

Figure 12: Illustration of the different regional areas of Stanford

#### General character of the application area

- The application site forms part of a newly vitalised activity node. The activity node is vitalised through the recently developed taxi-rank. This activity node is centrally to the low to middle income area of Stanford. However, no provision is made of any of the spatial development policy documents for any economic opportunities. The application site as well as adjacent erven are currently vacant and undeveloped, but are zoned for business and community purposes.
- A new taxi-rank has recently been developed and is a catalyst for the activity node, strengthening all current properties and future developments located in close vicinity this new development.
- To the western side of the low to medium income area of Stanford, a large portion of vacant land has been identified for residential densification and this area also abuts the newly developed taxi-rank that will significantly increase the amount of people that will travel to and from that activity node.
- The abutting erf that is zoned for community facilities have been sold to a church by the municipality for the purpose of erecting a church building. Church buildings are known to mostly consist of a hall and are generally designed to have enclosed walls, except for entrances for the first 3m or more from the base and then to have an elevated ceiling with windows high above eye level. This church erf also has a 5m common building line.

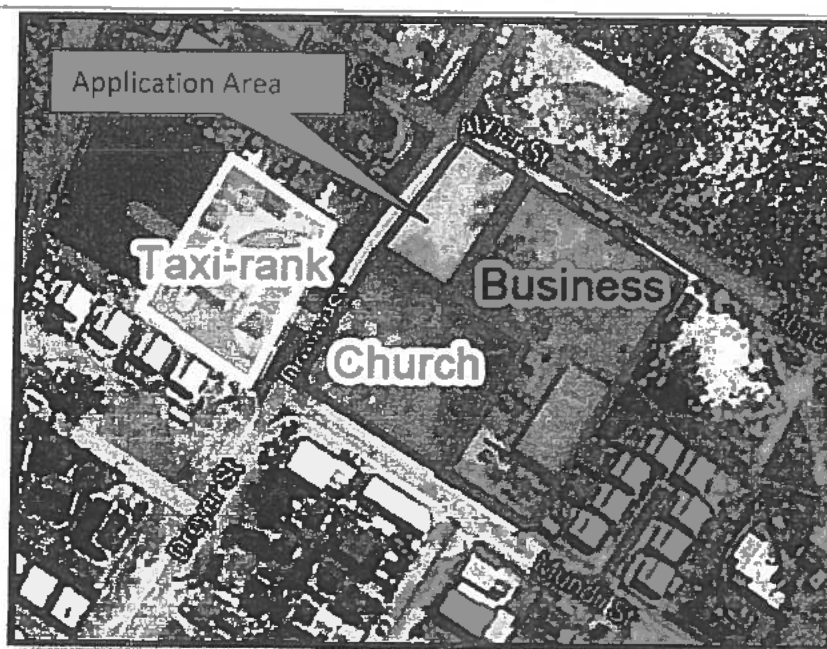


Figure 13: Illustration of the main local areas surrounding the application site

#### Existing character of the application area environment

- At the moment there is no or little business infrastructure surrounding the application site and as a result many decentralised small home based and illegal businesses have established within the community and the vicinity of the application site.
- The application site is isolated by the adjacent L-shaped business erf and Erf 1221 Stanford zoned for Community purposes as illustrated in Figure 14.

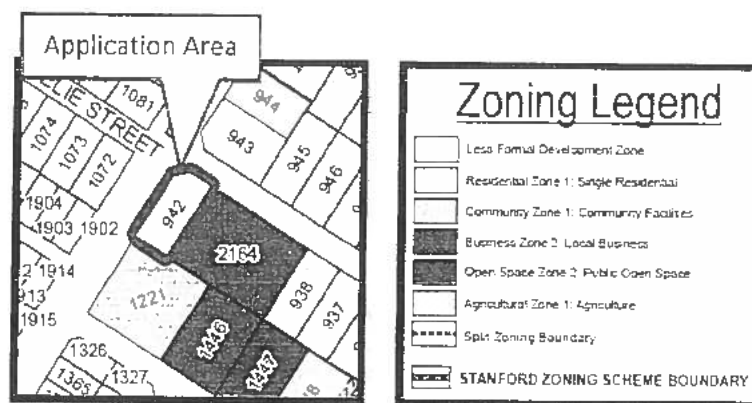


Figure 14:  
Extract of the  
Overstrand -  
Stanford Zoning  
Map 2008

#### Transport patterns of the residents within the application area environment

- Most of the residents from the low to medium income residential that surrounds the application site have no other means / alternative than to walk, cycle or take public transport such as taxis to work, shops or school. Taxis only travel specific times of the day and costs money that is a scarce resource for these people. Although non-motorised transport like bicycle transport are in general affordable, but are weather reliant and only practical for physically active/fit people and have limited carrying capacity. The Stanford CBD is also located as far as 2km from some of the residents of this area, making it difficult at times to obtain basic products and

services to meet their needs. The residents of this community are in desperate need of easy access to basic products and services within a realistic walking distance. As a result various decentralised illegal home businesses exist within the local community.

#### The application area

- The application area is small and narrow only which can only accommodate 7 parking spaces (partly within the road reserve) given a feasible footprint of a building being 32,5m x 7.3m, amounting to 235m<sup>2</sup>.

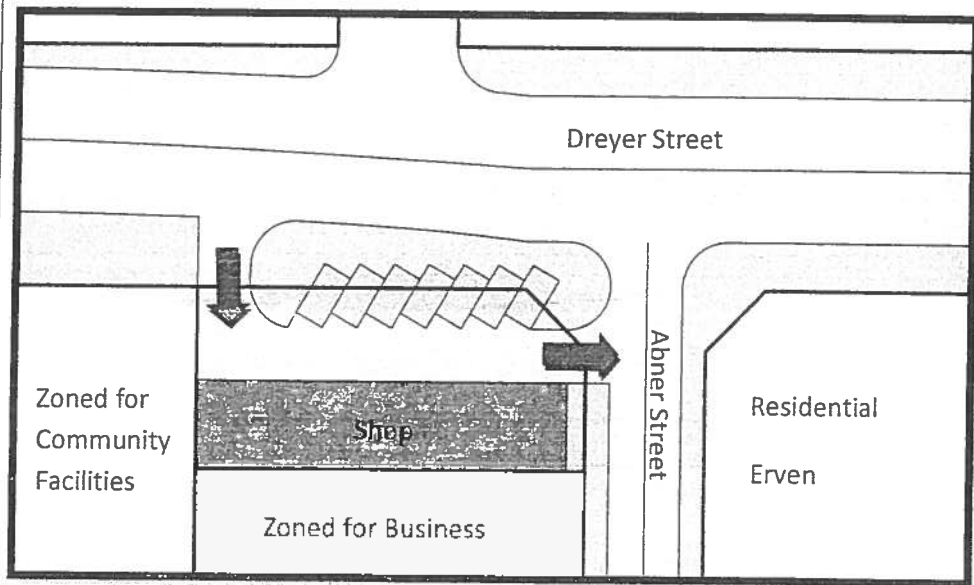


Figure 15: Plan illustrating the conceptual site layout

- The proposed development site makes provision for a double storey building area of 474m<sup>2</sup>. The proposal will ensure the local communities' need for basic goods and services within easy walking distance. The fact that it is currently not within walking distance is most likely the reason for the decentralised, scattered and disorderly illegal businesses patterns found within the social housing areas of Stanford. This proposed development will contribute towards a formal, regulated and business node, being most compatible and aligned with the spirit of the current Spatial Development Framework.

#### Reasoning:

##### Amendment of the Overstrand Municipal Wide Development Framework, 2006

The policy document relevant to the application area does only make provision for business uses within the existing business area of Stanford which is considered to predominantly serve the middle upper income groups of Stanford and tourists. No provision is made for business purposes within the Stanford South where the middle to lower income people of Stanford reside. The result of this is that the lower income residents, the people who can afford it least, to either walk long distances or make use of public transport to reach business areas. The number of people being in this situation is expected to increase given the proposed new social housing development of approximately 500 erven / families to the west of the Stanford South area. Thus the establishment of a local business area is considered most applicable and justifiable.

### Rezoning of Erf 942 Stanford from Single Residential to Business Zone 2 purposes

Given that a business node is required and located at the intersection of Dreyer, Abner and Mundii Streets, located directly opposite the newly established taxi rank, the application site is isolated by the Erven 2164 and 1221 Stanford. Thus the proposal to rezone Erf 942 Stanford for business purposes will create a continuous block (i.e. not scattered) of business zoned land. This will assist the local authority with the application of land-use management within an area where illegal land uses are common and a challenge to manage.

### Building line relaxation

To accommodate a feasible proposal a common building line relaxation will be required on the southern side of the erf from 3m to 0m. Considering the small size of the erf, the 5m building line on the adjacent erf, the proposed use as a church on the adjacent erf, the physical character of church buildings, as well as the limited space available for the construction of a building on the erf, the amendment of the building line will not have any detrimental effect on the abutting church (institutional land-use) site.

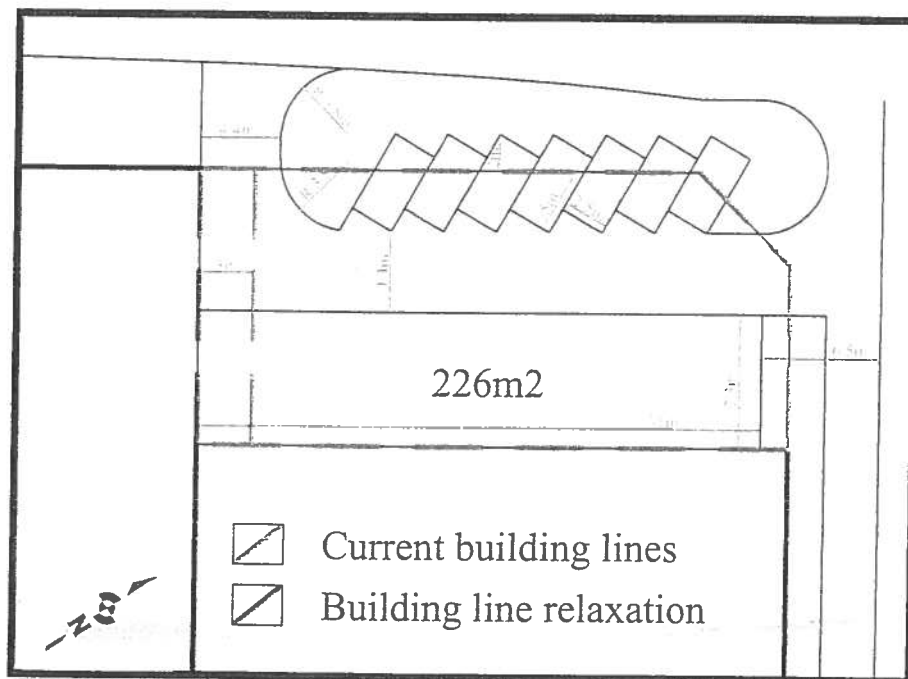


Figure 16: Plan illustrating the existing as well as the proposed building lines

### Relaxation of the on-site parking requirements

In this report, application is made for the relaxation of the parking requirements from 6 parking bays per 100m<sup>2</sup> business area to 1 parking bay per 100m<sup>2</sup> business area. The motivation for such relaxation is based on the fact that the application site is not located within an area where high vehicle ownership and restricted public transport systems exist. Hence the Overstrand Zoning Scheme does not make provision for a variety parking requirements to accommodate different land-use scenarios / circumstances like found in the City of Cape Town Zoning Scheme Regulations.

The City of Cape Town Zoning Scheme Regulations as an example makes provision for 2 types of off-street parking namely Public Transport 1 (PT1) and Public Transport 2 (PT2) areas. The PT1 areas refer to areas where the use of public transport is promoted, but where Council considers the provision of public transport insufficient or where the use of motor vehicles is limited. The PT2 areas refer to areas where the use of public transport is promoted and Council considers the provision of public transport good, or where the use

of motor vehicles is very limited.

In the case of the application site, the provision of public transport is good with the newly developed taxi rank located directly opposite the application site and the private motor vehicle ownership is low given being located within a low-cost residential area where the majority of the residents are dependent on public transport.

Thus the use of 1 parking bay per 100m<sup>2</sup> business area as per the PT2 areas applicable within the City of Cape Town is considered realistic, desirable and acceptable also to be used for Stanford within the lower income area.

The use of Council land for the purposes of parking

Consent is applied for a portion of the road reserve to be used for parking purposes with no direct access to the main collector road, as reflected in Figure 14.

The reason for such consent is given the fact that in order to provide a feasible building with shops (i.e. 237m<sup>2</sup> footprint) there is not sufficient space on the property to accommodate the parking. However, with the parking layout as reflected in Figure 16 here-below where a portion of Council land be used for parking, 7 parking bays can be accommodated, which is consistent with proposed relaxed parking requirement. Furthermore the layout (road width-4,4m, centre line radii-3,8m) is also consistent with the engineering standards for roads in terms of Guidelines for the provision of Engineering Services in residential townships (the Blue book).

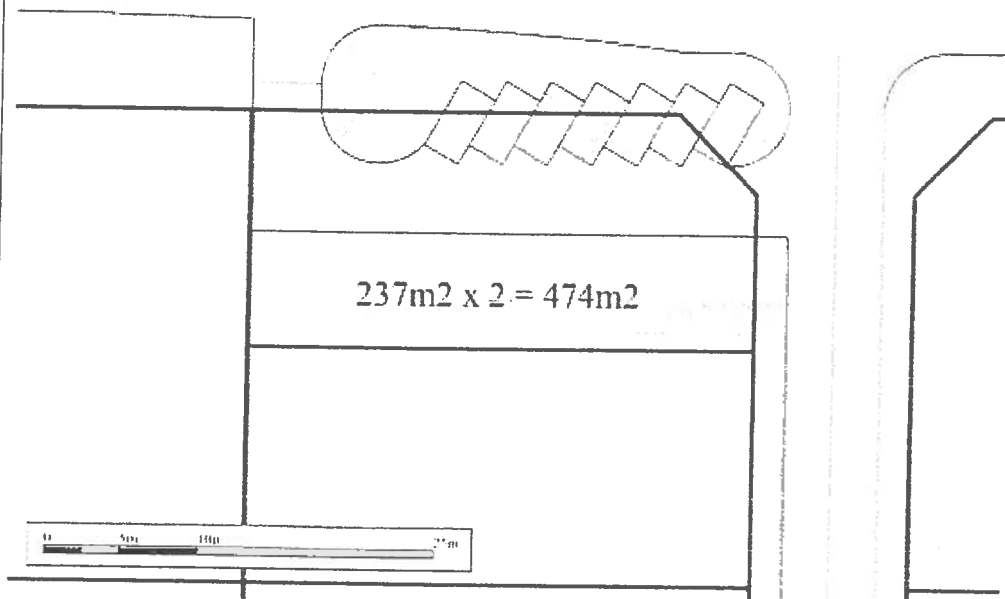


Figure 17: Plan illustrating the provisional site layout measurements

Summary

The scale of the proposed shops and/or offices is small and in harmony with the existing land-uses of the area.

From a town planning point of view, the establishment of the building with shops and/or offices will contribute towards a vibrant and enriching urban environment. It would also contribute towards the following critical planning principles of:

- Making of unique places

- The scaling of urban environments to human dimensions
- The maximisation of access for the community of the town
- The creation of economic opportunities
- The efficient use of limited resources and
- The maximisation of choices available to communities

From a development framework (policy) perspective, the establishment of light industrial land flats and or offices is consistent with the current Overstrand Spatial Development Framework in the sense that it will benefit the inhabitants of Stanford through contributing towards employment opportunities as well as goods and services. This will specifically promote not only the growth, but also the conservation of the cultural heritage and social values of Stanford.

The desired proposal as motivated above can however only be accommodated if the local authorities agree to amend the local structure plan and SDF to accommodate the proposal and if the rezoning of the application area is approved accordingly.

Application is hereby made for the amendment of the Stanford Spatial Development Framework section 7.8.3 (e) LPL 5 that states "Business uses, commercial, retail and offices should be concentrated within the defined central business district in accordance with the Stanford Structure Plan. Decentralisation of commercial uses should not be permitted" as well as section 7.8.4 point 2 that states, "Discourage the decentralisation of business uses and concentrate them within the defined central business area." to accommodate a small business node in the block of erven located between Abner Street, Mundii Street, and Dreyer Street.

(e) Central Business District	
LPL 5:	<p><b>Business Area</b></p> <ul style="list-style-type: none"> <li>▪ <u>Business uses, commercial, retail and offices should be concentrated within the defined central business district in accordance with the Stanford Structure Plan. Decentralisation of commercial uses should not be permitted.</u></li> </ul>

Figure 18: Stanford Spatial Development Framework section 7.8.3 (e) LPL 5

- Discourage the decentralization of business uses and concentrate them within the defined central business area.

Figure 19: Stanford Spatial Development Framework section 7.8.4 point 2

<b>3. Desirability Criteria</b>	
<b>a. Land Use Planning Ordinance Requirement:</b>	<p>Section 36 of the Land Use Planning Ordinance, 1985 (Ord. 15 of 1985) stipulates that applications may only be refused if it lacks desirability or if it impacts negatively on existing rights. Furthermore, the Ordinance prescribes that, when a decision is made, the health, welfare and safety of the community, and the built and natural environment must be taken into account.</p> <p>The application area is considered most compatible with and contributing to the surrounding land uses and community needs and had and will have no negative impact on the health, welfare, and safety of the adjacent or nearby community, built and natural environment.</p>
<b>b. Character of surrounding area:</b>	<p>The area surrounding the application area includes proposed business erven, residential erven as well as open space.</p> <p>The application proposal makes provision for a business erf which is consistent with the existing character of the adjacent and surrounding residential and business area.</p>
<b>c. Location and accessibility of the site:</b>	<p>The entrance to the application site will be on Dreyer Street, while the exit will be on Abner Street and traffic will only flow in one direction.</p> <p>The proposal is therefore most compatible with the location and accessibility criteria.</p>
<b>d. Land use Policies:</b>	<p><b>The proposed application is not consistent with the Stanford</b></p>
<b>e. Impact on existing land uses:</b>	<p>The application will have no impact on land use and is consistent with the land uses of the surrounding erven.</p> <p>The proposal is therefore most compatible with the land use of the area.</p>
<b>4. Conclusion</b>	
<p>As motivated above, it is recommended that this application be approved in terms of Section 15 and 17 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) and the Municipal Systems Act, Act 32 of 2000 for:</p>	
<ul style="list-style-type: none"> <li>• The rezoning of Erf 942 Stanford from Single Residential to Business Zone 3: Local Business</li> <li>• The amendment of the Overstrand Municipal Wide Spatial Development Framework, section 7.8.3 (e) LPL 5 that states "Decentralisation of commercial uses should not be permitted" as well as section 7.8.4 point 2 that states "Discourage the decentralisation of business uses and concentrate them within the defined central business area." in order to allow for local business node in the block of erven located between Abner, Mundii, and Dreyer Streets.</li> <li>• The relaxation of the side building line from 3m to 0m along boundary of Community zoned erf</li> <li>• The relaxation of the parking requirements from 6 parking bays per 100m<sup>2</sup> gross leasable area to 1,0 parking bays per 100m<sup>2</sup> gross leasable area.</li> <li>• Permission to use a portion of Council land to accommodate parking bays for the proposed business purposes.</li> </ul>	