



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500166413

**Erf 22810, 1A Boschendal Road,
Onverwacht, Strand**

Development Management

This cover page is added by the City of Cape Town as part of our standard branding and document-management process. It does not indicate that the City authored, verified or endorses the submission. All application documents remain the responsibility of the applicant and the City assesses them as submitted. Any errors or discrepancies will be addressed through the normal land use assessment process.

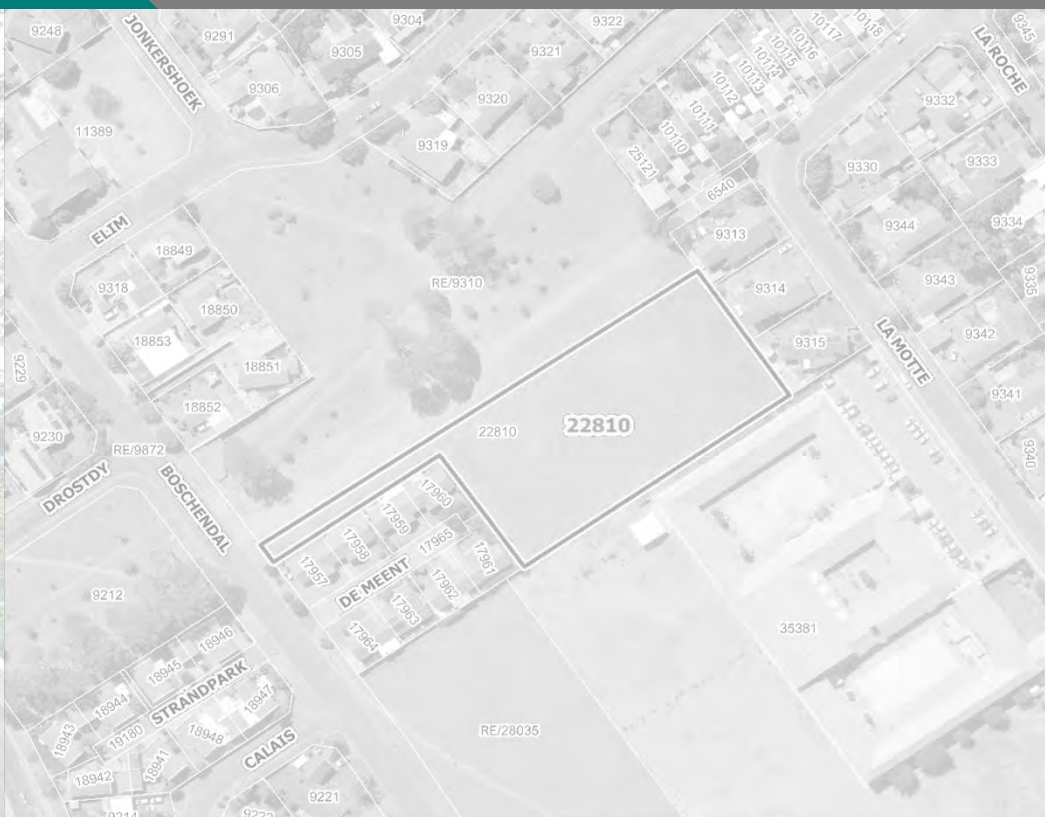
All rights reserved. No part of this data may be reproduced or transmitted without written permission from the Development Management Department of the City of Cape Town. This document is available on the City of Cape Town website (www.capetown.gov.za/LandUseNotices) for a limited time. Please do not host the document independently; you may link to it from the City's site. Documents downloaded from any other website cannot be verified for authenticity.



ERF 22810 STRAND

Rezoning, Subdivision, Departure, SDF
deviation in terms of the City's Planning By-Law
(2015, amended 2025)

Proposed Group Housing Development



URBAN DYNAMICS SOUTH CAPE PTY LTD

PO BOX 2445 | BELLVILLE | 7535



DATE: June 2026



Development Proposal:

Proposed group housing development on Erf 22810 Strand

Application Summary:

- i) The **rezoning** of Erf 22810 Strand from Community Zone CO1 to Subdivisional Area for general residential GR1 group housing purposes and utility services;
- ii) The **subdivision** of Erf 22810 Strand, in terms of Section 42(d) of City of Cape Town Municipal Planning By-Law (2025), to create one portion (A) for a utility substation site, a right of way servitude, and the Remainder Erf 22810 as the GR1 group housing residential development site;
- iii) Approval of a **Site Development Plan**;
- iv) **Density Departure** to develop 45 u/ha in lieu of 35 u/ha on a GR1 property, in terms of Section 42(b) of City of Cape Town Municipal Planning By-Law (2025);
- v) Furthermore, the application includes a **motivation for deviation from the Helderberg District Plan (2023)** as per the provisions of Section (9)(2) of the City of Cape Town, Municipal Planning By-Law, 2025, in order to permit a general residential development, within a 'structuring open space' area.

Professional Team:

Town Planners	<i>Urban Dynamics</i>	
Architects	<i>BPAS</i>	
Landscape Architects	<i>TruForm</i>	
Civil Engineers	<i>A19</i>	
Electrical Engineers	<i>Raubicon</i>	
Transport Engineers	<i>Motion</i>	
Conveyancer	<i>STBB</i>	

CONTENT

1. INTRODUCTION	2
1.1. BRIEF & BACKGROUND	2
1.2. PROPERTY DESCRIPTION AND OWNERSHIP	2
1.3. TITLE DEED AND CONVEYANCER	3
1.4. THE APPLICATION	3
2. CONTEXTUAL INFORMANTS	5
2.1. LOCALITY	5
2.2. ZONING	7
2.3. POLICY CONTEXT	8
2.4. HERITAGE CONTEXT	10
2.5. ENVIRONMENTAL CONTEXT	10
2.6. CONCLUSION – CONTEXTUAL ASSESSMENT	10
3. DEVELOPMENT PROPOSAL	11
3.1. BACKGROUND	11
3.2. SITE & CONTEXTUAL INFORMANTS	11
3.3. SITE DEVELOPMENT PLAN	13
3.4. DEVELOPMENT PARAMETERS	16
3.5. LANDSCAPE PLAN	17
4. TRANSPORT, ACCESS & ENGINEERING SERVICES	19
4.1. TRANSPORT & ACCESS	19
4.2. CIVIL ENGINEERING SERVICES	20
4.3. ELECTRICAL SERVICES	22
4.4. CONCLUSION	23
5. MOTIVATION & DESIRABILITY	24
5.1. REZONING APPLICATION	24
5.2. DENSITY DEPARTURE	24
5.3. SDF DEVIATION	24
5.4. SECTION 99 DESIRABILITY	26
5.5. PLANNING PRINCIPLES – LAND USE PLANNING ACT (LUPA, 2014)	28
5.6. POLICY CONSISTENCY	28
6. CONCLUSION & RECOMMENDATION	32
6.1. CONCLUSION	32
6.2. RECOMMENDATION	32



ANNEXURES

- LUM Application Form
- Company Resolution & Power of Attorney
- Title Deed
- Conveyancer Certificate
- SG Diagram
- Previous Land Use Approval Letters
- Record of Pre-Submission Consultation
- Site Development Plan
- Subdivision Plan
- Landscape Plan
- Civil Services Report
- Electrical Services Report
- Stormwater Management Plan
- Transport Assessment
- Heritage Western Cape letter
- DEADP letter



SECTION 1

INTRODUCTION

1.1. BRIEF & BACKGROUND

Urban Dynamics was appointed by the registered land owners, _____ to prepare and submit an application for the rezoning of Erf 22810 Strand, from Community Zone CO1 to General Residential Zone GR1 for group housing purposes. The **Power of Attorney** and **Resolution** are attached.

Erf 22810 was previously rezoned to Community Zone for the purposes of a place of worship to enable the previous owners to construct a church on the site. However, the owners could never implement the development of the church due to financial constraints. The land was subsequently in 2025 sold to the new owners, whose intention is to develop the land for group housing purposes. The previously approved CO1 zoning was extended for 5 years in 2025, which is still valid until 2030. Furthermore, Development Contributions(DC's) relating to the CO1 rezoning were paid in full upon the transfer of the land to the new owners.

1.2. PROPERTY DESCRIPTION AND OWNERSHIP

The subject property is described in the Title Deed as follows:

TABLE 1.1: PROPERTY DESCRIPTION

PROPERTY	EXTENT (HA)	DEED OF TRANSFER	REGISTERED OWNER
Erf 22810 Strand	±5630m ²		



FIGURE 1: ERF 22810



1.3. TITLE DEED AND CONVEYANCER

The aforementioned **Title Deed** (attached) was reviewed by a registered conveyancer, to identify any potential restrictive title deed conditions that may restrict the rezoning of the subject property. A **conveyancer's certificate** for the property was issued (attached) by STBB, confirming that there are **no title deed restrictions** that will restrict the rezoning of Erf 22810 Strand residential development purposes.

1.4. THE APPLICATION

Application is hereby made for:

- i) The **rezoning** of Erf 22810 Strand from Community Zone CO1 to Subdivisional Area for general residential GR1 group housing purposes and utility services, in terms of Section 42(a) of City of Cape Town Municipal Planning By-Law (2025),
- ii) The **subdivision** of Erf 22810 Strand, in terms of Section 42(d) of City of Cape Town Municipal Planning By-Law (2025), to create one portion (A) for a utility substation site, a right of way servitude, and the Remainder Erf 22810 as the GR1 group housing residential development site (refer Figures 2 & 3 – subdivision plan);
- iii) Approval of a **Site Development Plan** in terms of Section 42(i) of City of Cape Town Municipal Planning By-Law (2025);
- iv) **Density Departure** to develop 45 u/ha in lieu of 35 u/ha on a GR1 property, in terms of Section 42(b) of City of Cape Town Municipal Planning By-Law (2025);
- v) Furthermore, the application includes a **motivation for deviation from the Helderberg District Plan (2023)** as per the provisions of Section (9)(2) of the City of Cape Town, Municipal Planning By-Law, 2025, in order to permit a general residential development, within a 'structuring open space' area.

The land use application form is attached.



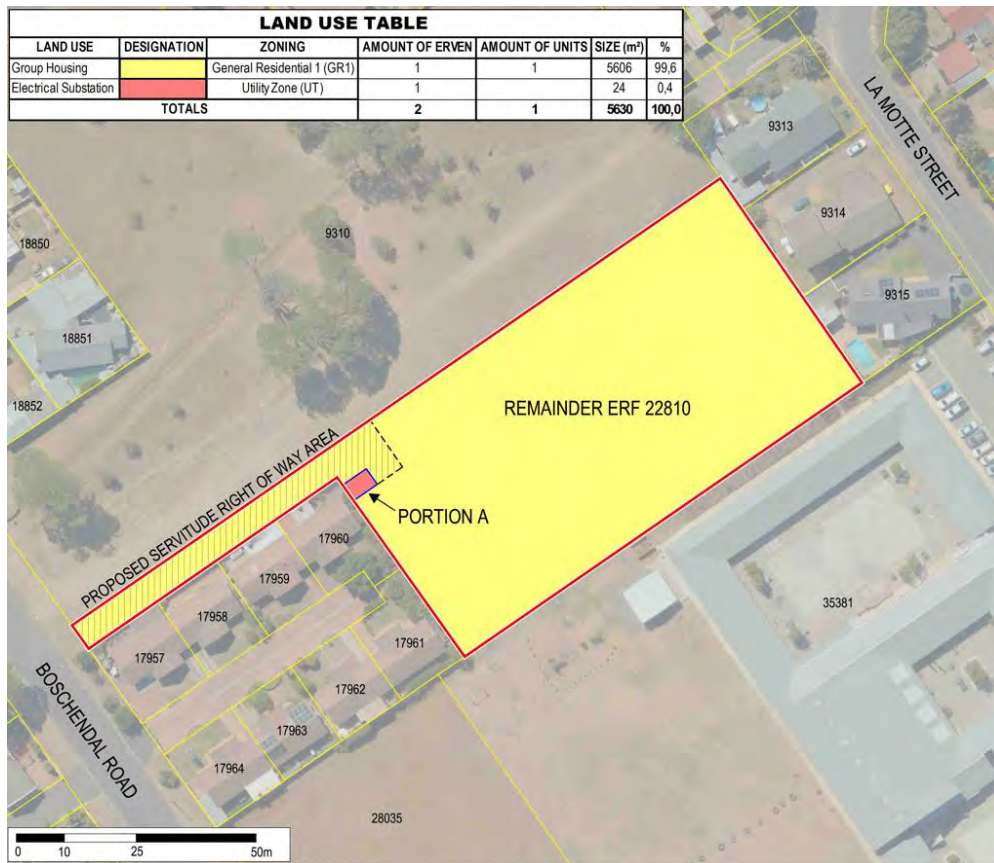


FIGURE 2: SUBDIVISION PLAN

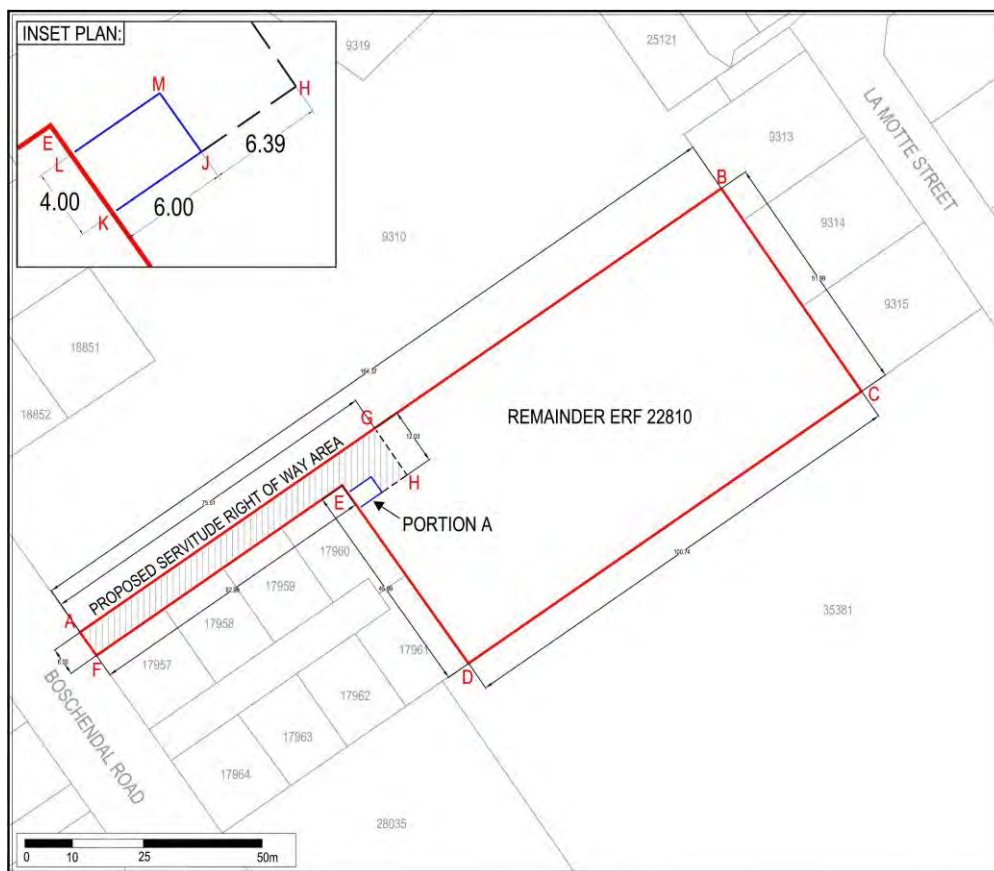


FIGURE 3: SUBDIVISION PLAN DIMENSIONED



SECTION 2

CONTEXTUAL INFORMANTS

2.1. LOCALITY

2.1.1. Metropolitan & District Context

The application site is well-located within the Cape Metropolitan Area and specifically within the Helderberg District of Cape Town. Erf 22810 Strand, is located within the central portion of Strand in the Bos neighbourhood. The Winston Estate neighbourhood and Strand High School are located to the north. Guldenland neighbourhood is located to the south of the application site. Lochnerhof neighbourhood is located to the west and Nomzamo to the east of the property. The application site has excellent access to the wider metropolitan area of Cape Town. The main transport routes in close proximity of the site are the R44 (Broadway Boulevard) immediately to the south-west and the N2 elevated freeway towards the north.

Figure 4 represents the application site within its surrounding urban context.



FIGURE 4: DISTRICT CONTEXT



2.1.2. Local context

Within its local context, the subject property is located between Boschendal and La Motte Street, with access from Boschendal Street. The subject property is within easy access to the R44 (Broadway Boulevard). The area is characterised by predominantly residential properties and open space, while a school has recently been constructed on the adjacent Erf 9316 (now Erf 35381).

Figure 5 represents the application site in its immediate surroundings.



FIGURE 5: LOCAL CONTEXT

From the above-mentioned, it is clear that the application site is well-located, embedded within its immediate urban environs, and easily accessible from the surrounding road network.



2.2. ZONING

The City of Cape Town Development Management Scheme (2015, amended 2025) regulations are applicable to the application site. Erf 22810 Strand, is currently zoned for Community Zone CO1 purposes, based on the 2020 approved (2025 extended) zoning approval.

The properties surrounding the application site are predominantly zoned for R1 and GR1 purposes, while Erf 9310 Strand, located directly to the north of the site is zoned for Open Space 2 (OS2) purposes and the properties immediately to the south are zoned Community Zone 1 (CO1) for educational purposes.

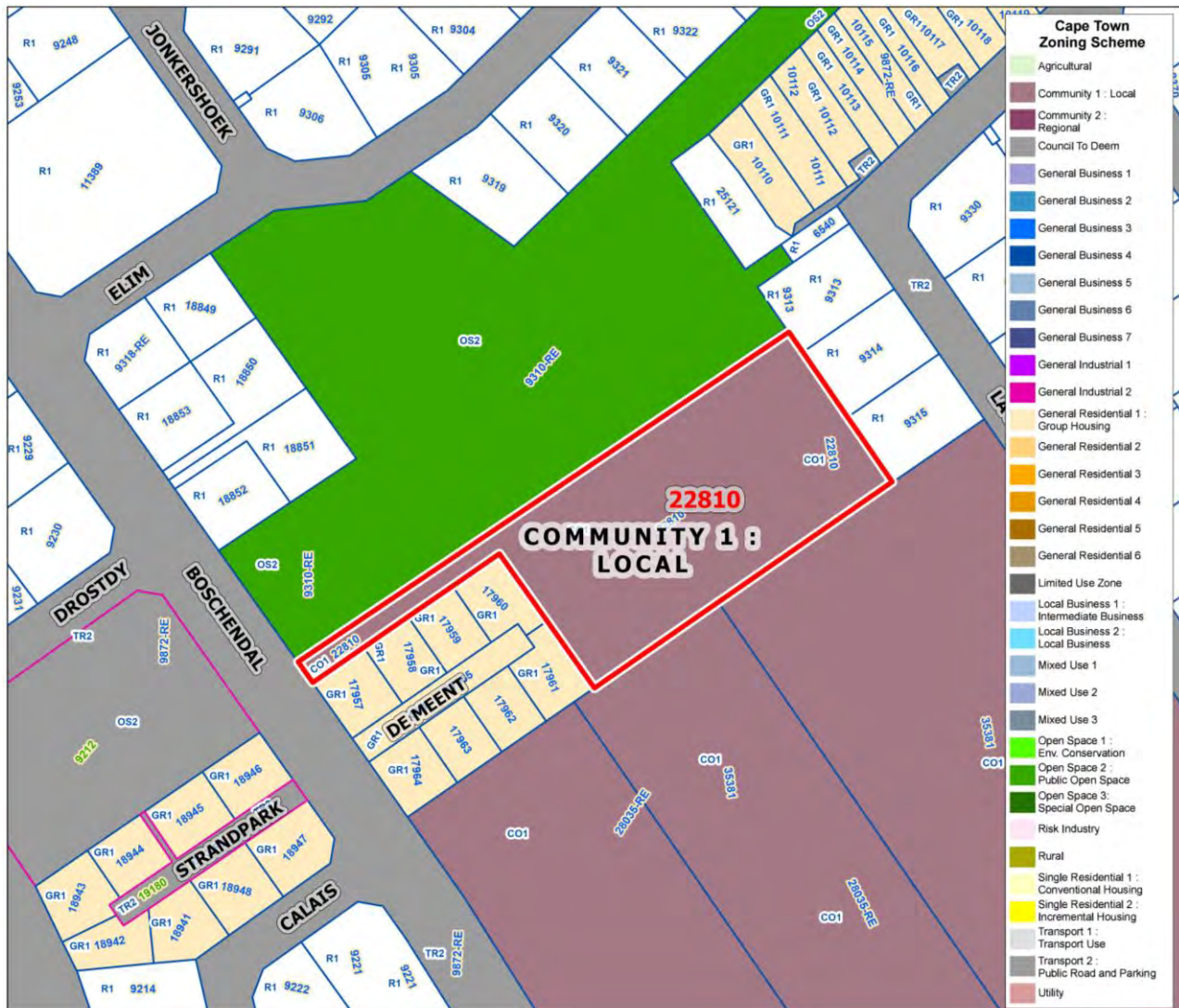


FIGURE 6: ZONING CONTEXT



2.3. POLICY CONTEXT

A review of existing planning policies was undertaken to determine the planning policy framework pertaining to the application site and surrounding environs, in order to contextualise the application within this framework. The relevant policy documents are:

2.3.1. City of Cape Town Metropolitan Spatial Development Framework (2023)

Cape Town's Municipal Spatial Development Framework (MSDF - 2023) sets out the spatial vision and development priorities to achieve a reconfigured, inclusive spatial form for Cape Town. The application site is located within an area designated in the MSDF as the **Urban Inner Core** and adjacent to a designated **metropolitan node**, as reflected in the extract below, where the City is committed to prioritising investment and development.



FIGURE 7: MSDF 2023

It is clear from the above that the proposed residential development of Erf 22810 Strand will be fully consistent with the policy objectives of the MSDF, as the site is embedded within the existing urban environs and has access to existing surrounding infrastructure.



2.3.2. Helderberg District Plan, 2023

The Helderberg District Plan is a medium-term plan that will guide spatial development processes within the district. The District Plan is aligned with the MSDP and consistent with the objectives and goals of the latter.

The District Plan erroneously indicate the application site as part of '*structuring open space*'. Given the private ownership of the land and the residential context of the environs, the application site should be supported for development purposes, irrespective of the District Plan designation. This application includes motivation to deviate from the District Plan.

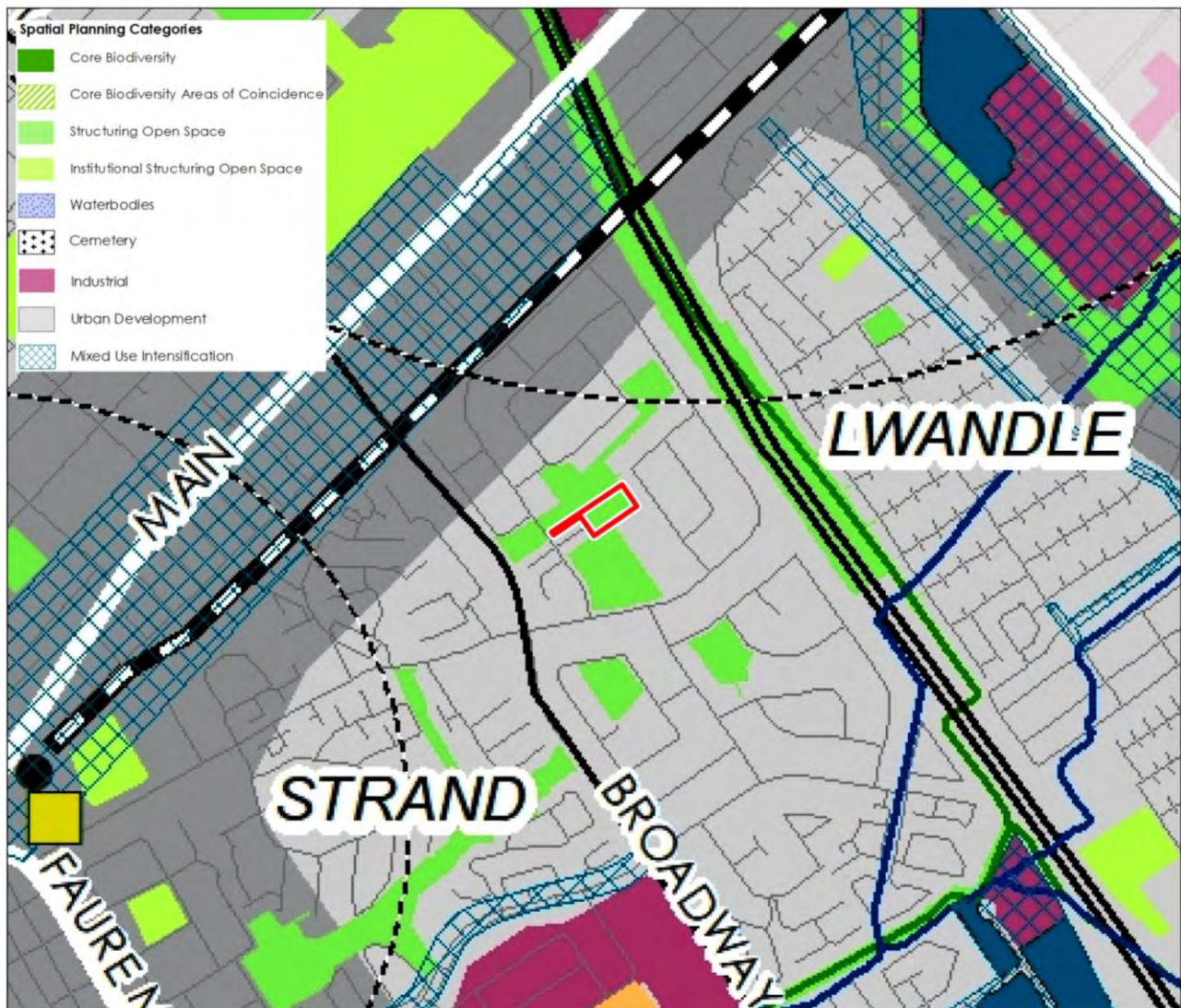


FIGURE 8: HELDERBERG DISTRICT PLAN

Notwithstanding the deviation from the designation of the Helderberg District Plan (2023), the proposed residential development of the application site is considered consistent with the overall policy objectives for the area. Embedded inward development is aligned with the City's vision to promote a more compact and efficient City.



2.4. HERITAGE CONTEXT

The application site is bigger than 5000m². On this basis, a Notice of Intend to Develop application was submitted to the Western Cape Heritage Department, in terms of the National Heritage Resources Act, 1999. Subsequently, the Western Cape Heritage Department issued their **consent** (attached), confirming that **the proposal will have no impact on heritage resources and therefore requires no further heritage approvals**. It is noted that the above-mentioned heritage consent dates back to 2017. However the context and nature of the site and environs is unchanged and should not require any new consents.

2.5. ENVIRONMENTAL CONTEXT

The application site is currently zoned Community Zone CO1 in terms of the City's Development Management Scheme (2025). Previously in 2020, when rezoning the site from Open Space OS2, it was necessary that confirmation be obtained as to whether the rezoning from OS2 would require any NEMA approvals. The DEADP letter of 2017 is attached, confirming that no NEMA approvals were required at the time.

Now, when rezoning the application site from CO1 to GR1, there are simply no NEMA 'triggers' applicable to the site and its development. In this regard, the following should be emphasized:

- The application site is **less than 5ha** in extent, which is the minimum trigger for NEMA processes within urban environs;
- There is **no indigenous vegetation** on the site, as the site is a **disturbed** site with **kikuyu lawn** that is mowed on a regular basis;
- The site is **not** part of any designated biodiversity area, nor are there any streams, wetlands or natural features on the site.

On this basis, there is no requirement to undertake any NEMA assessment nor approach DEADP for any clarifications with regard to NEMA applicability to develop the site.

2.6. CONCLUSION – CONTEXTUAL ASSESSMENT

Following the afore-mentioned assessment of broad contextual informants, it can be concluded that the proposed development should respond positively to its surrounding context in terms of the following:

- **Excellent locality** relative to surrounding residential context and infrastructure networks;
- Excellent opportunity for optimised **inward development** within an established urban area;
- The proposed residential development is **consistent with the existing land use character** of the surrounding area; and
- The development proposal is **aligned** with the overarching principles of the **MSDF**, while a deviation is required from the Helderberg District Plan (2023), as the site is designated as part of a structuring open space.



SECTION 3 DEVELOPMENT PROPOSAL

This section outlines the development proposal for residential group housing on Erf 22810 Strand.

3.1. BACKGROUND

The subject property is currently zoned for CO1. It is the intention to rezone the property from CO1 to GR1 for group housing purposes. The location of the application site is embedded within a developed urban area, including single residential houses, group housing clusters, open space and community facilities within the immediate context of the site. In preparing and formulating a development concept for the site, these local contextual informants were considered to ensure that development is a good fit within its context.

3.2 SITE & CONTEXTUAL INFORMANTS

The immediate context of the site was assessed to establish an understanding of the area character and land use context. The objective being that the proposed development should be compatible with the use and character of the area.



FIGURE 9: IMMEDIATE CONTEXT



Existing school



Open Space



Group Housing



An assessment of the site, revealed the following key considerations to further inform the development concept for the site, including:

- **No natural vegetation** (kikuyu lawn)
- Flat site with **gentle slope**
- **Access** from Boschendal Road via a 6m wide **panhandle**
- **Rectangular** shaped site lends itself to simple efficient development layout
- **Interface conditions** to the east, west and south are common boundaries with the **rear/back of existing houses, the school and group housing**, respectively
- Interface condition to the north presents an **opportunity to interact with an existing open space**



FIGURE 10: SITE & CONTEXTUAL INFORMANTS

In response to the context of the site, the most important and significant informant is considered the **interface with the open space (public realm)** adjacent to the development site. In this regard, the design for the proposed group housing scheme was crafted to incorporate an **appropriate response to the open space interface**, including:

- **Transparent fencing** to ensure surveillance onto the open space
- Double storey units positioned onto open space edge, to provide for **overlooking features** and windows
- **Ground storey gardens** to promote activity along the interface with the open space
- **Unit designs** to include living space and bedrooms facing onto this site edge, typically including bigger windows compared to bathrooms / kitchens



3.3 SITE DEVELOPMENT PLAN

Taking into consideration the above-mentioned site and contextual informants, the site plan for the development was formulated through an iterative multi-disciplinary design process. The key aspects of the site plan include the following:

- Group housing units, developed as a sectional title scheme
- Infrastructure provision (stormwater pond, sewer package plant, electrical substation)
- Driveway access via panhandle access
- Centralised driveway access to individual units
- Parking at each unit
- Landscaping integrated with infrastructure and unit design
- Exclusive private open space areas
- Transparency onto existing open space
- Access control and security

The development plan was conceptualised as apartment buildings initially, optimising density on the site to accommodate ± 50 apartments. However, in responding to the site and contextual conditions, the concept was iteratively crafted over time to be more responsive to the site and contextual informants, as well as responding to infrastructure requirements on the site. The resultant concept being a group housing development of 25 group housing units and associated infrastructure.

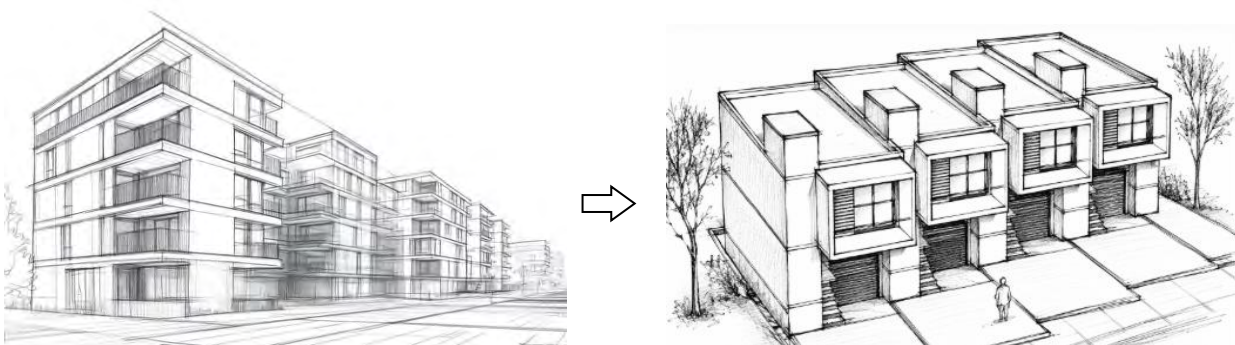
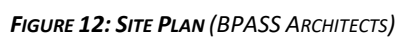


FIGURE 11: ITERATIVE DEVELOPMENT PROGRESSION FROM APARTMENTS TO GROUP HOUSING – ILLUSTRATION

The appointed architects consulted with the City's urban design branch in preparing the site plan and development concept, taking on board inputs received to ensure the development responds positively to key urban design principles and best practice design considerations. The location and site configuration of the development site presents limited opportunity for the development to interact with the public realm, given the panhandle nature of the site. The response to the adjacent public open space was considered carefully in the design conceptualisation, by providing double storey units with overlooking surveillance and ground floor gardens facing onto the open space.

The site layout plan is reflected in the figures below.





The ground storey layout is reflected in Figure 13.



The 1st storey layout is reflected in Figure 14.

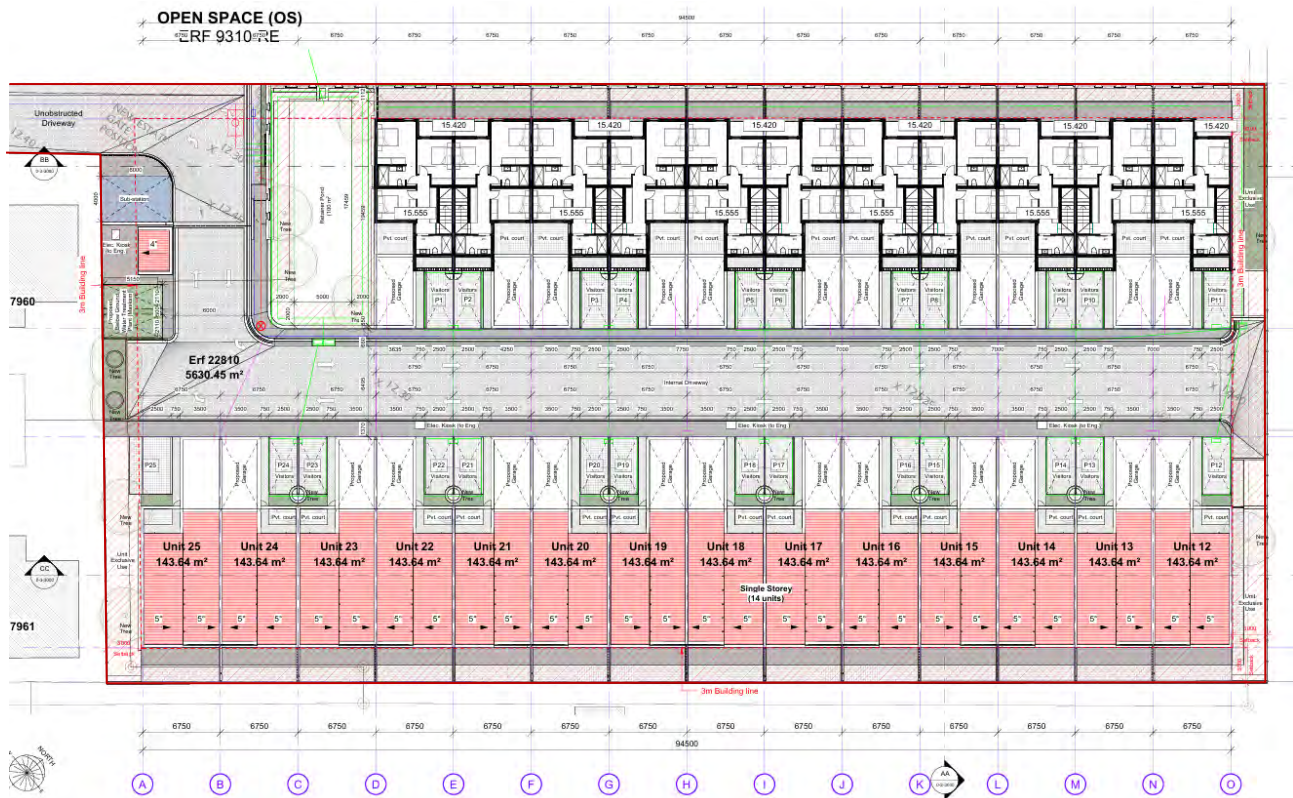


FIGURE 14: 1ST STOREY PLAN (BPASS ARCHITECTS)

The site development plan includes single storey 2-bedroom units along the southern part of the development, while the northern row of units is proposed as double storey 3-bedroom units.

SINGLE STOREY 2-BEDROOM UNIT



FIGURE 15: SINGLE STOREY UNIT LAYOUT (BPASS ARCHITECTS)

DOUBLE STOREY 3-BEDROOM UNIT

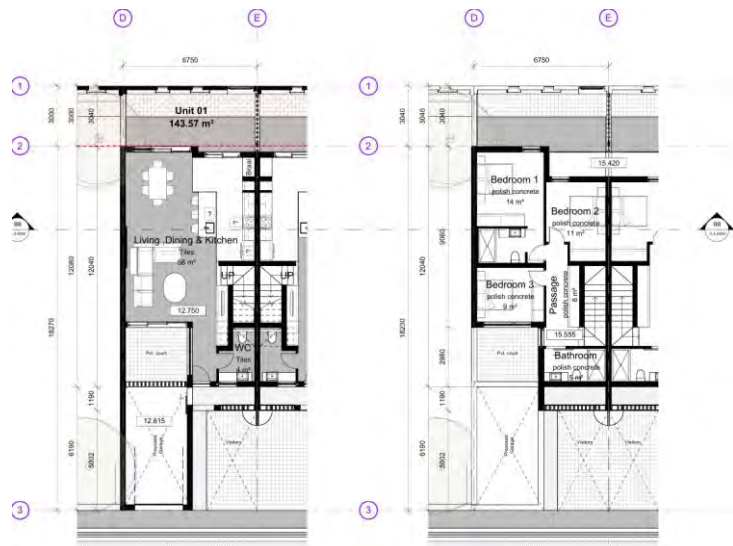


FIGURE 16: DOUBLE STOREY UNIT LAYOUT (BPASS ARCHITECTS)



A cross section through the site illustrates the single storey units along the southern part of the site, the centralised driveway and then the double storey units along the northern part of the site interfacing with the adjacent open space.

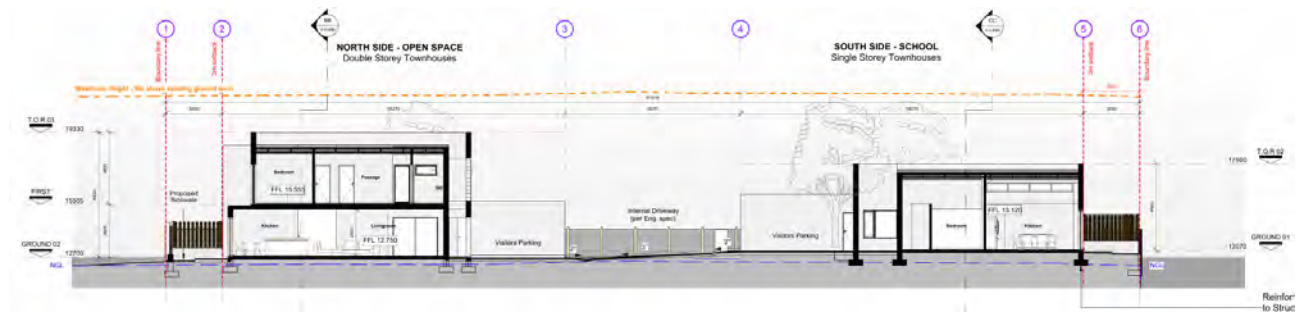


FIGURE 17: CROSS SECTION (A-A) (BPASS ARCHITECTS)

The long section through the site illustrates the double storey units to the north relative to the access gate and infrastructure on the western part of the site.



FIGURE 18: CROSS SECTION (B-B) (BPASS ARCHITECTS)

3.4 DEVELOPMENT PARAMETERS

It is proposed that the application site be rezoned to GR1 zoning, which in terms of the DMS (2025) allows for the following parameters.

Table 3.1: Permissible land uses (CoCT DMS, 2025) versus proposed, for GR1

PARAMETER	DMS (2025)	PROPOSED	COMPLIANCE
<u>Land uses</u>	Group Housing Private Road Open Space	Group Housing Private Road (driveway) Open Space Utility Services (package plant, stormwater pond)	✓ ✓ ✓ Consent Use
<u>Coverage</u>	n/a	44%	✓
<u>Floor Factor</u>	n/a	0,56	✓
<u>Height</u>	9m	< 7m	✓
<u>Building Setbacks</u>	3m	3m	✓
<u>Parking</u>	2 bays / u	2 bays / u	✓



<u>Open Space</u>	50m ² /u	50m ² /u +	✓
<u>Density</u>	35 u/ha	45 u/ha	Departure

From the above tabular summary of the permissible versus proposed parameters, it is clear that the scheme is mostly compliant with the parameters of the GR1 zoning, while a **consent use** is required for certain **utility services**, and a **departure** is required due to the proposed **density** of 45 u/ha in lieu of 35 u/ha for group housing development.

3.5 LANDSCAPE PLAN

The site development plan was further refined by introducing greenery and landscaping within the development, thereby softening the built environment and contributing to the character and sense of place within the development and in its response to its surroundings.

Landscaping includes the use of different materiality in road surfacing, parking bays and verges to promote an interesting place and opportunity to identify spaces. Planting includes hedge planting and planter boxes, tree planting and low verge planting, thereby adding to the experience and character of the place. Notwithstanding the afore mentioned, it is envisaged that planting be waterwise and appropriate to the local environment and climate conditions, ensuring growth and survival of planting.

The landscape plan was prepared by registered landscape architects, namely TruForm Landscape Architects, including relevant species list and requirements of the City. To comply with the parameters of the DMS, the site plan and landscape plan were configured to provide at least 50m² of open space per unit, including private exclusive garden space, as well as some communal space within the development. The landscaping of these spaces will contribute to the sense of place and quality of the environment to the residents. The landscape plan also integrated hard and soft landscaping with stormwater management systems, to promote efficiencies and sustainability.

The landscape plan and open space calculation diagram are included below.





SECTION 4**TRANSPORT, ACCESS & ENGINEERING SERVICES****4.1. TRANSPORT & ACCESS**

Motion Consulting Engineers were appointed to investigate the transport impact of the proposed group housing development and to provide transport inputs to the site layout plan and internal circulation. The findings of the transport study are summarised below.

4.1.1. Access

The transport assessment investigated the following aspects relating to site access:

- **Road Access**

The development will gain access off Boschendal Road via the existing panhandle access to the site. The development will have a 6 m wide carriageway crossing (CWC) located within the panhandle portion of the property, which is currently undeveloped. The proposed CWC will comprise a single entry and exit lane, each 2.5 m wide, with the remaining space allocated for a pedestrian walkway. **The proposed CWC is therefore considered acceptable for a two-way access.**

- **Access Spacing**

Furthermore, the proposed access to the development **meets the RAG 2002 minimum access spacing requirements.**

- **Access Control**

The proposed new access will be two-way, comprising a single entry and exit lane. The entrance will be a panhandle from Boschendal Road which leads to a motorised sliding gate at the inner end of the driveway. The gate will be opened by remote control for residents and by security guards for visitors post-processing. Approximately 68 m of stacking space will be provided for the entry lane between the entry gate and near kerb face of Boschendal Road, **far exceeding the minimum requirement of 6 m.**

4.1.2. Public Transport

Overall, the site has reasonable access to public transport services and facilities, as demonstrated in a review of the various public transport modes located within the immediate study area.

4.1.3. Parking

The City of Cape Town Municipal Planning Amendment By-law, 2025 indicates a minimum off-street parking provision ratio of 2 bays per group housing unit ($1,75 / u + 0,25 / u$ for visitors). The development of 25 group housing units will therefore 50 parking bays. The proposed SDP makes provision for 50 parking bays and is therefore compliant with the DMS requirements.



4.1.4. Refuse Collection

It is proposed that refuse collection be at kerb side in Boschendal Road. Bins will be located at each individual group unit, which will be pushed out to Boschendal Road kerb side by the estate maintenance personnel on collection days. There is not provision for a centralised refuse room.

4.1.5. Conclusions & Recommendations

The Transport Assessment concludes with the following conclusions and recommendations:

- The proposed carriage way crossing, access spacing, shoulder sight distances, vehicle stacking and parking provision, are compliant with relevant standards and requirements of RAG and the City's Planning By-Law. The transport aspects of the development proposal are therefore acceptable;
- **It is recommended that:**
 - A 1.8 m wide surfaced sidewalk is to be constructed by the developer along the eastern side of Boschendal Road, south of the site access, tying into the southern neighbour's CWC. The sidewalk is to accommodate pedestrian movement and provide a suitable hardstand area for refuse bins on collection days. Localised reductions in width may be permitted where necessary to avoid the removal of existing trees, provided safe pedestrian movement is maintained and bins do not encroach into the roadway;
 - A dedicated pedestrian walkway along the 6 m-wide panhandle, approximately 0.85 m in width, delineated through the use of edging kerbs or changes in paving treatment, to ensure safe pedestrian movement within the site;
 - One parking bay (P25) to be designed and allocated for the physically disabled, measuring 3.7 m in width and 5 m in length, in accordance with MPBL requirements;
 - A convex traffic mirror is to be provided on the outer bend of the panhandle access road, near the entrance, to improve visibility between entering and exiting vehicles, particularly when substation maintenance is underway.

4.2. CIVIL ENGINEERING SERVICES

A19 Consulting Engineers were appointed to compile a **Civil Engineering Services Report** for the provision of engineering services required for the proposed development of Erf 22810 Strand. The findings of the **civil services report** (attached) are summarised as follows:

4.2.1. Foul Sewer

- The proposed development is situated in the Lourens River drainage area. Along the eastern boundary of the proposed development site, is an existing 150mmØ sewer main, which gravitates via a 300mmØ collector sewer which gradually increases to a 900mmØ sewer main.



- This proposed development is situated within the catchment of the Macassar Wastewater Treatment Works, which has no spare unallocated capacity to accommodate any additional sewer discharge. A project to upgrade the Macassar WwTW is currently underway, with a completion date expected in 2030(?).
- A temporary Wastewater Treatment Plant for on-site treatment will have to be installed. The proposed SDP makes provision for a package plant.
- A sewer connection will be made to the Municipal manhole located on the Eastern boundary of the development within the erf of the school within the Municipal servitude.
- Until such time that the Macassar treatment plan is upgraded the fowl sewer will be diverted to the temporary package plant and the connection to the Municipal system will be used as an emergency flow connection.
- The temporary treatment plant will have an emergency overflow to the municipal sewer system.
- The effluent of the proposed package plant will be treated to the General Limit Standard of the DWS and discharged through the stormwater system into the Municipal reticulation system. The quality of water can be confirmed as suitable to overflow into the stormwater system as the water will be treated to general conditions. Monthly tests will be conducted to ensure that the treated water continues to satisfy the General Limits classification to protect downstream ecologically sensitive areas.

4.2.2. Water Supply

- There is an existing 150mm diameter water main along Boschendal Road and a 100mm diameter main along the eastern boundary of the site. The 150 mm and 100mm pipelines experience average peak demands and static head ranges of approximately 20m and 90m, respectively, with relatively low velocities in both pipelines.
- The approximate Annual Average Daily Demand (AADD) for the development can be calculated as $\pm 11,0$ kl/day, for which existing capacity is available in the City's supply network.

4.2.3. Stormwater

- The proposed development will create more impervious areas (roads, roofs etc.) compared to the existing situation and the storm water run-off from the proposed development will be increased.
- There is an existing open grassed stormwater channel flowing in a westerly direction on the northern side of the erf in the Public Open Space. There is also an existing 900mm stormwater pipe running parallel to the channel.
- The higher lying neighbouring erven have solid boundary walls, so run-off from these were not included in the analysis.
- Due to the size of the development site exceeding 4000m², a **stormwater management plan** is required to describe the management of stormwater for the development, specifically dealing with the increased post-development stormwater flow. The SWMP prepared by A19 is attached, indicating the following:
 - Provision of an onsite stormwater retention pond
 - Bioswales along the northern and eastern site boundaries
 - Some permeable paved areas
 - The total storage capacity being calculated at 220m³.





FIGURE 21: SWMP (A19 ENGINEERS)

4.3. ELECTRICAL SERVICES

Raubicon Electrical Engineers were appointed to compile an electrical services report for the proposed development. The electrical report by Raubicon is attached, of which the findings are summarised below, as follow:

4.3.1. Supply authority and service provider

City of Cape Town is the supply authority and the electrical service provider in the area.

4.3.2. The source of supply

The Municipality will install a new mini-substation on a registered erf to supply this development. The developer will make provision for a 6m x 4m erf and it will be registered and transferred to the Municipality. The position of the proposed mini-substation was initially planned along Boschendal Road, which would require subdivision of the City-owned public open space erf. Following investigations and consultation with the City's energy department, it was agreed that the mini-substation can be provided at the back of the panhandle accessway of the property, with a right of way servitude in favour of the City to ensure access to the mini-substation. The SDP has been planned and designed accordingly, to accommodate the mini-substation as a subdivided erf with right of way access to the City.

4.3.3. Required Capacity

The required capacity for the development is estimated at 138kVA (200A, 3 phase). The municipality has indicated that sufficient capacity is available in the area.

4.3.4. Electrical Network

The development will be supplied via underground cable networks. The minisubstation, MV cable and bulk supply kiosk outside the development will belong to the municipality. The developer will be



responsible to install all the networks inside the development. All LV cables, service cables and equipment inside the development will belong to and be maintained by the Homeowners' Association.

4.3.5. Streetlights

All roadways internal to the development are classified as private driveways and do not require municipal lighting. Any lighting that will be installed will be private and would have to be maintained by the Homeowners' Association.

4.4. CONCLUSION

Forthcoming from the above-mentioned engineering investigations, it can be concluded that the proposed group housing development on Erf 22810 Strand, can be serviced efficiently in terms of most municipal services, except for sewer. Due to the capacity constraints at the Macassar WWTW, the development will have to provide a temporary package plant to service the development in terms of sewer. The proposed SDP makes provision for a package plant and associated infrastructure.



SECTION 5

MOTIVATION & DESIRABILITY

The application made herein, is motivated on the following basis:

5.1 REZONING APPLICATION

The proposed rezoning of the application site from its current CO1 zoning to Subdivisional Area for GR1 zoning (group housing) and UT zoning, is considered compatible with zonings in the surrounding environs. The proposed GR1 zoning for group housing development purposes is the lowest order general residential zoning category in the City's Development Management Scheme, thereby limiting the proposed development to group housing, rather than higher density apartments.

The rezoning also includes a Utility Zone (UT) site to accommodate an electrical mini-substation. The UT site will be transferred to the City as a municipal utility site.

5.2 DENSITY DEPARTURE

The proposal includes 25 group housing units on the property of 5600m², which calculates to a density of 45 units per hectare. The GR1 zoning determines that group housing be developed at 35 units per hectare, which would only allow for 20 units on the application site. The SDP illustrates an efficient and optimised layout of the site to accommodate the proposed 25 group housing units. It can be motivated that the proposed 25 units are compatible with the character and built form in the area, while also aligning with policy objectives of the City in terms of strategic well-located densification and inward development within the built-up urban environs.

The alternative option would be to rezone the land for GR2 purposes with apartments. This option was considered by the developers and design team, but concluded that the group housing proposal is more appropriate to the context of the site. The deviation from the 35 u/ha density is not significant and merely result in 5 additional group housing units on the development site.

5.3 SDF DEVIATION

Although the proposed development is aligned with overarching principles, objectives of designation of the MSDF, an application is required to deviate from the designation of the Helderberg District Plan (2023), as the application site is indicated as part of 'structuring open space'. In terms of the MSDF, the application site is located within the urban inner core as part of the broader built-up urban area.

Motivation for deviation is submitted in terms of the provisions of Section 16(2), of the City of Cape Town Municipal Planning By-law, 2015 (revised 2025) to permit a group housing development on Erf 22810 Strand, which is designated as a 'structuring open space' in terms of the Helderberg District Plan 2023.



Section 16(2) of the City's Planning By-Law, 2015 (Amended 2025) specify that deviations from the SDF can be considered, subject to circumstances that justify the deviation. The following circumstances should be considered when evaluating the deviation from the designation of the site as part of structuring open space as per the Helderberg District Plan, for the development of a group housing development on the application area.

5.3.1 Policy Alignment

- In terms of the City of Cape Town Municipal Spatial Development Framework (2023), the application site located within the Urban Inner Core, which is prioritised for development investment, inward urban development, densification and urban intensification.
- The National Development Plan (NDP) and the Western Cape PSDF (2014) both promote economic growth, spatial integration, and efficient land use.
- As per the Helderberg District Plan, inward development, densification in well-located areas and residential diversification are promoted in areas with good accessibility, access to services and appropriate to character.
- The proposal, which includes a medium density group housing development, can thus be regarded as consistent with the overarching spatial vision, objectives and strategies of the Helderberg District Plan.
- The proposal is consistent with spatial and economic development objectives and guidelines advocated in several City policies, i.e. Densification Policy, TOD Policy, etc.

5.3.2 Economic and Social Impact Justification

- The development will generate substantial employment during construction phases, while several permanent employment opportunities will be created during operation of the development.
- The spin-off economic impact of construction includes skills development, household income, economic empowerment and local supplier support with economic benefits in the immediate area.
- There are no socio-economic concerns or issues that would hinder the development of the proposal.

5.3.3 Efficient Land Use

- The application area is embedded within the urban edge and within the built-up environs of the Strand / Somerset-West area.
- The site and surrounding area enjoy excellent access to major mobility corridors (e.g., Broadway Boulevard, Strand Main Road, T2, etc. making it ideal for residential development purposes.



- The project supports compact city growth and prevents urban sprawl by optimising existing infrastructure and by using a well-located and underutilised land parcel.
- The site is designated as part of a bigger structuring open space area. However, the space is not a logical part of the space, but was rather indicated as such due to historic open space zoning of the site. By rezoning this site for group housing purposes, the open space corridor forming the open space corridor will not be compromised whatsoever.

5.3.4 Environmental Sustainability

- The application site is a fully disturbed site with no biodiversity or ecological attributes whatsoever. The site is covered in kikuyu lawn which is mowed and cleaned regularly.
- There are no freshwater systems nor natural streams bisecting the site, with a constructed drainage channel to the north of the site. The development area is therefore not subject to any wetland or watercourse studies or impacts.
- Previous correspondence with DEA&DP confirmed that development of the site does not require and assessment in terms of NEMA.

5.3.5 Conclusion

In conclusion, the MSDF identifies the application site as part of the urban inner core of the City, which is designated for inward urban development, densification and intensification. The designation of the site as part of structuring open space, in the Helderberg District Plan, is based on historical open space zoning of the site, while the land is currently zoned CO1 and privately owned. The rezoning of the site will not compromise the adjacent open space network, which will continue to function as structuring open space. The school to the south of the application site has also fenced off the area and thereby cut off the open space connectivity to the south.

The above-mentioned motivation substantiates the deviation from the Helderberg District Plan, emphasizing that the rezoning of Erf 22810 Strand for group housing purposes will not compromise or detract from the adjacent open space area. Furthermore, the proposal is consistent with the MSDF and related spatial policies in terms of inward development, densification and optimisation of land use within well-located urban areas.

5.4 DESIRABILITY - SECTION 99 OF THE CITY'S PLANNING BY-LAW (2015/17)

The proposed application was evaluated in terms of the provisions of Section 99 of the City of Cape Town Municipal Planning By-law (2015), which concluded that the proposal meets the overall objectives and intent of Section 99, as follows:

- The proposal is fully consistent with the MSDF and overall guidelines of the Helderberg District Plan (2023); ✓
- The proposed group housing development **responds positively to the character** of the existing surroundings, integrating well with the residential character; ✓



- There will be **no negative impact on environmental resources or heritage resources**; ✓
- The proposal was **thoroughly assessed in terms of traffic impact and impact on engineering services infrastructure**. The findings fully support the application; ✓
- The proposed development will **not have any detrimental impacts** on property rights of surrounding landowners. ✓

The following tabular summary provides further confirmation in terms of Section 99 desirability:

Desirability Criteria	Compliance/ Response
Socio-economic impact	The proposed application and development will have a positive socio-economic impact on the surrounding community.
Compatibility with surrounding uses	The proposed application is consistent with the existing land use and with the surrounding land uses and zoning context.
Impact on the external engineering services	No negative impact is foreseen. The application area is linked to existing engineering service with upgrades specified within the service reports. A sewer package plant will be installed, due to the lack of capacity at the Macassar WWTW.
Impact on safety, health and wellbeing of the surrounding community	No negative impact on safety, health, and well-being of the surrounding community is foreseen as a result of the proposed application.
Impact on heritage	No negative impact is foreseen. An application was submitted in terms of S38 of the NHRA (1999) and no further action is required in terms of the NHRA (1999). There are no heritage resources on the site.
Impact on the biophysical environment	The application site is fully disturbed and holds no biodiversity, freshwater or ecological attributes. No NEMA assessment is required, as the site is smaller than 5ha, is embedded within an urban area and will not entail removal of any indigenous vegetation.
Traffic impact, parking, access and other transport related considerations	The proposed application can be accommodated within the existing road network. The transport assessment supports the proposal. No parking departures are required, with sufficient parking provided on the site.

From the above overview, it is clear that the proposed group housing development on Erf 22810 Strand meets the desirability criteria as set out in Section 99 of the City's Planning By-Law (2025).



5.5 PLANNING PRINCIPLES – LAND USE PLANNING ACT (LUPA, 2014)

The LUPA (2014) includes a series of land use principles that should guide development in the province. The planning principles were reviewed and the proposed rezoning was assessed. It is concluded that the proposal is fully compliant with the planning principles prescribed in the LUPA (2014), as follows:

Table 5.1: Compliance with Planning Principles of LUPA (2014)

Land Use Planning Act (LUPA, 2014) Principles	Compliance/ Response
Spatial Sustainability 	Fully Compliant No impact on natural or agricultural resources, no urban sprawl, positive residential diversification and densification within the urban built area.
Spatial Justice 	Fully Compliant The proposed rezoning of the site will not exclude or segregate any population group. There will be employment opportunities during the construction (if required) and operational phases of the development, which will contribute to household income growth.
Efficiency 	Fully Compliant Utilising existing resources, linking to existing services and promoting densification in a well-located established urban area.
Good Administration 	Fully Compliant The application is submitted in terms of the relevant legislative frameworks, and will be processed accordingly.

5.6 POLICY CONSISTENCY

The proposed development of 25 group housing units on Erf 22810 Strand has been assessed in terms of the City's spatial planning and strategic objectives, and is consistent with the overall spatial objectives and strategies of the City, with the exception of the designation of the Helderberg District Plan (refer **Section 5.3 above**, with regard to **deviation** from the Helderberg District Plan).

Further to the consistency of the proposal with the MSDF and with the spatial objectives and guidelines of the Helderberg District Plan, the proposal was also assessed in terms of the following strategic City policies, namely:

- Urban Design Policy
- Densification Policy
- Economic Growth Strategy
- Social Development Strategy



5.6.1 CoCT Urban Design Policy (2024)

The Urban Design Policy (2024) of the City includes a series of design objectives and policies to inform the form of development, to encourage appropriate development response to specific urban environs and context, and generally to improve the quality of urban place making. Due to the configuration of the site, not all aspects of the Urban Design Policy are applicable / relevant to the proposal. Following a review of the said policy, the proposed development was evaluated in terms of the relevant objectives and policies, as follows (attached as **Annexure G**):

Urban Design Policy Objective	Policy Focus	Development Response
1. Ensure legible spatial structure	Organise activities, open spaces, and routes to create clear, connected, and inclusive places.	The application site is embedded within the existing urban area, being an infill development site. The proposed group housing will have no implications in terms of spatial structure.
2. Optimise quality open space through integration	Design open space intentionally as active, safe, multi-use environments.	The application site abuts onto existing open space, which presents an opportunity for positive interface conditions, surveillance and activity. The SDP has been crafted in direct response to the adjacent open space.
3. Contribute to healthy & safe communities	Reduce risks to health, wellbeing, and crime (for example, flooding and design for safety).	The development is not affected by any streams of flood prone areas. Onsite stormwater management is proposed as an integrated part of the development. There are no safety or health risks associated with the proposal.
4. Design streets as positive public spaces	Streets should be multifunctional, inclusive, and adaptable.	The development does not include any streets, but includes a private driveway, which has been designed as multifunctional space within the development.
5. Promote intensity, diversity & adaptability	Support mixed-use, flexible, and adaptable development.	The application site is not appropriate for mixed-use development. The proposed group housing is infill development that is appropriate to the context and configuration of the site. It is proposed that the density of the site be appropriately intensified, while being compatible and sensitive to the context of the site and the configuration of the property.
6. Respond to the character & identity of an area	Respect local context, heritage, and character.	The design responds to the surrounding context in terms of scale, density and built form. The group housing units will contribute positively to the residential character of the area, similar to development trends in the area and aligned with densification policy objectives.

Table 5: Urban Design Principles & Response



5.6.2 Cape Town Densification Policy (2012)

The proposed development of Erf 22810 Strand demonstrates **strong alignment with the City of Cape Town's Densification Policy (2012)**, which promotes a **more compact, efficient and sustainable urban form** by encouraging higher residential densities, mixed land uses, and optimised use of existing infrastructure within the established urban footprint.

The Densification Policy identifies densification as a tool to curb urban sprawl, support public transport viability, and make better use of existing social and engineering infrastructure. The proposed group housing development of Erf 22810 Strand achieves these objectives by **transforming well-located underutilised land for appropriately densified residential purposes**. The introduction of group housing townhouses promotes residential choice and diversity in an area with an existing mix of residential typologies and markets. The town planning motivation confirms that the development **responds sensitively to surrounding densities yet meaningfully increases residential yield** in an area supported by strong transport linkages and proximity to the Strand Main Road economic corridor.

The policy encourages residential intensification along key movement routes and in areas with good accessibility. The site is **strategically well-located in proximity of Broadway Boulevard and Strand Main Road**, reinforcing the policy's directive to densify along well-connected transport corridors.

The policy further emphasises **environmental sustainability**, which the development advances by avoiding any biodiversity or ecological resources and integrating with existing infrastructure within a fully disturbed urban environment.

By supporting slightly higher densities in a strategic location, delivering residential diversification, and leveraging existing municipal infrastructure, the proposed development directly advances the objectives, intent and implementation strategies of the Densification Policy (2012), contributing to a more compact, integrated and economically resilient Strand urban environment.

5.6.3 Economic Growth Strategy

The alignment of the proposed group housing development with the City of Cape Town's Economic Growth Strategy, is achieved on the following basis:

- Promotes **densification** in an appropriate location relative to context;
- Supports development in **accessible locations**, i.e. transit-oriented development;
- Provides accommodation **within easy travelling distance of existing employment opportunities**;
- Contributes to spatial transformation and integration by development of mid-market residential opportunities within a well-located urban area;
- Makes **efficient use of existing infrastructure**; and
- Supports investment and economic activity.

The above-mentioned aspects achieved by the development are all **in alignment with the City's inclusive economic growth strategy and spatial planning objectives**.



5.6.4 Social Development Strategy

The City of Cape Town's Social Development Strategy promotes ***inclusive, safe, accessible and opportunity-rich neighbourhoods***. The proposed group housing development on Erf 22810 Strand meaningfully supports these objectives by providing residential opportunities in a well-located area with good access to existing social amenities, including immediately adjacent open space as well as an existing school immediately adjacent to the development site.

By situating group housing within walking distance of the adjacent school, employment areas and public transport routes, the project strengthens social inclusion through improved spatial accessibility.

A core principle of the SDS is the provision of **safe, high-quality public environments**. The proposal is situated adjacent to existing open space, which will be enhanced due to **increased surveillance and security investment** as part of the development. Landscaping and pedestrian walkways to the development will improve the quality of the area, integrating with the adjacent open space.

In summary, the project advances the City's Social Development Strategy by promoting inclusivity, safety, accessibility, residential diversity and high-quality public environments within a well-located urban precinct.

5.6.5 Policy Conclusion

The above-mentioned overarching policy directives promote the focus on the **development of compact, coordinated, efficient and connected cities**. This implies that densified development should be promoted within well-located urban areas, rather than proposing further outward growth of cities. Furthermore, intensified development should be proximate and well-connected with public transport services and conveniently located relative to opportunities. The PSDF also specifically advocates the importance of compacting the city with intensified development, to improve efficiencies and reduce cost of extended services infrastructure.

The proposed group housing development on Erf 22810 Strand is fully aligned with the above-mentioned spatial policy objectives, advancing optimised utilisation of well-located land within the built-up urban area. The development is considered as **infill development** within an established urban environment with **good accessibility to economic opportunities and social amenities**. The density departure from 35 u/ha to 45 u/ha is appropriate and will not compromise the character of the area, while in fact advancing the City's spatial planning objectives. It can be concluded that the proposed application is consistent with the overarching spatial and economic development objectives as set out in the City's Policies, as well as National and Provincial policies.



SECTION 6 CONCLUSION & RECOMMENDATION

6.1 CONCLUSION

When taking the above-mentioned motivation, planning principles and desirability criteria into account, it can be concluded that the application is consistent with these criteria and can therefore be motivated and recommended as a desirable proposal consistent with the character of the surrounding area, existing development rights and existing spatial policies.

6.2 RECOMMENDATION

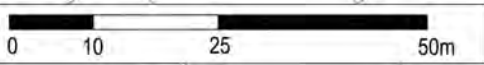
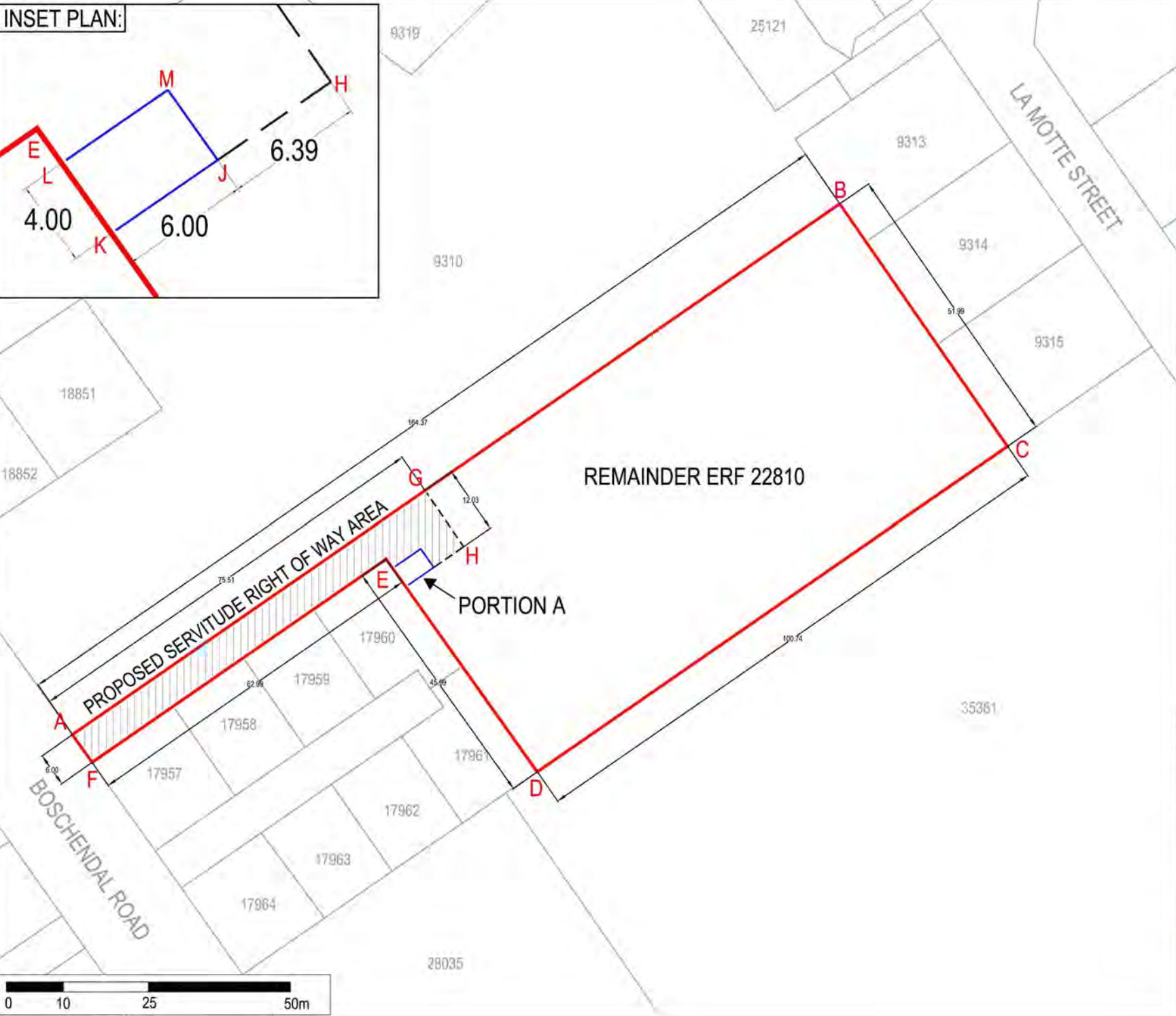
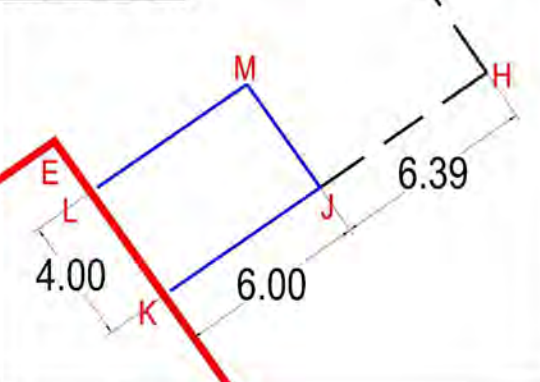
Given the aforementioned, the following applications in terms of the City of Cape Town Planning By-Law (2025), can be recommended for approval:

- i) The **rezoning** of Erf 22810 Strand from Community Zone CO1 to Subdivisional Area for general residential GR1 group housing purposes and utility services, in terms of Section 42(a) of City of Cape Town Municipal Planning By-Law (2025),
- ii) The **subdivision** of Erf 22810 Strand, in terms of Section 42(d) of City of Cape Town Municipal Planning By-Law (2025), to create one portion (A) for a utility substation site, a right of way servitude, and the Remainder Erf 22810 as the GR1 group housing residential development site (refer Subdivision Plan);
- iii) Approval of a **Site Development Plan** in terms of Section 42(i) of City of Cape Town Municipal Planning By-Law (2025);
- iv) **Density Departure** to develop 45 u/ha in lieu of 35 u/ha on a GR1 property, in terms of Section 42(b) of City of Cape Town Municipal Planning By-Law (2025);

The application also includes the deviation from the Helderberg District Plan (2023) as per the provisions of Section (9)(2) of the City of Cape Town, Municipal Planning By-Law, 2025, to permit a general residential development, within a 'structuring open space' area.



INSET PLAN:



THE STRAND

ERF 22810

SUBDIVISION PLAN

- APPLICATION AREA
THE FIGURE ABCDEF
= $\pm 5630\text{m}^2$
- CADASTRAL BOUNDARIES
- PROPOSED SUBDIVISION LINE
- 1.) THE FIGURE LMJK BEING PORTION A,
A PORTION OF ERF 22810
= $\pm 24\text{m}^2$
- 2.) THE FIGURE ABCDKJMLEF BEING THE
REMAINDER OF ERF 22810
= $\pm 5606\text{m}^2$
- PROPOSED SERVITUDE R.O.W
THE FIGURE AGHJMLEF BEING A SERVITUDE
RIGHT OF WAY AREA OVER THE REMAINDER
ERF 22810
= $\pm 503\text{m}^2$

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

INDEMNITY
URBAN DYNAMICS MAKES NO WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED, WITH REGARD
TO THE DATA AND SHALL NOT BE HELD LIABLE IN ANY EVENT FOR ANY INCIDENTAL OR
CONSEQUENTIAL DAMAGES IN CONNECTION WITH OR ARISING OUT OF THE USE OF THE DATA.
THE DATA REMAINS THE SOLE PROPERTY OF THE CLIENT AND MAY ONLY BE USED FOR THE
PURPOSES OF A PROJECT WITH THE PRIOR WRITTEN APPROVAL OF THE CLIENT.

	DATE	11 June 2026	COPYRIGHT RESERVED	CLIENT
	SCALE	See linescale		
	PLAN NO.	1		
FILE NAME:				

LAND USE TABLE

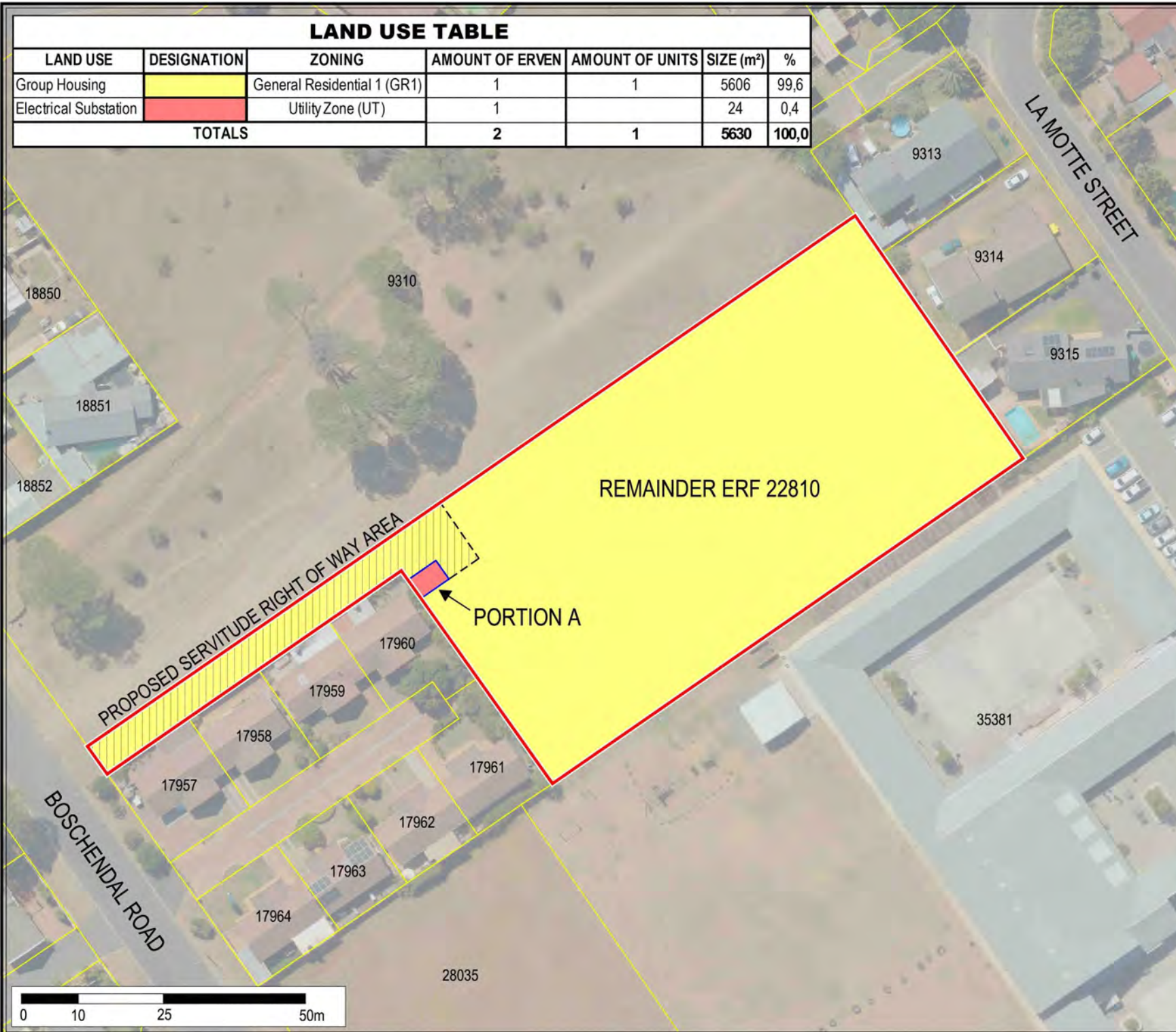
LAND USE	DESIGNATION	ZONING	AMOUNT OF ERVEN	AMOUNT OF UNITS	SIZE (m²)	%
Group Housing		General Residential 1 (GR1)	1	1	5606	99,6
Electrical Substation		Utility Zone (UT)	1		24	0,4
TOTALS			2	1	5630	100,0

THE STRAND

ERF 22810

SUBDIVISION & REZONING PLAN

- APPLICATION AREA (±5630m²)
- CADASTRAL BOUNDARIES
- PROPOSED SUBDIVISION LINE
- PROPOSED SERVITUDE R.O.W



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

INDEMNITY
URBAN DYNAMICS MAKES NO WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED, WITH REGARD TO THE DATA AND SHALL NOT BE HELD LIABLE IN ANY EVENT FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES IN CONNECTION WITH OR ARISING OUT OF THE USE OF THIS DATA. THE DATA REMAINS THE SOLE PROPERTY OF THE CLIENT AND MAY ONLY BE USED FOR THE PURPOSES OF A PROJECT WITH THE PRIOR WRITTEN APPROVAL OF THE CLIENT.

	DATE	11 June 2026	COPYRIGHT RESERVED	CLIENT
	SCALE	See linescale		
	PLAN NO.	2		
FILE NAME:				

URBAN DYNAMICS SOUTH CAPE
TOWN & REGIONAL PLANNERS

SOUTH GATE OFFICE PARK, GROUND FLOOR, UNIT 2, CARL CRONKE DRIVE,
SOUTH GATE, TYGER WATERFRONT
BELLVILLE
7530