dilapidated single residential dwelling which are due to be demolished and being replaced by a development of ten double-storey flat units. The two sites are to be consolidated – see Consolidation plan attached as **Annexure 9**. The 2-bed units will be split between two separate standing blocks with each flat unit carries on average a 62m² footprint. See the proposed Site Development Plan containing the proposal attached as **Annexure 6**. All the units will each enjoy the privilege of a private garden at ground level, while ten on-site parking bays will take up the space between the two buildings. The elevation of the proposed complex along York street, entertains a modern, pleasant appearance that will go a long way in boosting the street scape and uplifting the built environment of York street, which otherwise offers very little in terms of an attractive living environment.

The applicant had indicated that his target-market for the complex is the higher-middle-income sector of the housing market.

4. RESTRICTIONS:

None of the properties is encumbered with a bond from a financial institution. The location falls within a PT1 zone of the City, which allows 1.25 bays per unit for on-site parking. One of the properties is subject to the deletion of two restrictive Title conditions. Title Deed _____ contains the following restrictive conditions imposed by the City of Cape Town, while Title Deed _____ is clear of any restrictions:

- B1. That not more than one building be erected on any one lot and that not more than half of the area of any one lot be built upon without the written consent of the Council.
2. That any building be erected on this property shall stand back from the boundary of the street on which the lot may front or abut, not less than 4.72m from York Road, and not less than 5.66m from Castletown Road. The space left in front of buildings may be used as gardens or forecourts, but shall not be built upon.

See Conveyancer certificate, as well as the status of the copies of the Deeds by the Conveyancer attached as **Annexure 10**.

The Site Development Plan reflects building line encroachments at all three common boundaries, as well as on the York street boundary. The Development parameters applicable to the design, are reflected below:

<u>GR4 Zoning Parameters</u>	<u>Real figures</u>
Floor factor : 1.5 (1536m ²)	0.7 (704.83m ²)
Coverage : 60% (614m ²)	36% (368m ²)
Height : 24m	9.6m

Building lines:

Street	: 4,5m	2.84m
Common	: 4.5m	0.95m, 1.61m, 2.31m, 0.57m
Parking : 1.25 / unit	: 13 bays	12 bays

(Sites fall within a PT1 zone)

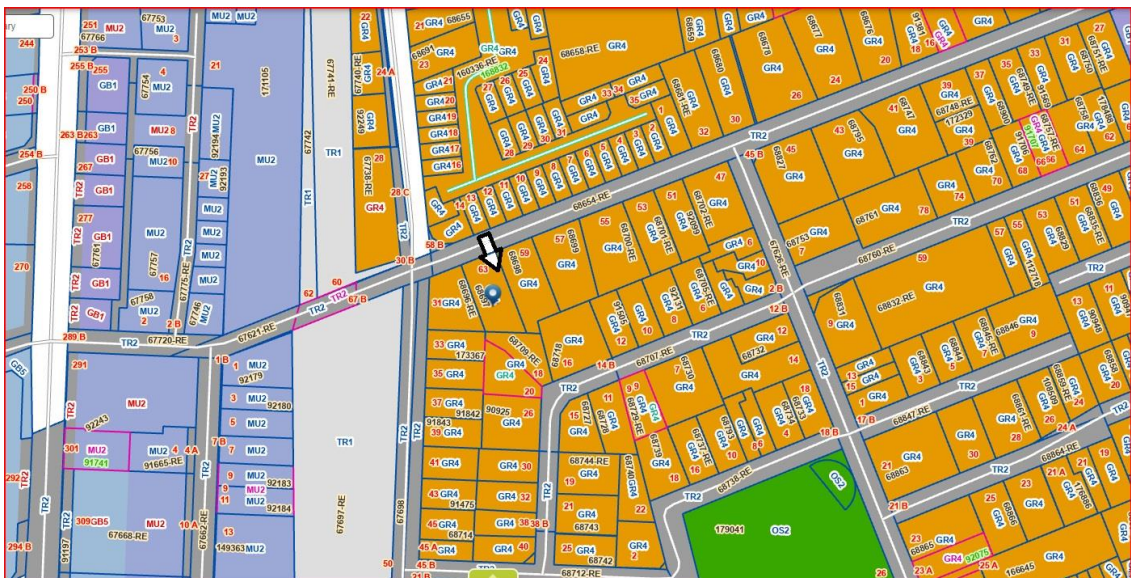
From these figures above, it is clear that building lines at all four boundaries are being overstepped in terms of the Cape Town Zoning Scheme, as well as in terms of the relevant Title Deed. Parking also falls short of the required ratio prescribed in DMS.

5. **MOTIVATION FOR DEPARTURES IN TERMS OF THE BYLAWS**

5.1 **Building line encroachments**

Four common boundaries are being overstepped by the proposed buildings. Impact on neighbouring properties should be minimal due to:

The height of the two buildings equals that of a standard double-storey dwelling and infringement of privacy could therefore not be regarded as a negative element against the application. Furthermore, the proposed buildings do not contain windows at the first level along the common boundaries, thus it can be described as blank walls. The only exception is the southern boundary which is 2.31m away from the shared boundary with the rear neighbour which property contains a type of store area along the boundary and which is fully covered with a roof. An arial photo reveals that the two neighbouring properties along the two southern boundaries do not contain any private recreational space for its occupants, thus eliminating the chance of infringing on privacy. With the proposed building at the southern end of the site only 9m high, one can hardly foresee that overstepping of the building line will block sunlight from the adjoining properties, neither will it spoil any views or casting shadows over those properties. Overstepping the street building line should also not be a source of concern as the proposed building along York street is nearby 17m removed from the opposite row of two-storey flats buildings. Against this background, the applicant believes a departure for overstepping building lines, is totally justified.



Zoning Map

5.2 **Shortfall on parking:**

The DMS suggests an on-site parking ratio for a flat development within the confines of a PT1 zone, is 1.25 bays per unit, which in this case requires 13 (12.5) bays. The proposal contains only 12 bays, thus a shortfall of one bay. Various modes of public transport would be available to occupants of the proposed development with the most prominent one the two train stations on the Simon's Town – Cape Town railway line withing walking distance. Wetton road two kilometres to the north of the subject site, also offers various transport options. With only a single bay short of the required ratio, the applicant cannot see the shortfall will trigger an overflow of parking onto York street.

6 **MOTIVATION FOR THE REMOVAL OF RESTRICTIVE TITLE CONDITIONS SET OUT IN TITLE DEED IN TERMS OF SECTION 39(5) OF LUPA (ACT 3 OF 2014), AS WELL AS SECTION 42(1)(C) AND SECTION 47 OF SPLUMA (ACT 16/2013)**

The restrictive conditions described in paragraph 5 are so-called governmental conditions, and can be summarized as permitting only one dwelling at the site and not more than 50% of the area can be built upon. The second condition refers to a building line requirement on York street of 4.72m that must be respected, as well as a 5.66m building line along Castletown road (which is not applicable in this case).

The main focus of these clauses in abovementioned legislation, is whether removal of any of the conditions mentioned will deprive any people of their property rights.

6.1 **General comments:**

The subject properties are located in a suburb of Wynberg which was originally established as a single residential area. Over the years non-residential uses invaded the area with smaller commercial activities being spread over the suburb. Higher density residential complexes also replacing single dwellings over the years. The restriction to allow only a single dwelling unit with only a 50% coverage is therefore not the norm any longer as external factors such as economic pressures, new housing and spatial policies of the City, optimizing a property's potential and a demand for different housing types in terms of size, safety and affordability, have changed the character of the area substantially. It is therefore clear that removing these Title conditions will have no effect on the rights, safety and well-being of the surrounding property owners.

Please note: As the conditions mentioned, have the status of so-called governmental clauses, it should also be removed in terms of Section 42(j) of the Bylaws, which provides for conditions in respect of an existing approval granted in terms of the Bylaws.

6.2 In terms of the LUPA and SPLUMA Acts, motivation is as follows:

(a) **The financial or other value of the rights in terms of the Restrictive Conditions enjoyed by a person**

The restrictive conditions to be deleted were imposed by City of Cape Town. The value of the rights in terms of the restrictive conditions to be deleted, is zero as it were imposed most probably for the benefit of the community as a whole.

(b) **Personal benefits which accrue to the holder of the rights**

No personal benefits for the holder of the rights exist, as the imposer had most probably in mind a homogenic development of the suburb without infringement of other land uses, thus spoiling the character of the area.

(c) **Personal benefits which will accrue to the person seeking the removal**

The restrictive conditions to be deleted prevent the owner currently to utilize his property to its maximum potential. Removal will add value to the property and allow it to be developed to its maximum potential.

(d) **Social benefits if the restrictive conditions remaining in place**

There can be no social benefits contained in the conditions to be deleted as the benefits focus only on two properties with only the owner gaining from it. The conditions were most likely an attempt to preserve the quality of the specific properties and indirectly creating socially a better living environment which could benefit the surrounding area at that time, but are incompatible with present standards, norms and Spatial objectives of the City.

(e) **Social benefits of Removal of the Restrictive conditions**

Deletion of the conditions allow the developer to set up a quality architectural designed building adding social value to surrounding built environment and community, as well as enhancing the City's policy of densification of the inner City..

(f) **Whether the removal will remove all rights enjoyed by the beneficiaries or only some rights**

Removal will only be applied on rights bestowed on two single properties which are in any case not enhancing current housing policies. All other rights / conditions are still being retained.

6.3 **MOTIVATION OF THE DELETION IN TERMS OF SPLUMA SECTION 42(1)(C)**

Removal of Restrictive Title Conditions in terms of this section should take into account:

- (i) The public interest
- (ii) Constitutional transformation imperatives and related duties of the state
- (iii) Facts and circumstances relevant to the application
- (iv) Respective rights and obligations of all those affected
- (v) The state and impact of engineering services, social infrastructure and open space requirements
- (vi) Any factors that may be prescribed, including time-frames for making decisions

One fails to see how the conditions to be removed suggest that only one building allowed at the site with only 50% being built upon and two building line restrictions would have any major affect on the public interest. It could also hardly be argued it impacts negatively on rights and obligations of surrounding property owners. Replacing two dwellings of advanced age by a modern designed low density, appealing flat complex of ten units can only be described as a substantial boost for the quality of the built environment of York street.

The application supports the elements of social upliftment and wellbeing by offering a wider range of housing options for the area in terms of unit size, costs and safety and it strengthens the policy of the local authority to encourage densification of existing urban areas.

The proposed deletion will further have a positive aspect in that it will ensure integration by enabling people from different financial backgrounds to reside in the area. The proposed flat scheme will provide accommodation opportunities for people who might not necessarily be able to afford property in the area.

In terms of impact on engineering services, social infrastructure and open space requirements, is it worth noting that the development results in better use of services infrastructure, while the engineering report confirmed sufficient capacity exists, as well as supporting social facilities such as recreational open space in the neighbourhood.

6.4 MOTIVATION OF THE DELETION IN TERMS OF SECTION 48(4) OF THE MUNICIPAL PLANNING BYLAWS

Under this section, the deletion can be motivated as follows:

(a) Whether the result would better align with the Development Management Scheme

The purpose of the DMS of the City of Cape Town is to regulate land use, zoning and spatial development by guiding physical growth, protects the environment and addresses historical spatial development by balancing economic needs with community well-being.

The applicant is of opinion that the motivation set out in the following section in terms of Section 99 of the Bylaws, fully adheres to requirement stipulated in abovementioned par. (a).

(b) Align with criteria set out in Section 99: See above

(c) Section 42(1)(c) and 47 of SPLUMA has been dealt with earlier in this report

7 **SERVICES, STORMWATER, PARKING AND LANDSCAPING**

The Services and Stormwater Management report attached as **Annexure 8** informs that sufficient capacity with the City's services network for the area exists. With the erf size less than 4000m², stormwater generated at the site, can be treated on the surface. In terms of the Zoning Scheme, ten dwelling units requires 15 on-site parking bays (1.50 x 10), but only 12 bays are provided. However, the site falls at the very edge of a PT1 zone which allows 1.25 bays per unit on-site, due to availability of accessible public transport. The site borders onto the Simon's Town-CBD railway line with two train stations located 500m to the north and south of the subject site. A 5.5m wide CWC allows vehicles entering the site from York street. A Landscape plan setting out proposals in this regard for the property, is attached as **Annexure 7**.



Architectural Image of the Proposed Development

8 **SPATIAL POLICIES AND GUIDELINES OF THE CITY OF CAPE TOWN APPLICABLE TO THE PROPOSAL**

8.1 **Cape Town Municipal Spatial Development Framework: Revised January 2023**

The new revised Cape Town Municipal Spatial Development Framework of January 2023, sets out under the heading Section 5, Spatial Development Framework, the following sub-titles namely, Spatial strategies, Development directives and Conceptual designations.

This section deals only with **Spatial Strategies**.

Three Strategies are set out under Spatial Strategies, namely:

Spatial Strategy 1: Plan for economic growth and improve access to economical opportunities

Imperatives for this strategy are amongst other:

- Encourage a more compact City form by promoting higher land use and building densities compatible with existing land uses to create an optimum relationship between urban form and transport services. Replacing two slightly run-down
- single residential units with a flat complex with an appealing appearance, fully supporting this strategy.

Spatial Strategy 2: Manage urban growth and create a balance between urban development, food security and environmental protection

Imperatives for this Spatial Strategy are amongst other:

- Focus on land optimization, especially development of vacant and underutilized land parcels which will result in the expansion of engineering services networks and accommodating higher-intensity (density and diversity) land-uses in a vertical rather than horizontal format. By replacing two residential units with a higher density housing, facility, the proposal makes a small contribution towards the City's endeavour to manage urban sprawl.

Spatial Strategy 3: Building an inclusive, integrated, vibrant and healthy city

None of the imperatives mentioned under this strategy, is really applicable to the proposed development. However, increasing the density at the property to allow a larger number of occupants than for a single dwelling, is once again supporting the City's endeavour to curb urban sprawl.

Spatial Transformation areas

The MSDF also addressing the City's Spatial context, amongst other directing Spatial Transformation. The basis for growth management in the City is through four Spatial Transformation areas, of which the first refers to an Urban Core area and secondly, Incremental Growth and Consolidation areas. The subject site falls outside the first-mention area, but within the Incremental Growth and Consolidation area, which are areas the City is committed to serving existing communities and where new developments will be subject to infrastructure capacity. Our Service report reveals that sufficient capacity of the City's engineering network exists to cater for this development at stake.

8.2 Southern District and Sub-District Plan : 2023 – See Annexure 13

The subject sites are located within the confines of the Southern District Plan and are designated for Existing Urban development. Sub-district Plan 3 which includes all areas between Mowbray in the north and Muizenberg towards the south, also contains the two properties. The Vision Statement for this District Plan describes that specific area as ".....A highly developed and accessible development corridor which amongst other contains higher-density residential areas offering a wide range of living options.....". It further sets out Spatial Development objectives of whom one is a significant increase in the

number of dwelling units (par. C), while the Supporting Land-Use guidelines inform that emphasis must be placed on development intensification and densification, especially along development corridors within the confines of the Plan area (par. 1). From the above it is clear the proposal aligns with the District and Sub-district plan regarding the element of intensification and densification of residential land.

8.3 Cape Town Densification Policy of 2012

The Policy promotes small-scale incremental densification in all areas where appropriate. Densification is particularly supported in areas with good access to public transport (Simonstown – Cape Town passenger rail), and where employment opportunities (Wetton and Main road development corridors), commercial development and social amenities exist which is the case with this application.

Densification, by means of applications such as this, facilitates a gradual restructuring of the City which is vital in terms of social, economic and environmental sustainability and is an important mechanism towards improving the inefficient city structure that currently exists. A compact urban form is accepted as being an essential condition for well-performing cities. Redeveloping two single residential plots for higher density purposes, supports abovementioned policy.

8.4 Inclusive Economic Growth Strategy of 2021

This Strategy follows that of the Economic Growth Strategy of 2013 whose principle objection was to grow the economy and create jobs.

The latest Strategy is a plan to address the economic crises facing the City. It acknowledges that inclusive economic growth can contribute towards the alleviation of existing poverty, improvement of livelihoods and improving of quality of life. To this effect, the proposed development under discussion, is relevant, especially during the construction phase of the project where a number job opportunities may come on line and due to an increase in living space, more buying power is flowing into the area, supporting the local business industry.

8.5 Social Development Strategy of the City of Cape Town of 2013

This Strategy articulates the role of the City in promoting and maximising social development. The first Objective contained by the Strategy is maximising income generated opportunities, a scenario that fits the proposed facility under discussion, especially when the project reaches the stage of construction and workers being employed. Replacing two fairly dilapidated dwelling structures with a modern-designed low-rise flat complex, enhancing the social ambience of York street.

8.6 Transit-Orientated Development Strategy Framework, 2016

The subject sites are located at the edge of a PT1 zone area suggesting the residents in the area enjoying several different modes of public transport. The proposed development therefor supports the Strategy Framework considering it will:

- Contributing towards the required threshold to support and enhance the public transport network of the City
- Promoting job opportunities in close proximity to residential areas, specifically during the construction phase of the development
- Maximising location efficiency so that people can walk, cycle or use public transport
- Accessibility to a mixture of transport choices

8.7 Urban Design Policy (2013)

This policy provides guidance to proposed developments through suggesting methods of increasing “the greater good” of the public realm to all City users. The policy contains Objectives of which the most applicable to the proposed development at Erven 68697 and 68698, are as follows:

- Ensure that development contributes positively to the urban structure of the City to create integrated and legible places and neighbourhoods. The applicant believes the proposal demonstrates that this new development will fit into and contributes positively towards its surrounding context and improves integration with offering smaller than average living units in the area which is more costly and offering a safer environment
- Ensure that development contributes to improve quality of public realm. Replacing dwelling units clearly showing wear and tear over several decades, by a modern architectural-design low-scale flat complex, should surely contribute to improving the street scape and public realm of the area

8.8 Safer City Policy

The six policy objectives of the Safer City Policy are:

- 1) Clear boundaries and collective ownership of public spaces instilling a sense of ownership amongst the users
- 2) Improve surveillance and visibility – increasing levels of awareness by promoting passive surveillance
- 3) Safe access and movement – providing a safe and integrated network of movement routes
- 4) A positive image – addressing perceptions and guarding against environmental decay
- 5) Positive relationships and layers spaces – creating positive interfaces between buildings and the public realm

- 6) Good Urban Management and monitoring – ensuring the progressive improvement of neighbourhoods and increased perceptions of safety over time

The York street proposal ensures progressive improvement from the existing circumstances prevailing in the area, and on various levels, increases the perception of safety over time.

8.9 Section 59 of the Land use Planning Act (Act 3 of 2014), as well as Section 7 of Spluma (Act 16 of 2013)

The two documents stated above, contain a number of Land-Use Planning, as well as Land Development Principles regulating development of land under consideration:

These principles are:

- **Spatial injustice**
Dealing basically with Spatial imbalances of the past where people were excluded from access to land and use of land
- **Spatial sustainability**
Development of land in a feasible and viable way, protecting, especially prime agricultural land, upholding land use measures dealing with sensitive environmental areas and develop land with sustainable outcomes
- **Spatial resilience**
Refers to flexibility in spatial plans and land use policies ensuring sustainable livelihoods in communities previously being deprived of it
- **Good Administration**
Refers to the involvement of all Governmental entities striving towards promoting an integrated approach to land use, which also goes for contributing towards shaping Spatial Development frameworks.
- **Efficiency**
Deals with the effective and economical use of land, resources and infrastructure, minimizing negative impacts and ensuring development application procedures are effective and streamlined.

Not all the principles set out above are applicable to the subject application. Efficiency probably the principle mostly affected by the proposed development, as the development proposal allows a more efficient and economical use of the property in terms of the land and infrastructure, thus maximizing its development potential.

9 **MOTIVATION OF THE PROPOSAL IN TERMS OF SECTION 99(1), (2) AND (3) OF THE MUNICIPAL PLANNING BYLAWS:**

9.1 **Section 99(1)**

The application must amongst other be consistent with the Municipal Spatial Development Framework, which has already been argued to be the case.

9.2 **Section 99(2)**

This section deals mainly with an application containing a consolidation, which is applicable in this case. Application for a Consolidation needs to be motivated in terms of scale and design of the development, the impact of building mass and on surrounding properties.

The scale and design of the proposed low-impact two storey flat complex is very much in line with a flat complex of same height opposite the site in York street. The design of the building reflects a modern approach with a pleasant appeal. Its mass is compatible with many of the existing flat buildings in close proximity of York street, while being a newly-designed flat facility, boosting the residential character of the built environment along York street with a positive impact on surrounding properties.

In terms of the existing property rights of neighbouring properties who may be affected by the consolidation, there is no indication that adding two adjoining sites together, have a negative impact on the neighbourhood. The consolidated property will still, as mentioned above, retains a residential character as with the entire suburb and in the process doing away with one access point along York street. A modern-designed and appealing flat complex replacing for two fairly unimpressive residential dwellings, being well over 60 years, will surely go a long way uplifting the built environment of York street and property owners gaining from that new investment at the subject site.

9.3 **Section 99(3)**

The following considerations are relevant to evaluate the desirability of the proposed development:

- **Socio-economic impact**

The proposal will have a positive socio-economic impact on the immediate environment as it offers different residential options to the housing market in terms of scale, cost and security. The proposal is further not seen as detrimentally impacting an existing rights of owners of surrounding properties. It will further assist in job creation and strengthening of the residential character of the area. This proposed development responses positively towards the creation of an opportunity for residential densification of the land. Replacing older structures with a modern-designed flat complex, adds value to the social ambiance of the street.

- **Compatibility with surrounding uses**

The use of the property will remain for residential purposes, albeit intensified and allowing densification of the site. The proposed 10 unit complex will not be out of scale with the surrounding residential properties and similar complexes along York street. The proposal is unlikely to have a negative impact on the surrounding residential amenity or the character of the area. In fact, it can be argued that the modern architecture of the proposed complex will largely add a positive character to the area which has become stale over time.

- **Impact on the external engineering services**

The area is served by existing municipal waterborne sewerage and bulk water infrastructure. Sufficient capacity exists to carry the additional sewer load from the new proposed development.

- **Impact on safety, health and wellbeing of the surrounding community**

No negative impact is expected on the safety, health and wellbeing of the surrounding community. The proposed development will in fact have a positive impact on the safety of the surrounding community since it will increase passive surveillance towards the immediate area due to more units and people occupying the site and facing the street. The applicant also don't foresee any infringement of privacy or existing rights of neighbours as the blank walls of the new buildings facing neighbouring properties, containing no windows.

- **Impact on heritage**

The existing dwellings at the property appears to be older than 60 years and will be demolished. A permit from Heritage Western Cape was obtained that demolishing is justified. See **Annexure 12**. It should be noted that the area has not been declared a heritage protection overlay zone.

- **Impact on the biophysical environment**

The property is not environmentally sensitive as it contains basically no vegetation or trees.

- **Traffic impacts, parking, access and other transport related considerations**

The subject property is well located as it finds itself within a PT1 zone. Two train stations namely, Wittebome and Wynberg find itself 500m away to the north and south of the property. The site enjoys direct access to Main road in Wynberg via a subway underneath the railway lines.

- **Mitigation measures to combat any adverse effects**

The applicant fails to see any reason to impose conditions that can mitigate any adverse impact on any aspect of the proposed land use. Redeveloping the site and putting up a low-scale flat complex, adds huge value to the area. Except for possible conditions of approval, the applicant fails to see any reason to impose any other mitigation measures.

CONCLUSION: The proposed consolidation, building line departures and a parking on on-site shortfall, as well as deletion of restrictive Title conditions of Erven 68697 and 68698 Wynberg, should basically have no negative impact on its surrounding environment, as the new proposed development is compatible with the land uses of the local area. The arguments set out above in favour of the application, have clearly demonstrated that the proposed flat facility is not undesirable in this location and could only be to the best interest of the surrounding community, the social and healthy well-being of the area and a positive step towards maximising the potential of the subject property.

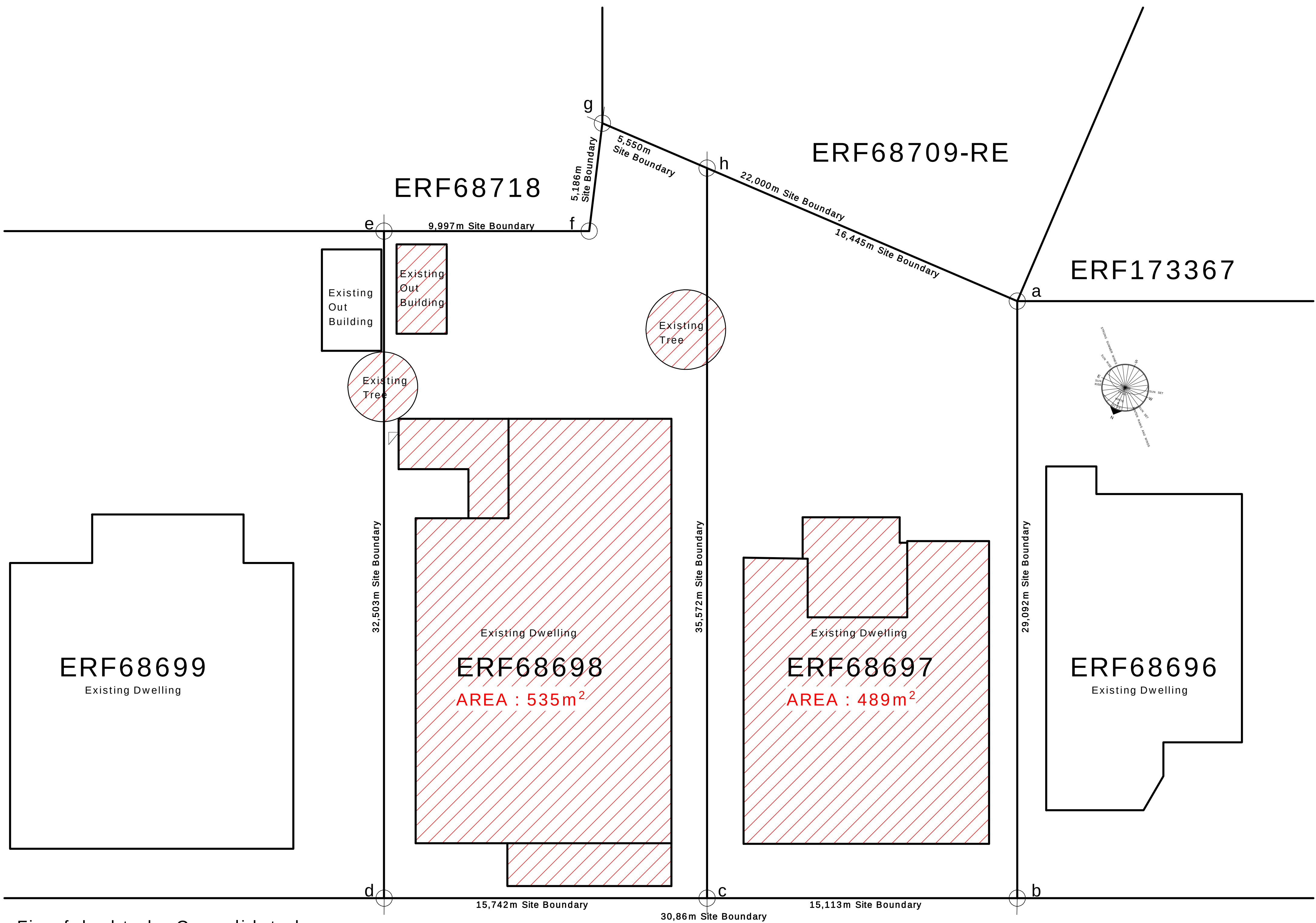
Against this background, we trust the City will consider the application in a positive light.

PRO-KONSORT TOWN PLANNERS

BELLVILLE

JUNE 2026

ANNEXURE 9



CONSOLIDATION PLAN	
CITY OF CAPE TOWN : BLAAUBERG Erven 68697 & 68698	
Fig. habc Represents:	
Erf 68697	: 489m2
Fig. ghcdef Represents:	
Erf 68698	: 535m2
New Total Consoildation Size	: 1024m2
Zoning of both erven	: GR4
Ownership of both erven	: Omis Holdings Proprietary Ltd
Existing Structure Older than 60years	: To be Demolished
HWC Approval Obtained	
Date: 19 June 2026	Flat Development
Scale: 1:100	Plan No: WB68697/1

Fig e f g h c d to be Consolidated
with Fig habch : 1024m²

CONSOLIDATION PLAN
SCALE: 1 : 100

YORK STREET

NEW FLATS
OMIS HOLDINGS (Pty) Ltd
ERF 68697 & 68698, CAPETOWN
CONSOLIDATION PLAN



DATE 02-Jul-26 3:15:04 PM	SCALE: AS SHOWN (A1)	DRAWN: A.H	CHECKED: P.J.S	REVISION NO. 3	DRAWING NO. .	PROJECT NO. 080825
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