



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

CASE ID 1500139078

Remainder 8241 and 10497,
16 Rankine Street, Strand

Development Management

**REMAINDER ERF 8241 & ERF 10497, C/O
MAIN ROAD & RANKINE STREET,
STRAND**

**Motivation Report for Rezoning, Consolidation and
Site Development Plan**



February 2025

Contents

1.	THE APPLICATION:	3
2.	INTRODUCTION & BACKGROUND.....	4
3.	PROPERTY DETAILS	5
4.	MOTIVATION	5
4.1	Locality, Surrounding Land Uses and Zonings & Accessibility.....	5
4.2	Traffic, Parking & Access Departures	7
5.	MOTIVATION: THE PROPOSAL AND PLANNING POLICIES	7
5.1	Metropolitan Spatial Development Framework 2023 (MSDF)	8
5.2	Helderberg District Plan (2023).....	10
5.3	The City's Economic Growth Strategy (2021)	11
5.4	Transit Orientated Development Strategic Framework (TOD), 2016.....	11
6.	CONSIDERATION IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BY-LAW:	12
7.	CONCLUSION	13

1. THE APPLICATION:

Application is herewith made for the following:

- I. The **rezoning** of Remainder Erf 8241, Strand in terms of Section 42(a) of the City of Cape Town Municipal By-Law from Single Residential Zone 1 to General Business Zone 2.
- II. The **consolidation** of Remainder Erf 8241 with Erf 10497, Strand in terms of Section 42 (f) of the City of Cape Town Municipal Planning By-Law.
- III. A **permanent departure** in terms of Section 42(b) of the City of Cape Town Municipal By-Law to allow parking bays within 10m from the street boundary.
- IV. The **amendment of the Site Development Plan** in terms of Section 42 (i) of the City of Cape Town Municipal Planning By-Law.

The application form duly completed and signed is herewith attached.

2. INTRODUCTION & BACKGROUND

Erf 10497 is situated on the corner of 267 Main Road and Rankin Street in the Strand. The property is zoned General Business Subzone 2 and contains the Talisman building. The adjoining Remainder Erf 8241 is situated at 16 Rankine Street, is zoned Single Residential Zone 1 and contains a residential dwelling. The dwelling is currently rented out to a family for residential purposes. The owner of Talisman has purchased Erf 8241 and wishes to convert/use the structure for office purposes, to accommodate an increased need for administrative staff at his current business.

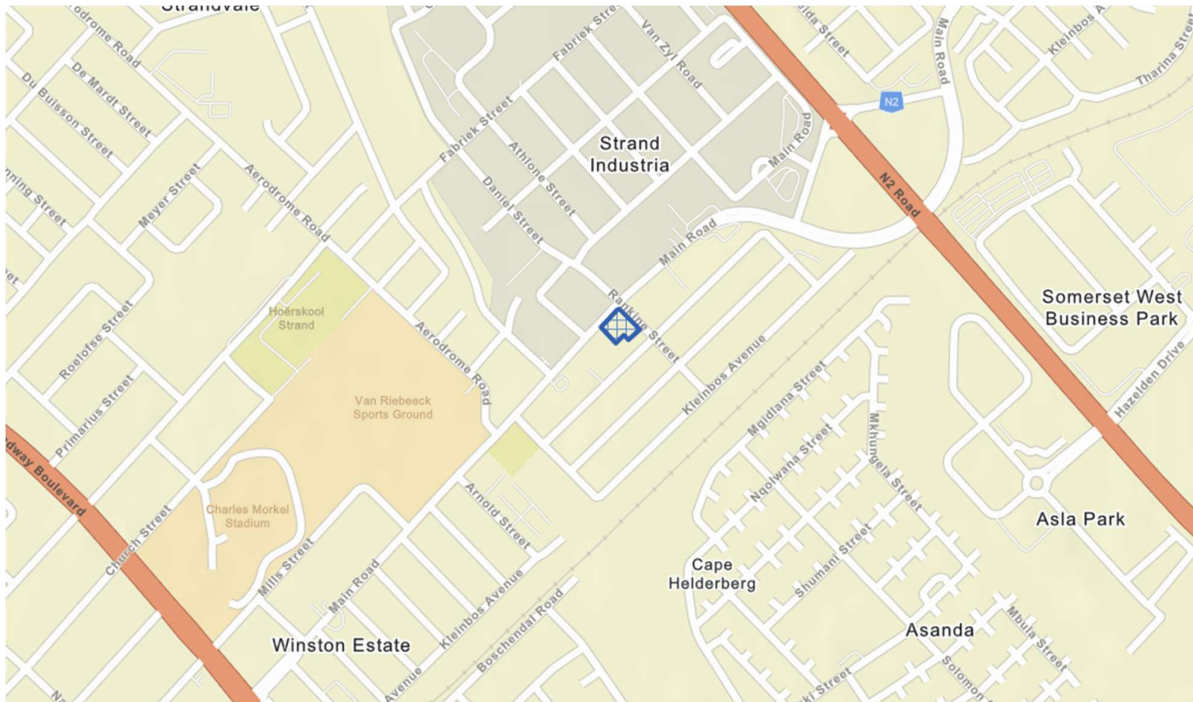


Figure 1: Location

The owner has accordingly appointed I.C. @ Plan Town Planners to submit the necessary application(s) to give effect to the above. The resolution and power of attorney from the owner are attached herewith.

3. PROPERTY DETAILS

Property Description	Remainder Erf 8241, Strand	Erf 10497, Strand
Address	267 Main Road	16 Rankine Street
Title Deed Numbers		
Property Owner		
Size	860m ²	1663m ²
Existing Zoning	Single Residential Zone 1 (SR1)	General Business 2 (GB2)
Existing Use	Residential	Retail
Proposed Use	Offices	Retail

Table 1: Property details

4. MOTIVATION

The application proposes the extension of an existing business premises – Talisman – by incorporating an adjoining property to accommodate additional administrative staff. To allow for the beforementioned, a rezoning and consolidation application is necessitated. A site development plan which illustrates the proposal is included for consideration.

It is important to note that no changes are proposed to the existing approved business premises on Remainder Erf 10497 and the uses, areas and parking will be retained as such. The only change/intensification of land use will therefore be on Erf 8241 where the dwelling will be converted into offices. Sufficient additional parking for the offices has been provided on the property.

The proposed combined property will therefore adhere to the requirements as stipulated in the Development Management Scheme (DMS).

4.1 Locality, Surrounding Land Uses and Zonings & Accessibility

The properties are situated along Main Road, Strand which is classified as an activity and development corridor. The area is therefore characterised by a mix of land uses and zonings which

include business premises (along Main Road), residential properties to the south-east and Gants Industrial area to the north – see the extract from the zoning map below.

Main Road is a connecting road between Somerset West CBD with the Strand CBD and provides easy access to the N2 to the north and the R44 to the south. As are characteristic of activity corridors, the area carries a high volume of pedestrian traffic which is serviced by an active public transport network. This includes van der Stel railway station and the taxi routes through this area which aid the labour force in this mixed use area (as illustrated in figure 3 below).

The proposal entails the utilisation of an existing dwelling for office purpose. No external changes are proposed, and only minor internal changes might be required to ensure functional operations. The use of the structure for offices are less intrusive than retail use and provide for a soft transition between the residential and retail area.

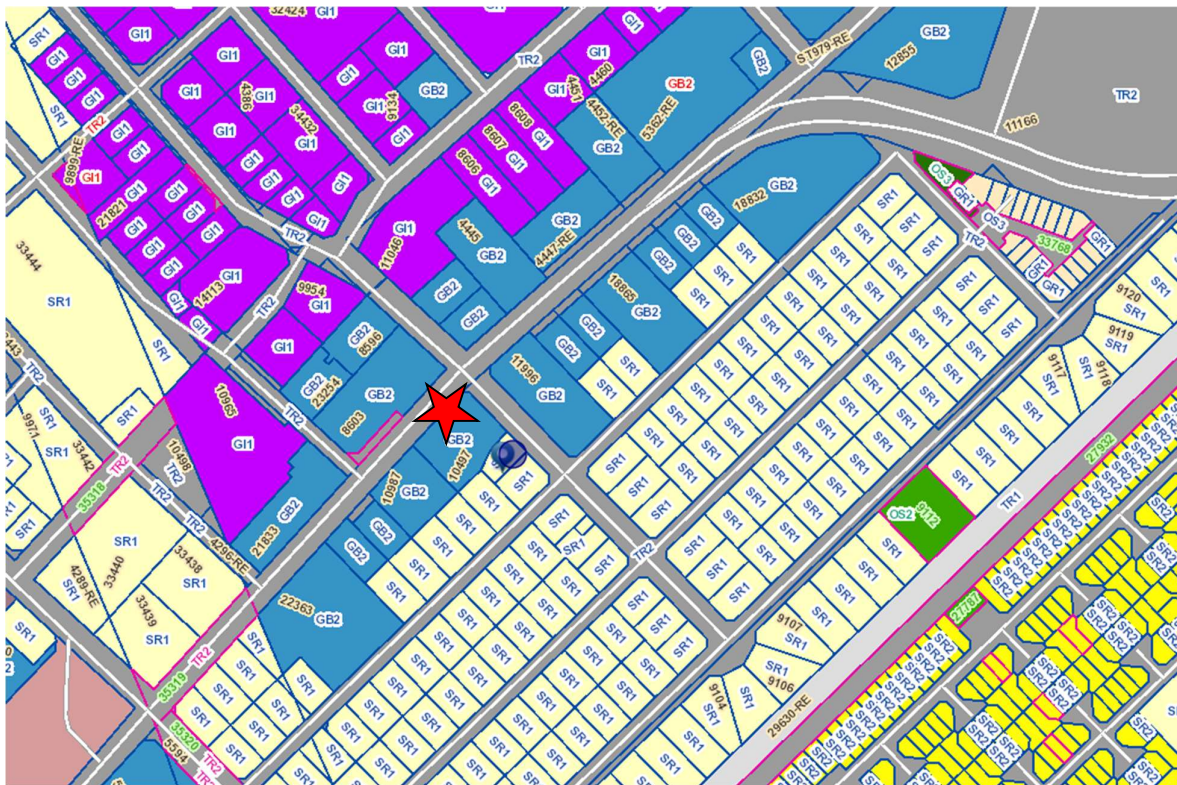


Figure 2: Surrounding Zoning

The façade of the residential dwelling will be retained and the proposal will furthermore not have a visual impact on the streetscape.

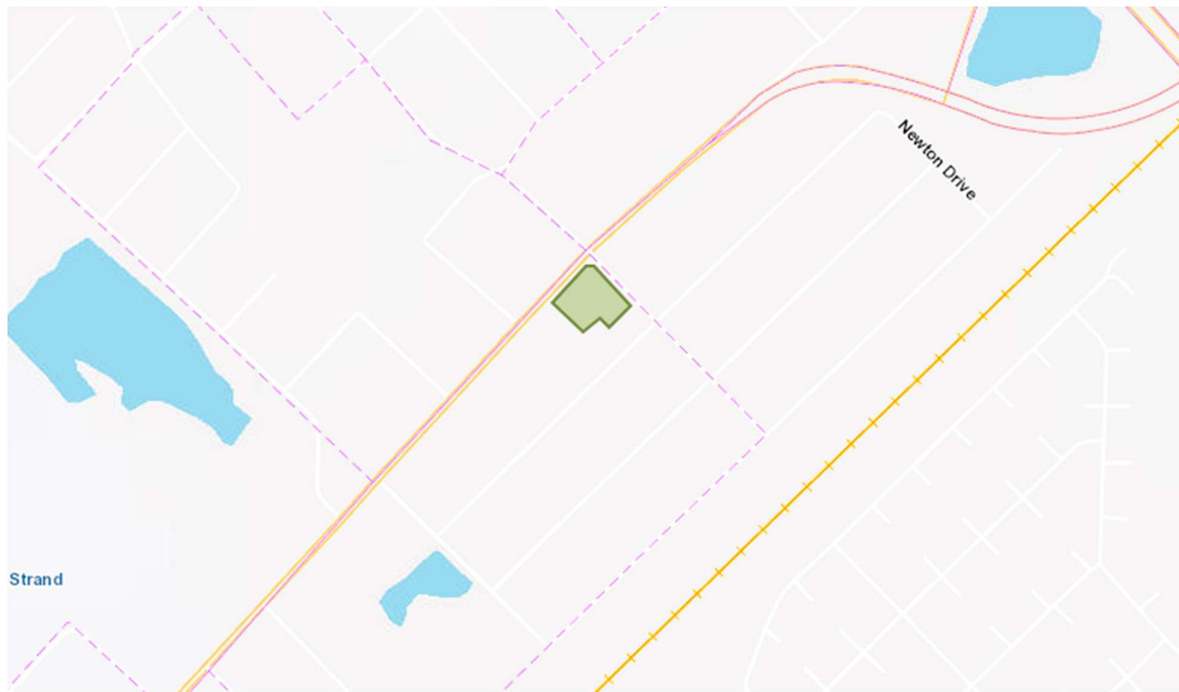


Figure 3: Taxi routes (- - -)

4.2 Traffic, Parking & Access Departures

The access and traffic arrangement for Erf 10987 will be retained as such in terms of the existing land use rights. The conversion of the offices will necessitate the provision of three additional on-site parking bays. Three parking bays will be provided on-site with access from Rankine Street.

- Unlike Main Road, Rankin Street do not carry high volumes of traffic, and this section is use mainly by residents in the area.
- The parking will be used by Talisman administrative staff who will work at the premises during the day. Unlike at the commercial/retail side of the property where vehicles enter and exit the site all day, these vehicles will remain stationary for most of the day and therefore have a minimal traffic impact.

5. MOTIVATION: THE PROPOSAL AND PLANNING POLICIES

The alignment and compatibility of the proposal with the directives of legislation and City Policies will be discussed in this section.

5.1 Metropolitan Spatial Development Framework 2023 (MSDF)

The Metropolitan Spatial Development Framework for the City of Cape Town (Draft 2022) is a long-term plan to guide and manage current and future growth of the City. The City has three Spatial Strategies to accomplish this:

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

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

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

The above strategies serve to direct decision-making that is binding on the City and must be used to inform the City's capital budget expenditure to give effect to the implementation of the MSDF.

One of the aims of the MSDF is to provide policy guidance by informing decision-making on:

- The nature, form, scale and location of urban development
- Land use change
- Infrastructure maintenance and development
- Disaster mitigation
- Environmental resource protection
- Risk reduction and resilience

The MSDF provide four Spatial Transformation Areas:

- 1) Urban Inner Core
- 2) Incremental Growth & Consolidation Areas
- 3) Critical Natural Assets
- 4) Discouraged Growth Areas

The property is situated in the Urban Inner Core (UIC) which are defined as follow: *“This includes the majority of the City’s existing industrial and commercial nodes, the airport, ports and primary freight infrastructure and Integrated Public Transport Network. The City will prioritise these areas for investment and co-investment with the aim of spatially transforming, integrating and intensifying the city form”.*

The UIC is designed to coordinate and prioritise inclusive economic and spatial growth through urban transformation, regeneration, and efficient land use. The UIC therefore supports mixed-use intensification by integrating residential, commercial, and industrial activities.

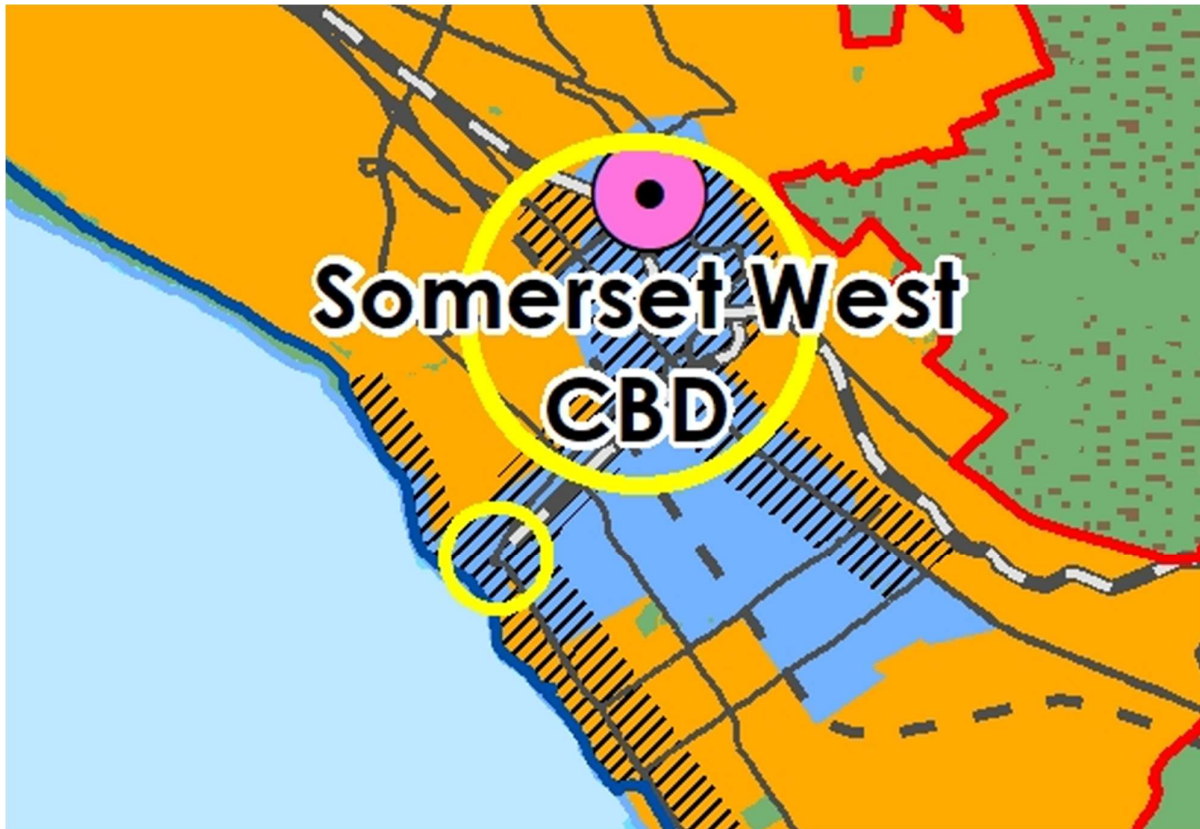


Figure 4: Extract from the MSDF

It is further situated within a metropolitan node which is defined as: *“An area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (sub-council offices, and other services points) and centrally located community facilities (courts, hospitals/ clinics, libraries, community halls, sports arenas).”*

The MSDF states that the purpose of the policy statements is to provide guidelines regarding the appropriate nature, form, scale and location of development. These policy statements are meant to be generally broad and where applicable; they are interpreted in detail and given effect in the District Spatial Development Frameworks. This is to ensure that policy is responsive to the context of each district. The MSDF and DSDF must therefore be cross-referenced for specific interpretation. It also states that all land use management decisions should be guided by the sub-district development guidelines in the relevant district SDF. These two documents should therefore be read together.

In terms of the MSDF, land use application should be consistent with the following maps:

Map 5a: Precautionary Risk Areas

Map 5b: Biodiversity Network and Marine Protected Areas

Map 5c: Agricultural areas of Significance and aquifers

Map 5d: Consolidated spatial plan concept (Areas Designated as Discouraged Growth Area/Critical Natural Areas)

Map 5e: Climate change considerations/risks (Heat Island And Sea Level rise risk zones)

Map 5f: Heritage considerations (conservation areas and cultural landscapes)

Map 5g: Tourism considerations and Green Infrastructure

The property is situated in the 'Urban Inner Core' area where the City promote land use intensification and diversification with the focus on economic growth and transport orientated development. The proposal aligns with this policy as it proposes private investment into a business node which is highly accessible through numerous means of public transport. The proposal therefore adheres to the MSDF's spatial strategies as it contributes positively towards an inclusive and vibrant city. It proposes a development which is situated on an activity corridor and is spatially compact and prevents urban sprawl. It will also create job security and have a positive contribution towards the Helderberg economy.

5.2 Helderberg District Plan (2023)

According to the Helderberg District Plan (HDP) the property is located within the Sub-district 3: Strand and environs. In terms of this plan the properties are situated along a development corridor, are earmarked for urban development and are in an area which is identified as a District Node.

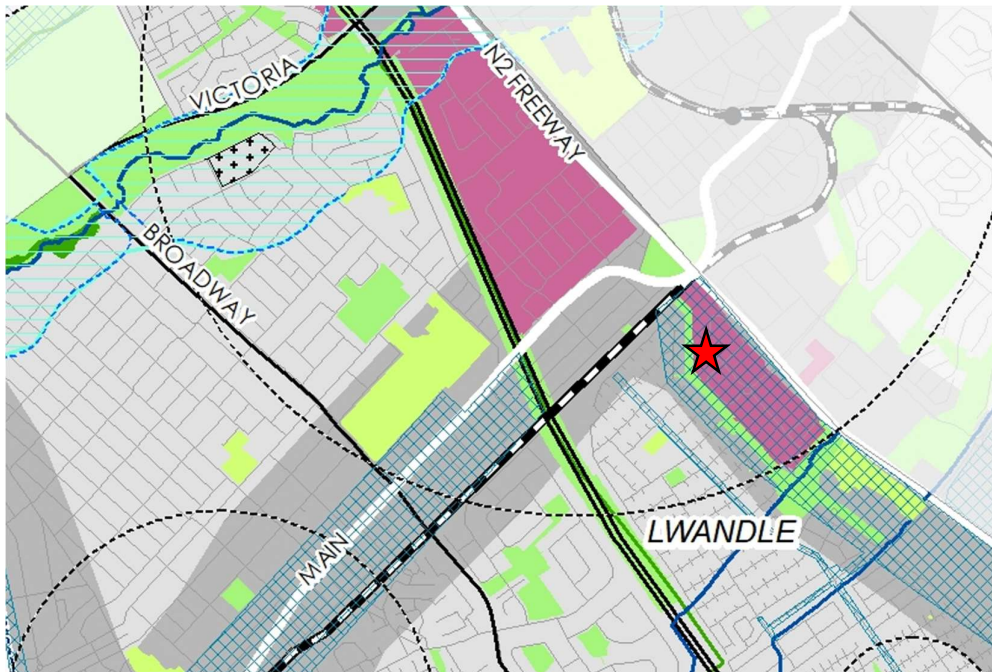


Figure 5: Extract from the HDP

A District Node is defined as *“an area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (sub-council offices, and other services points) and centrally located community facilities (courts, hospitals/ clinics, libraries, community halls, sports arenas).”*

In terms of the HDP a development corridor is an urban area characterized by medium- to high-intensity, mixed-use development (residential and non-residential) that is structured along key transport routes, such as rail, high-capacity roads, and bus rapid transit (BRT) systems. The main goal of a development corridor is to integrate land use with transportation, creating a dynamic and mutually supportive relationship between urban growth and mobility infrastructure.

The proposal is in line with the HDP’s intention of land use intensification and for mixed use development within a District Node and along a development corridor. Land use intensification is proposed in an area which is well serviced through numerous means of public transportation. No external changes are proposed to the existing buildings and the proposal will therefore not have any impact on the existing street scape.

5.3 The City’s Economic Growth Strategy (2021)

The Economic Growth Strategy (EGS) emphasizes the importance of business expansion as a key driver of economic growth and job creation in Cape Town. The strategy outlines several initiatives to support businesses in their expansion efforts. The reason therefore is that the majority of new jobs are created by existing businesses, making their growth a top priority. The EGS also integrates transport and business development to optimize accessible job opportunities.

The proposal supports the principles of the EGS which promotes business development/expansion in accessible areas, contributing to job creation.

5.4 Transit Orientated Development Strategic Framework (TOD), 2016.

The purpose of the above strategy is to encourage changes in built form and movement patterns to ensure economic development, urban efficiencies and social equality. It is driven by the integration of sustainable public transport and strategic land use intervention. The four basic principles that underpins the framework is affordability, accessibility, efficiency and intensification and densification.

The proposal is compliant with the above policy as it contributes to more efficient use of land through intensification along a development corridor which accommodate numerous modes of public transport.

6. CONSIDERATION IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BY-LAW:

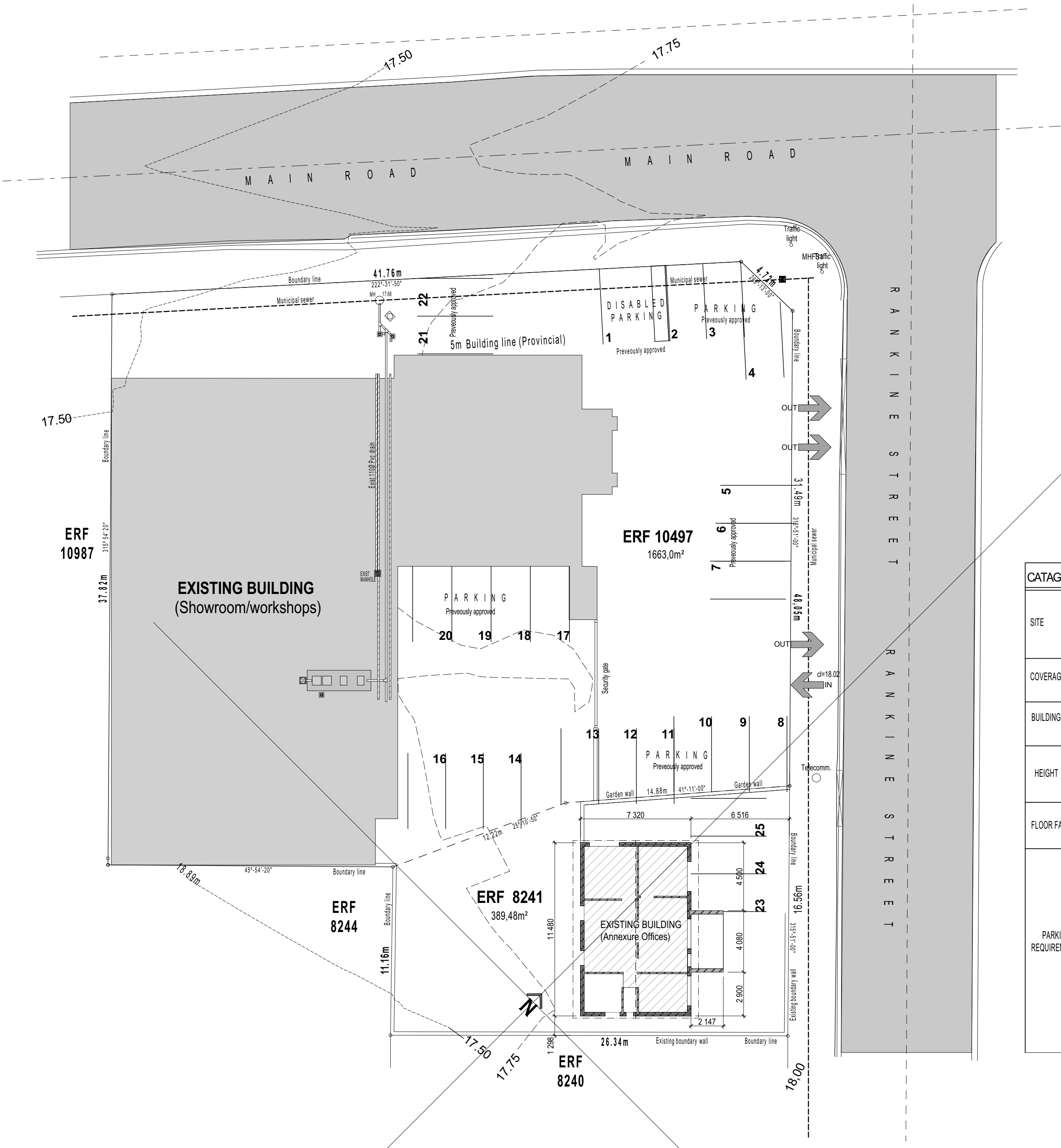
Section 99 of The City of Cape Town Municipal By-Law list criteria which should be consider when deciding on an application. These criteria are listed below and discussed in terms of the proposal:

- a) **The application must comply with the requirements of the By-Law:** The proposal complies with the requirements of the By-Law in terms of the information submitted, and the type of application applied for. The By-Law makes provision for permanent departures which is defined as the *“right to use land otherwise than in accordance with the development rules of the zoning applicable to the property.”* The application therefore complies with the DMS requirements.
- b) **The proposed land use should be consistent with the Municipal Spatial Development Framework for the area:** The property is situated within an existing urban footprint within the Urban Inner Core. It furthermore falls within a metropolitan node and abuts a development corridor. As discussed in 5.1, the proposal is in line with the MSDF as it proposes intensified development that will create a more compact city which ensures a more efficient city form and use of resources.
- c) **The following factors should be contemplated in consideration of the desirability of the proposed land use:**
 - 🕒 **Socio-Economic Impact:** The proposal will provide short-term job opportunities during the renovation phase of the development as well as long-term opportunities for future staff. The improvement of the property will also have a positive impact on the value of property, contributing to increased rates and taxes from which the City of Cape Town will benefit. No negative social impact is foreseen.
 - 🕒 **Compatibility with surrounding uses:** Main Road is a mixed-use development corridor and the uses in the directly surrounding area include residential, business premises, industrial, etc. The proposal therefore adheres to the character of the surrounding area and is compatible and complimentary with the existing surrounding uses.
 - 🕒 **Impact on external engineering services:** The property is located in an established urban area which has been provided with engineering services. The proposal is small in scale, making it unlikely that office use will significantly impact external engineering services. Development contributions will be required for the increased rights, assisting in funding upgrades to external engineering services in the area.

- 🕒 **Impact on health, safety and wellbeing of the surrounding community:** Considering the above assessment, it is unlikely that the proposal will have any significant impact on the health, safety and wellbeing of the surrounding community.
- 🕒 **Impact on Heritage and Environment:** Although the dwelling is older than 60 years, the land use proposal does not trigger any of the criteria listed in the National Heritage Resources Act. It preserves the urban fabric by adhering to the character of the surrounding area. The architect will ensure that any necessary permits are obtained from HWC which might be required for building plan submission (if required).
- 🕒 **Impact on the biophysical environment:** There is nothing of biophysical value on the property and no impact is therefore foreseen.
- 🕒 **Traffic impact, parking, access and other transport related considerations:** Due to the small scale of the proposal, it is unlikely that the proposed use will have a mentionable impact on the traffic. Sufficient on-site parking is provided in accordance with the DMS requirements.

7. CONCLUSION

From the above it is clear that the application is considered to be consistent with good urban development and management as it will adhere to the forward planning documents for the area and will contribute to an established development corridor. The proposal is consistent with the primary rights of the existing GB2 zoning. It can be described as the efficient use of a property in an established urban area and is in line with the criteria listed in Section 99 of The City of Cape Town Municipal By-Law. With this in mind, it is envisaged that Council should favourably evaluate the proposed application.



CATAGORY	DESCRIPTION		AREA	
SITE	ERF 10497		1 663,00m²	
	ERF 8241		389,48m²	
	CONSOLIDATED ERVEN ERF 10497+ERF 8241		2 052,48m²	
COVERAGE	PERMITTED	100%	43,34%	
	AREA COVERED + AREA OF SITE x 100 = % COVERED			
	2 052,48m²+ 2 052,48m² x 100 = 100%			
BUILDING LINES	889,68m²+ 2 052,48m² x 100 = 43,34%			
	Table of building lines in General Business Zonings			
	Street building line and common building line			
HEIGHT	GB2 up to 10m = 0,0m			
	Maximum height of a building measured from the base lvl to the top of the roof. (In accordance with the table of height and floor factor in "General Business Zonings")			
	15,0m			
FLOOR FACTOR	8,5m		1 383,86m²+ 2 052,48m² = 0,67	
	Table of height and floor factor in "General Business Zonings" (Paragraphs (f), (g) and (h) not applicable)			
	2,0m 2 x 2 052,48m² = 4 104,96m²			
PARKING REQUIREMENTS	LAND USE CATEGORIES APPLICABLE	MINIMUM REQUIREMENT	LAND USE CATEGORIES APPLICABLE	PROVIDED
	Shops (ext. Supermarket)	4 Bays per 100m² GLA GLA + 100 X 4 = x-bays	Shop/Trading area	150 + 100 x 4 = 2 bays
		Previously approved		
	Offices	4 Bays per 100m² GLA GLA + 100 X 4 = x-bays	Offices	257 + 100 x 4 = 10 bays
		Previously approved		
	Industry	2 Bays per 100m² GLA GLA + 100 X 2 = x-bays	Industry Workshop area	179 + 100 x 2 = 4 bays
		Previously approved		
	Warehouse and storage area	1 Bays per 100m² GLA GLA + 100 X 1 = x-bays	Warehouse and storage area	620 + 100 x 1 = 6 bays
		Previously approved		
	Additional Offices not previously approved	4 Bays per 100m² GLA GLA + 100 X 4 = x-bays	Offices	75 + 100 x 4 = 3 bays
Not Previously approved (Part of new application)				
TOTAL No. OF PARKING BAYS REQUIRED				25 bays

SITE DEVELOPMENT PLAN

1:200

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SCI EPPAN

PROFESSIONAL SENIOR ARCHITECTURAL TECHNOLOGISTS

PROJECT TITLE

SITE DEVELOPMENT PLAN

MALAKAI TAGTIG

ON ERF 10497

DRAWING TITLE

SITE PLAN

DRAWING NO

25/100 M-100

SCALE

DATE

SKAAL

DATUM

DRAWN

LAST PLOT DATE

GETEKEN

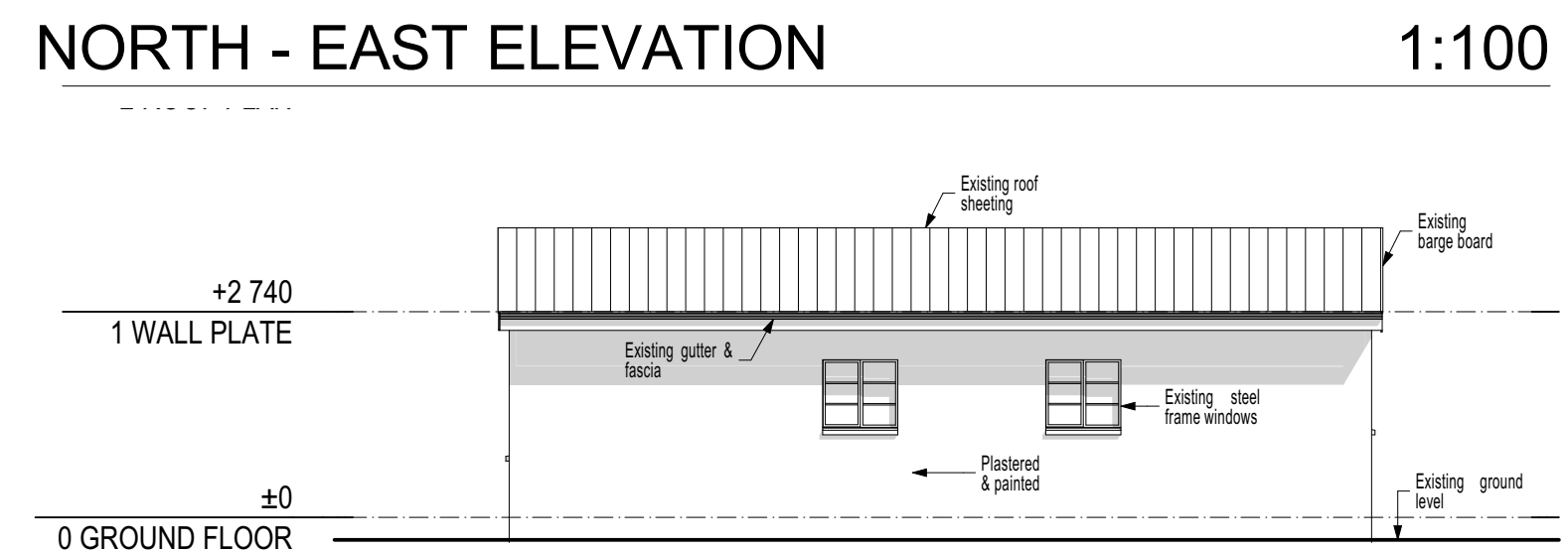
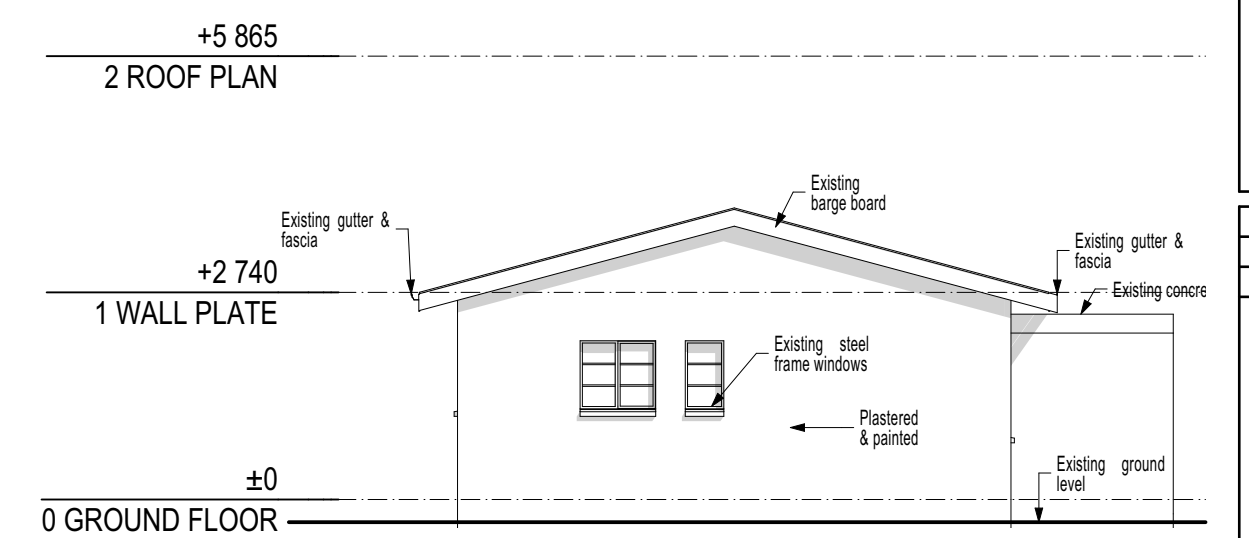
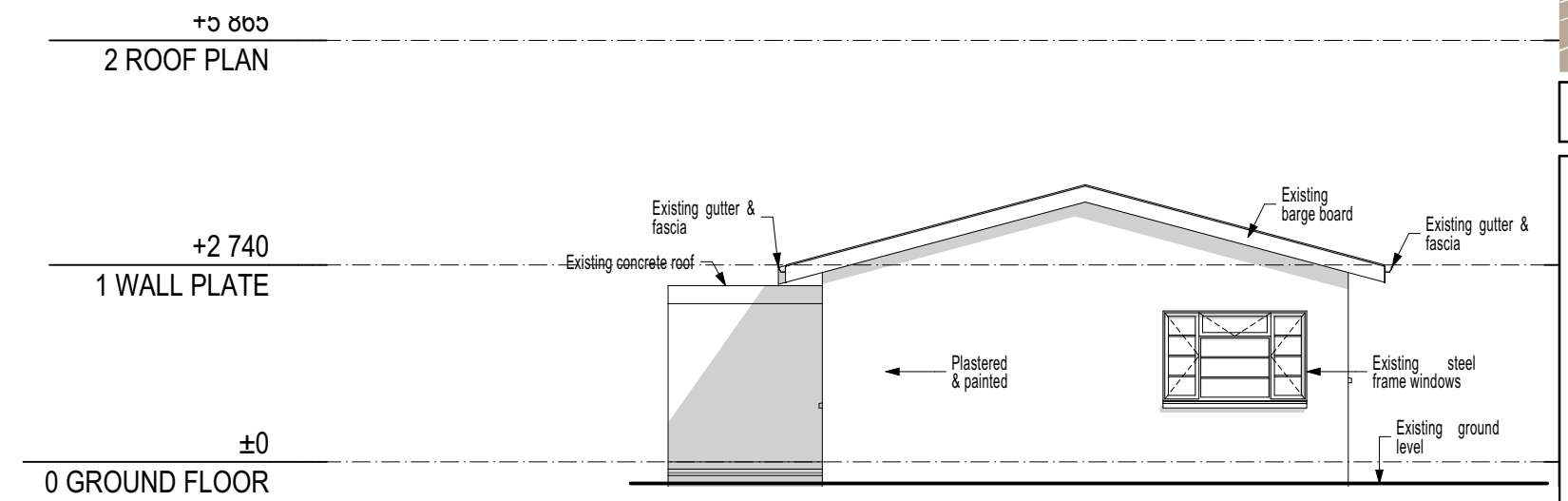
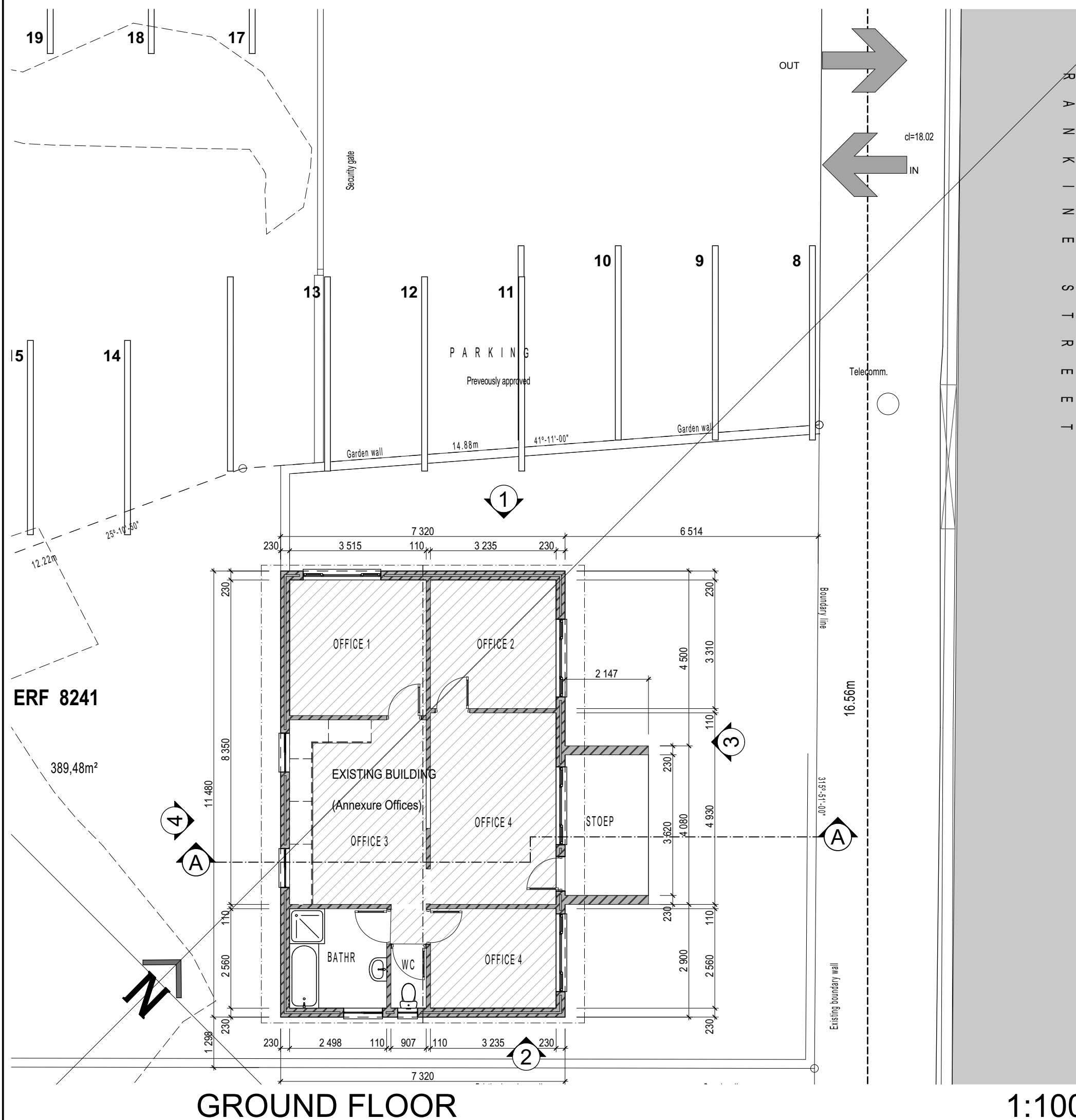
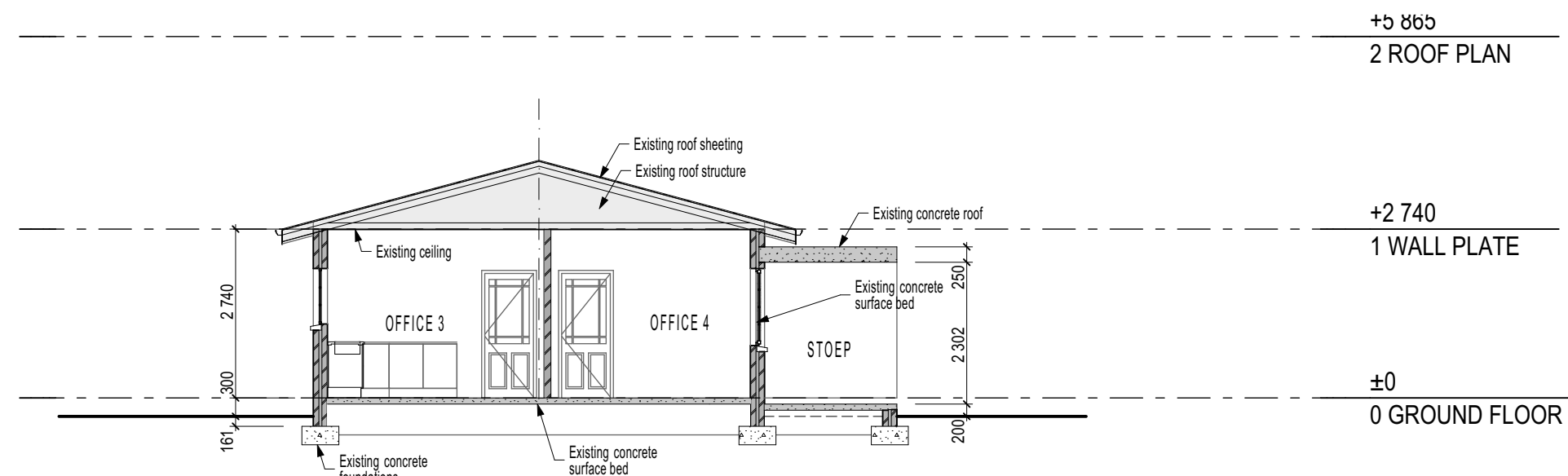
2025/02/07

REVISION

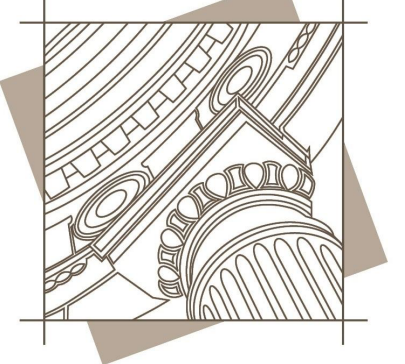
WYSIGING

HUGO & JUDY COETZEE

SACAP: PSAT 0497 & PSAT 0498



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PROJECT TITLE	PROJEKTITITEL
SITE DEVELOPMENT PLAN MALAKAI TAGTIG	
ON ERF 10497	

DRAWING TITLE	TEKENINGSTITEL
<p>GROUND FLOOR PLAN</p> <p>SECTION A-A</p> <p>ELEVATIONS</p>	

DRAWING NO. 25/100 M-101

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SCALE	SKAAL	DRAWN	GETEKEN	REVISION
		HUGO & JUDY		
DATE	DATUM	LAST PLOT DATE		
		2025/02/05		WYSIGING

HUGO & JUDY COETZEE
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