



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

Case ID 1500149412

**Erf 17812, 1 Wessex Road,
Paarden Eiland**

Development Management

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24 June 2026

To Whom It May Concern

City of Cape Town
Land Use Planning Department
Media City Building, 2nd Floor
cnr Adderley Street and Hertzog Boulevard
Cape Town
8001

ERF 17812 PAARDEN EILAND (CAPE TOWN) APPLICATIONS CONTEMPLATED:

- **PERMANENT DEPARTURES** TO RECTIFY EXISTING WAREHOUSE STRUCTURES (WAREHOUSES 1 & 3);
 - FROM STREET BOUNDARY (NORTHERN) FROM 5m TO 0m.
 - FROM STREET BOUNDARY (SOUTHERN) FROM 5m TO 1.2m.
- **PERMANENT DEPARTURES** TO ALLOW FOR A NEW, ADDITIONAL WAREHOUSE ON THE PROPERTY (PROPOSED WAREHOUSE 5);
 - FROM STREET BOUNDARY (SOUTHERN) FROM 5m TO 0m.
 - COMMON BOUNDARY (EASTERN) FROM 3m TO 0.75m.
- **DELETION OF A RESTRICTIVE CONDITION** TO PERMIT THE ABOVEMENTIONED STREET BOUNDARY DEPARTURE.

ALL APPLICATIONS ABOVE ARE SUBMITTED ITO THE MUNICIPAL PLANNING BY-LAW 2015, AS AMENDED

Dear Sir/Madam

INTRODUCTION AND BACKGROUND

These land use applications are submitted on behalf of the authorise person, , to rectify existing warehouse structures (Warehouse 1 & 3) and to allow for a proposed new warehouse structure (Warehouse 5) to be built on the subject property (Erf 17812 Paarden Eiland).

This submission, is a result of an additional information letter (dated 28 October 2025), requesting the following:

- *To address **Title Deed Condition III (3)**. In order to proceed, an additional application is required for the amendment, suspension, or **deletion** of a restrictive condition to permit building on the 0.0m street boundary line in terms of **Section 42(g)** of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL).*

And subsequent email correspondence (February 2026) detailing the way forward:

- *9. They are linked legal regulations in relation to what you are proposing/built on site. As such those cases need to be combined into one application...You are therefore required to withdraw two of the street setback applications and then update a single case into a combined street setback and title deed condition, and common boundary application for Warehouse 1, 3 and 5.*

These land use applications will allow for:

- Two existing warehouse structures (Warehouse 1 & 3) to exist within the northern and southern (street) building line setbacks, and
- A new, additional warehouse building to be developed within the southern and eastern building line setbacks on the subject property.

Previously linked applications:

- *Case ID 1500152983;*
 - Street building line departure along the Northern and Southern street boundary for Warehouse 1 and 3.

See attached **Annexure A, B & F:** LUM Application Form, Power of Attorney & Site Plan.

LOCAL CONTEXT

Address

- 1 Wessex Road

Erf number

- 17812

Suburb and Allotment

- Paarden Eiland, Cape Town

The subject property (Erf 17812) is located within the largely industrial Paarden Eiland, bordering Salt River. The property is located within a PT2 zone, bordered by a BRT lane and FW De Klerk Boulevard (N1). The property is accessed (vehicular and pedestrian) via Wessex Road, which connects to Paarden Eiland Road and Marine Drive (R27) in Paarden Eiland.

PLANNING APPLICATION

In light of the above, the following land use applications are being proposed in terms of the Cape Town Municipal Planning By-Law, 2015 as amended;

- **Permanent Departure** from street boundary line, from 5m to 0m along the northern boundary and from 5m to 1.2m along the southern boundary to allow for existing warehouse buildings (Warehouse 1 & 3) ito section 42(b) of the Municipal Planning By-Law, 2015 as amended.
- **Permanent Departure** from street boundary line, from 5m to 0m along the southern boundary, and
- **Permanent Departure** from common boundary line, from 3m to 0.75m along the eastern boundary to allow for a new warehouse building (Warehouse 5) ito section 42(b) of the Municipal Planning By-Law, 2015 as amended.
- **Deletion of restrictive title deed condition III (3)** to permit the abovementioned street boundary line from 5m to 0m ito section 42(g) of the Municipal Planning By-Law, 2015 as amended.
 - Clause III paragraph 3 as it reads will be deleted from the relevant title deed:
 - *“That no building or structure or any portion thereof, except boundary walls and fences, shall be erected nearer than 4.72 metres to the street line which forms a boundary of this Erf.”*
 - The reason for the deletion is that the departure is requesting a 0m street building line, based on the existing structures and finalised admin penalty process.
 - No further amendments or deletions to any title deed conditions are contemplated as part of this land use application.

The approval of the above land use applications will allow the rectification of warehouse structures (Warehouse 1 & 3) and the construction of a new warehouse structure (Warehouse 5), within the street and common boundary setbacks, on the subject property Erf 17812 Paarden Eiland.

PLANNING CONTEXT

The existing warehouse structures (Warehouse 1 & 3), is situated within the street boundary setback, and the additional warehouse structure (Warehouse 5) is proposed within the street and common boundary setback, and will allow for:

In terms of coverage:

- The existing building footprint of 2218m² equals thirty-seven percent (37%) coverage,
- The additional, proposed warehouse (Warehouse 5) will add 846m² of warehouse & office footprint,
 - The new total coverage is proposed to be 3064m², which equates to fifty-two percent (52%) coverage, and remains compliant with the 75% coverage stipulation under GI2.

In terms of floor factor:

- There is 2082m² of existing floor space,
- The additional, proposed warehouse (Warehouse 5) will add 1512m² of additional floor space,
 - The total floor factor is proposed to be 3594m², which remains compliant with the floor factor requirement of 4.0 (23 748m²).

In terms of the on-site parking requirements:

- The site is located within a PT2 zone,
- The parking requirement for warehouse and office are nil,
- There are 10 parking bays provided on-site, sufficiently satisfying the 'nil' requirement,
- No parking departures are required.

In terms of the loading bay requirements:

- The requirement is 1 loading bay,
- The existing warehouses and additional, proposed warehouse (Warehouse 5) will utilise the existing loading bays (*loading bays 1 & 2*) on-site to satisfy this requirement.

MOTIVATION ITO SECTION 99 OF THE MUNICIPAL BY-LAW, 2015 (AS AMENDED)

MPBL s99(1)(b)

The proposed land use applications comply with the municipal spatial development framework (MSDF, 2023) which identifies the property as part of the '*urban inner core*' with desired spatial outcomes of:

"Intensification and diversification of land uses support city growth..." and

"Detailed local plans are developed for subdistrict areas in need of spatially targeted interventions through applicable DSDFs and LSDFs and development guidelines." – see District Plan guidelines below.

The MSDF also identifies the property as part of a '*development corridor*,' defined as:

"Corridors designated as structuring are typified by intensified and diversified land use. They reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment."

The approval of these land use applications will continue to contribute to the above desired land use outcomes of the spatial planning category designated by the MSDF, through the existing warehouse structures (Warehouse 1 & 3) and proposed additional warehouse structure (Warehouse 5) which establishes and allows for further incremental intensification and densification of warehouse and office uses on the property.

MPBL s99(1)(d)

There is no departure application contemplated which relates to floor space or height.

MPBL s99(2)(a) – Applicable spatial development framework

The proposed land use applications comply with the municipal spatial development framework (MSDF, 2023) which identifies the property as part of the ‘urban inner core’ with desired spatial outcomes of:

“Intensification and diversification of land uses support city growth...” and

“Detailed local plans are developed for subdistrict areas in need of spatially targeted interventions through applicable DSDFs and LSDFs and development guidelines.” – see District Plan guidelines below.

The MSDF also identifies the property as part of a ‘development corridor,’ defined as:

“Corridors designated as structuring are typified by intensified and diversified land use. They reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment.”

The approval of these land use applications will continue to contribute to the above desired land use outcomes of the spatial planning category designated by the MSDF, through the existing warehouse structures (Warehouse 1 & 3) and proposed additional warehouse structure (Warehouse 5) which establishes and allows for further incremental intensification and densification of warehouse and office uses on the property.

The Table Bay District Plan (2023) and sub-district plan identifies the property as part of a ‘Development Corridor,’ ‘Industrial Development’ and ‘Mixed-Use Intensification’ along a ‘Connector Route’ – with a spatial development objective of supporting “...the retention of industrial uses in association with the port,” and “Manage interfaces with port and industrial uses to minimise disturbance and improve efficiency. Ensure uses are compatible with intensive industrial and logistics functions.”

With supporting development guidelines encouraging:

“Ensure protection of industrial uses that benefit from port proximity.”

“Industrial is the preferred land use in Paarden Eiland with potential for intensified commercial consent uses.”

“Flexible and mixed building plates supported with the goal to support a range of industrial uses.”

The District Plan also identifies the site within a ‘Development Corridor’ defined as “...intensified and diversified land use, these corridors reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment.”

The District Plan identifies the site within an area of ‘Mixed Use Intensification’ defined as “These include developed or partially developed areas where further intensification and diversification of existing land uses is supported or where appropriate redevelopment to a mix of land uses is actively encouraged.”

The proposed land use applications are supported through the above development guidelines, as the existing warehouse structures (Warehouse 1 & 30 and additional, proposed warehouse structures (Warehouse 5) aligns with the existing zoning and dominant, and appropriate industrial intensification on-site. The orientation of the additional, proposed warehouse allows for appropriate parking and sufficient circulation on site.

MPBL s99(2)(b) – Relevant criteria contemplated in the DMS

The existing warehouse structures (Warehouse 1 & 3) and additional, proposed warehouse structure (Warehouse 5) is allowed in terms of the existing General Industrial zoning, hence the street and common building line setback departures, and restrictive condition removal applications. The subject property's location within a PT2 zone allows for a parking requirement of nil, although the owner is able to provide an additional 10 parking bays on-site for the new warehouse structure. We believe that all relevant criteria contemplated in the MPBL Development Management Scheme are complied with.

MPBL s99(2)(c) – Applicable policy approved by the City to guide decision-making

The proposed land use applications comply with the municipal spatial development framework (MSDF, 2023) which identifies the property as part of the 'urban inner core' with desired spatial outcomes of:

"Intensification and diversification of land uses support city growth..." and

"Detailed local plans are developed for subdistrict areas in need of spatially targeted interventions through applicable DSDFs and LSDFs and development guidelines." – see District Plan guidelines below.

The MSDF also identifies the property as part of a 'development corridor,' defined as:

"Corridors designated as structuring are typified by intensified and diversified land use. They reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment."

The approval of these land use applications will continue to contribute to the above desired land use outcomes of the spatial planning category designated by the MSDF, through the existing warehouse structures (Warehouse 1 & 3) and proposed additional warehouse structure (Warehouse 5) which establishes and allows for further incremental intensification and densification of warehouse and office uses on the property.

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Transit Orientated Development Strategic Framework (Dated March 2016)

The stated vision of Transit Orientated Development in Cape Town is:

"To progressively move toward a compact, well connected, efficient, resilient urban form and movement system that is conducive to economic and social efficiency and equality whilst providing cost effective access and mobility, with the least possible negative impact on the environment."

And one of the objectives of TOD is to:

"Maximise 'locational efficiency' so that people can walk, cycle and use public transport. This can be achieved through a comprehensive approach to land use density, mix and intensity, as well as a focus on prioritised public transport at a metro, corridor, nodal and precinct scale."

The rectification of the existing warehouse structures (Warehouse 1 & 3) and additional, proposed warehouse (Warehouse 5) further intensifies the character and additional employment and business opportunities within the well-established industrial area of Paarden Eiland encouraged by its location within a PT2 zone. The site is well integrated into the existing street network and existing service connections.

MPBL s99(2)(d) – Desirability of the proposed land use as per subsection 3

See s99(3) below.

MPBL s99(2)(e) – Impact on existing rights

Compliant: The approval of these land use applications will not result in any adverse impacts on any existing rights. The existing warehouse structures (Warehouse 1 & 3) will be rectified and processed in accordance with relevant legislation and the additional, proposed warehouse building (Warehouse 5) is allowed within the existing G12 zoning, but requires a street and common building line setbacks, and the restrictive condition removal application. The site falls within a PT2 zone, hence no additional parking requirements on site – despite the additional ten (10) parking bays provided.

MPBL s99(2)(f) – Application for consolidation

N/A: No application for consolidation is contemplated.

MPBL s99(2)(g) – Other considerations prescribed i.t.o. relevant national or provincial legislation

N/A: The proposed land use applications are not made in contradiction to and will not have any adverse impact on any national or provincial legislation.

MPBL s99(3)(a) – Socio-economic impact

The approval of these land use applications will allow for continued opportunity for industrial business to operate and provide employment to the immediate and further community. The existing and increased intensity of industrial use on the subject property will continue to and add further security (passive surveillance) onto the site and movement to the property – particularly along the southern boundary which borders a vacant piece of land allocated for road widening / upgrades in future.

MPBL s99(3)(d) - Compatibility with surrounding uses

The approval of these land use applications will not have an adverse impact on the surrounding land uses, but rather augment the existing industrial character of the area.

The rectification of the existing warehouse structures (Warehouse 1 & 3) and proposed new building (Warehouse 5) use is aligned with the GI2 zoning, further establishing and intensifying the use on the subject property (Erf 17812 Paarden Eiland). The majority of the surrounding properties are zoned General Industrial and include a variety of warehousing (manufacturing & storage) facilities with limited business uses.

MPBL s99(3)(e) - Impact on the external engineering services

The approval of these land use applications will have no adverse impact on the external engineering services.

MPBL s99(3)(f) Impact on safety, health and wellbeing of the surrounding community

The approval of these land use applications will not have an adverse impact on the safety, health and wellbeing of the surrounding community but rather continue to and add further value through passive surveillance onto the vacant land along the southern boundary of the subject property and increase internal safety on site through the existing warehouse structures (Warehouse 1 & 3) and intensifying the use with an additional warehouse and associated employees and activity on-site, which also increases access to warehousing (manufacturing & storage) facilities within the established suburb and access to employment opportunities.

MPBL s99(3)(g) - Impact on heritage

The approval of these land use applications will have no adverse impact on heritage, the site is not classified as a heritage protected area.

MPBL s99(3)(h) - Impact on the biophysical environment

The approval of these land use applications will not have an adverse impact on the biophysical environment.

MPBL s99(3)(i) - Traffic impacts, parking, access and other transport related considerations

The approval of these land use applications will have no adverse impact on traffic, parking, access, and other transport related considerations. The subject property's location within a PT2 zone, and connections to the street network emphasizes the above statement. The 10 on-site parking bays provided show how the existing warehouses and additional, proposed warehouse use exceeds the parking requirements on site (nil), while maintaining adequate and not compromising access to subject property.

MPBL - s99(3)(j) Whether the imposition of conditions can mitigate an adverse impact of the proposed land use

As has been motivated above, sufficient information is provided for the approval application to be considered desirable, with no adverse impacts on the surrounding community but rather maintaining its current and adding potential future value.

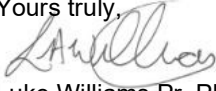
CONCLUSION AND RECOMMENDATION

The approval of these land use applications aligns with the proposed land use outcomes described in both the Municipal Spatial Development Framework and District (and sub-district) plans. The existing warehouse structures (Warehouse 1 & 3) and the additional, proposed warehouse (Warehouse 5) is allowed as a primary use within the GI2 zoning. The parking requirement is nil due to the site's location within a PT2 zone.

The proposal has been motivated appropriately in terms of the relevant policy and legal planning frameworks. We believe sufficient information has been provided in order to further process this LUMs application.

We appeal to you to consider our application favourably.

Yours truly,

A handwritten signature in dark ink, appearing to read 'Luke Williams', is written over the typed name.

Luke Williams Pr. Plan (A/2819/2019)

Annexures

Annexure A:	Updated LUM Application Form
Annexure B:	Updated Power of Attorney
Annexure C:	Copy of Title Deed
Annexure D:	Company Resolution
Annexure E:	SG Diagram
Annexure F:	Zoning Certificate
Annexure G:	Updated Site Plan
Annexure H:	City Correspondence

Figures

Figure 1:	Local Context
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Erf 17812 Paarden Eiland - Locality Plan



Legend



1:1 500
Projection: Web Mercator Auxiliary Sphere (WMAS),
Central Meridian 19° East
Spheroid: WGS_1984

Please Note:
- Every effort has been made to ensure the accuracy of information in this map at the time of publication.
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