



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500163280

**Erven 17640 and 17363, 90 and 92
Marine Drive Service Road and 157051,
85 Auckland Street, Paarden Eiland**

Development Management

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Prepared By:



Prepared For:



CAPE TOWN ERVEN 17640, 17363 & 157051

PAARDEN EILAND
CONSENT USE &
VARIOUS APPLICATIONS



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DATE: February 2026



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SECTION 1 BACKGROUND

1.1 INTRODUCTION AND BRIEF

The registered property owner, _____ has appointed **Urban Dynamics Cape (Pty) Ltd** to apply for and secure the necessary land use rights for a place of worship and associated ancillary uses on Erven 17640, 17363 and 157051 Cape Town (Paarden Eiland), hereinafter referred to as "the application area".

The developer's objective is to obtain the required development rights to establish a **Christian Revival Church** (CRC) facility, including ancillary administrative offices, a coffee shop and Sunday School Classrooms. The site is considered well suited for this proposed development.

The organisation has successfully established similar churches in Stikland, False Bay, Malmesbury, Worcester, Bellville, and Paarl. Based on this experience, a need has been identified for a congregation in the Blaauwberg area to address the growing demand within the broader Cape Town metropolitan area.

The proposed development will be established on a consolidation of the relevant properties, namely Erven 17640, 17363 and 157051, as illustrated in **Figure 1.1** below. The consolidated site has a total extent of approximately 7 020 m².



Figure 1.1: Subject properties



It should further be noted that Erf 17605 Cape Town, located directly opposite the consolidated site across Auckland Street, will be utilised for additional parking to accommodate visitors attending the church.

The relevant Power of Attorney's and Company Resolutions are attached hereto as **Annexure A** and the Land Use Application Form is attached hereto as **Annexure B**.

The individual property details are set out in **Table 1.1** below. Copies of the respective title deeds are attached as **Annexure C**, and the Surveyor-General diagrams are included as **Annexure D**.

It should be noted that structured parking to serve the proposed place of worship will be provided on Erf 17605, Cape Town. This parking area does not form part of the current land use application. A separate Site Development Plan has been submitted for the property, and Erf 17605 will be notarially tied to the application area following approval.

1.2 PROPERTY DESCRIPTION & OWNERSHIP

The subject properties are illustrated in **Figure 1.1** above and the relevant cadastral, ownership, and registration particulars pertaining to the subject properties, are summarised in **Table 1** below.

The subject property is described in the title deed as follows:

PROPERTY	EXTENT	TITLE DEED	REGISTERED OWNER
Erf 17640 Cape Town	4569 m ²		
Erf 17363 Cape Town	1011 m ²		
Erf 157051 Cape Town	1451 m ²		
	7031 m²		

Table 1: Property Description

1.3 CONDITIONS OF TITLE AND SERVITUDES

Mr Johan Beyers of STBB Attorneys conducted a review of the relevant title deeds. A copy of the Conveyancer's Certificate is attached as **Annexure E**.

The title deeds were examined to identify any restrictive conditions that may impact the proposed development. STBB Attorneys issued Conveyancer's Certificates for



each of the properties on 9 December 2025 (refer **Annexure E**), confirming that certain title deed restrictions prohibit the intended use of the site.

Accordingly, application will be made for the removal of a restrictive condition in terms of Section 42(g) of the City of Cape Town Municipal Planning By-Law, 2025 in terms of the following identified conditions:

Property	Title Deed	Restrictive Condition	Required By-Law Application
Erf 17640 Cape Town		Condition I.B(2) Condition II.B(1) Condition III.B(2) Condition II.B(2) Condition III.B(3)	Removal 42(g) Removal 42(g) Removal 42(g) Removal 42(g) Removal 42(g)
Erf 17363 Cape Town		Condition B(1) Condition B(2)	Removal 42(g) Removal 42(g)
Erf 157051 Cape Town		Condition I.C(1) Condition II(C)(1) Condition I.C(3) Condition II.C(3) Condition I.C(2) Condition II.C(2)	Removal 42(g) Removal 42(g) Removal 42(g) Removal 42(g) Removal 42(g) Removal 42(g)

Table 2: List of Restrictive Conditions to be removed

1.4 APPLICATION DETAILS

Application is hereby made in terms Section 42 of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) for the following:

1. Application for **Approval of a Site Development Plan** in terms of Section 42(i) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025).
2. Application for **Consolidation** in terms of Section 42(f) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to consolidate Erven 17640, 17363 & 157051 Cape Town.
3. Application for **Consent** Use in terms of Section 42(i) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to allow for a "place of worship" on the consolidated site assembly.
4. Application for **Removal of a restrictive condition** in terms of Section 42(g) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to remove various restrictive conditions in deed of transfer T75276/2025 & T82093/2025.
5. Application for **Permanent Departure** in terms of Section 42(b) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to permit the following:



- o a 1-meter building line on the southern boundary of Erf 17640 Cape Town in lieu of 5 meters.
 - o a 0-meter building line on the eastern boundary of Erf 17640 Cape Town in lieu of 5 meters.
 - o a 3.4-meter building line on the western boundary of Erf 17640 Cape Town in lieu of 5 meters.
 - o a 3.4-meter building line on the western boundary of Erf 17363 Cape Town in lieu of 5 meters; and
 - o a 0-meter building line on the eastern boundary of Erf 157051 Cape Town in lieu of 5 meters.
6. Application for **Permanent Departure** in terms of Section 42(b) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to permit a coverage of 86% in lieu of 75%.
 7. Application for **Alternative parking supply** in terms of Section 42(i) read with Section 138(a) of the City of Cape Town's Development Management Scheme, 2015 (amended 2025) to provide parking on Erf 17605 Cape Town.



Figure 1.2: Proposed Consolidation Plan

1.5 CONSTRUCTION PHASING

The proposed development will be implemented in three phases. Phase 1 will comprise the construction of the main auditorium and administration offices. Phase



2 will include the addition of the coffee shop, while Phase 3 will involve the construction of the Sunday school classrooms.

The phasing of the development has been designed to allow Phase 1 to be completed and operational independently, with Phases 2 and 3 to be developed at a later stage as required. This phased approach allows the facility to commence operations while providing for the future expansion of supporting and ancillary uses.

Figure 1.3 below illustrates the desired construction phasing plan.

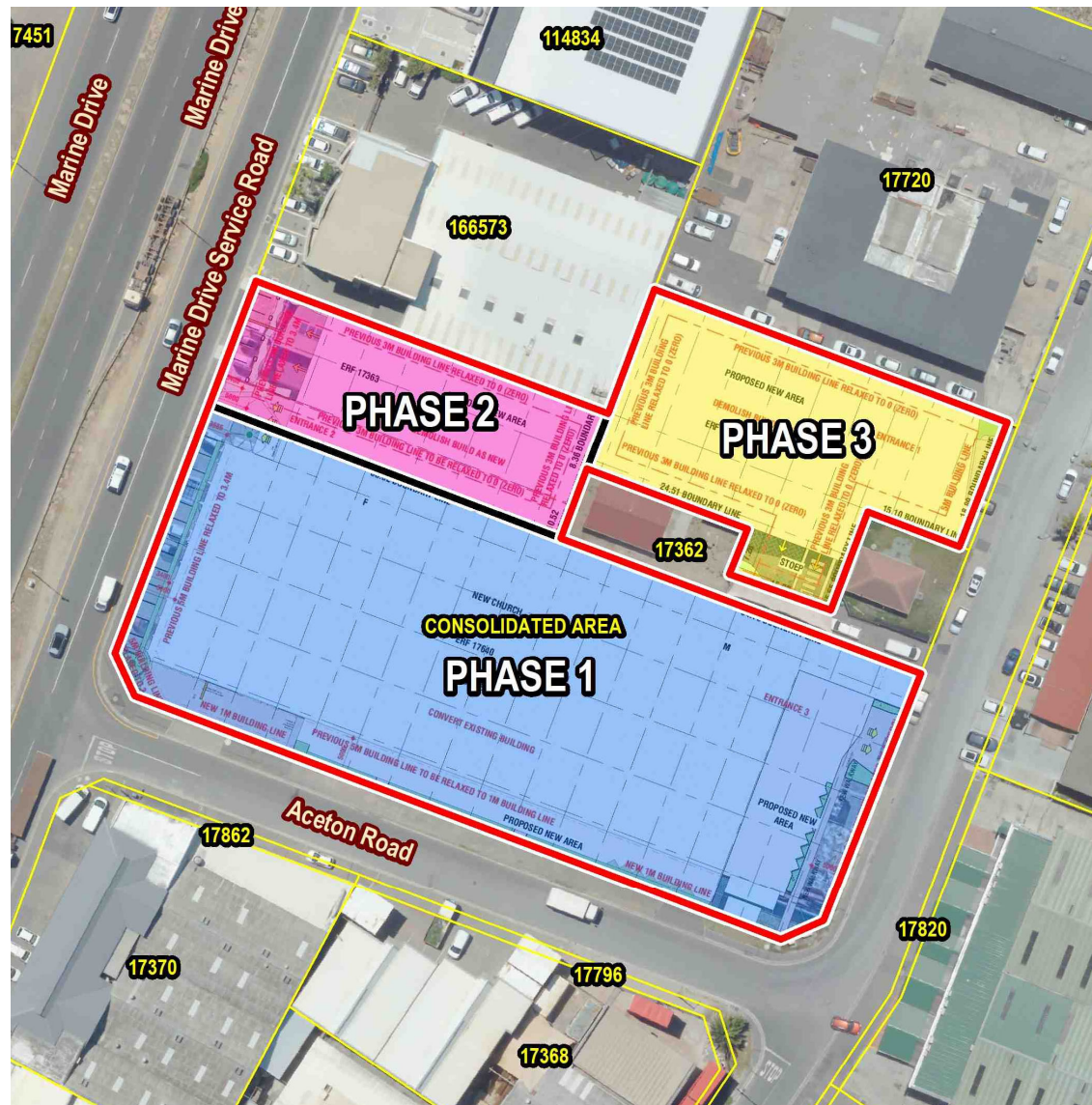


Figure 1.3: Proposed Construction Phasing



SECTION 2

CONTEXUAL INFORMANTS

2.1 REGIONAL CONTEXT

Paarden Eiland forms part of the greater Cape Town metropolitan area, situated approximately 4–5 km north of the Cape Town CBD along the Atlantic coastline. The area lies between the port/harbour-industrial precinct to the south and the residential suburbs of Brooklyn and Milnerton to the north and east.

Marine Drive (MR77) is a major north–south arterial route connecting the Cape Town CBD with Milnerton, Blouberg and the West Coast corridor. The corridor accommodates significant vehicular traffic volumes and includes dedicated MyCiTi bus infrastructure north of Milner Street.

Regionally, Paarden Eiland functions as an established industrial and commercial node within Cape Town's economic structure, supporting warehousing, logistics, light industrial activities and bulk trade services. Its proximity to the CBD, port facilities and major arterials reinforces its strategic logistical importance within the metropolitan context.



Figure 2.1: Regional Context



2.2 LOCAL CONTEXT

Locally, the subject properties are situated within a fully developed industrial block characterised by:

- Large-span warehouse structures
- Concrete hardstands and batching platforms
- Limited landscaping and high impervious coverage (estimated >90%)

The immediate surroundings comprise general industrial uses including warehousing, manufacturing, offices, and event-related facilities. The site is bounded and accessed via:

- Marine Drive Service Road
- Auckland Street
- Acteon Road

Stormwater in the area is conveyed via kerb-and-gutter systems toward the Swartrivier system.

The urban fabric is formal, grid-based, and vehicle-oriented, with limited pedestrian activity except along collector and access streets. Public transport accessibility is supported by nearby MyCiTi bus stops within walking distance (± 480 m).



Figure 2.2: Local Context



2.3 ZONING CONTEXT

All three subject erven are currently zoned **General Industrial 2 (GI2)** in terms of the City of Cape Town Municipal Planning By-Law.



Figure 2.3: Zoning Context

Under GI2 zoning, permitted uses typically include:

- Warehousing
- Light industrial activities
- Distribution and storage
- Industrial offices

A place of worship is not a primary right within GI2 and therefore requires a consent use application, together with consolidation of the erven.

The site falls within a PT2 parking management area in terms of the Municipal Planning By-Law, although parking will be provided on Erf 17605 Cape Town due to contextual considerations.



2.4 LAND USE CONTEXT

Existing Land Use:

The properties are currently utilised for industrial purposes, including warehousing and a batching plant operation with associated yard and stockpile areas. These uses generate steady weekday industrial activity and relatively high impervious coverage.

Proposed Land Use:

The proposed development entails conversion to a large-scale place of worship comprising:

- 3200-seat main auditorium
- Chapel
- Sunday school classrooms
- Youth hall
- Administrative offices
- Coffee shop

The land use shift represents a transition from continuous weekday industrial operations to an assembly-type use with intermittent peak demand, particularly during Sunday peak hours (10:00–11:00).

From a municipal services perspective, while peak service-day demands increase relative to average industrial demand, long-term average potable water and sewer loads are expected to be lower than the existing industrial baseline.

In summary, the proposal introduces a community-orientated institutional use within a predominantly industrial precinct, supported by existing bulk infrastructure and arterial access, subject to planning approval and traffic management mitigation.

2.5 POLICY CONTEXT

A review of existing planning policies was undertaken to determine the planning policy framework pertaining to the application area and the surrounding environs, in order to contextualise the application within this framework. The relevant policy documents are as follows. **Table 2** below summarises the compliance of the proposal with the relevant policies.



POLICY DIRECTIVE	COMPLIANCE WITH OVERARCHING SPATIAL & ECONOMIC OBJECTIVES
Western Cape Provincial Spatial Development Framework (PSDF 2014)	✓
Cape Town Municipal Spatial Development Framework (MSDF, 2023)	✓
Table Bay District Plan (DSDF, 2023)	✓

Table 3: Policy Compliance

2.5.1 Western Cape Spatial Development Framework (PSDF 2014)

The Western Cape Provincial Spatial Development Framework (PSDF, 2014) conveys the province's spatial agenda to National and Provincial departments, as well as state owned enterprises so that their relevant sector plans and programmes are grounded in a sound and common spatial logic boarded on the geographical areas opportunities and constraints. The PSDF is a long term (longer than 5 years) spatial framework which coordinates, integrates and aligns the plans, policies and strategies of all spheres of government.

The PSDF seeks to improve the effectiveness of public investment in the Western Cape's built and natural environments by:

- o Adopting credible spatial planning principles to underpin all capital investment programmes;
- o Spatially targeting and aligning the various investment programmes; and
- o Creating opportunities for community and business development in targeted areas.

The logic underpinning the PSDF's spatial strategy is to:

- Capitalise and build on the Western Cape's comparative strengths (e.g. gateway status, knowledge economy, lifestyle offering) and leverage the sustainable use of its unique spatial assets;
- Consolidate existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation, with Cape Town being the main economic node;
- Connect urban and rural markets and consumers, fragmented settlements and critical biodiversity areas (i.e. freight logistics, public transport, broadband, priority climate change ecological corridors, etc.); and
- Cluster economic infrastructure and facilities along public transport routes and respond to unique regional identities within the Province.



Whilst the PSDF has limited influence on private sector investment patterns, it does contribute to reducing business risk, by inter alia providing clarity and certainty on where public infrastructure investment will be targeted, thereby creating and managing new economic opportunities in specific areas. In relation to the above, Cape Town has been identified as a Regional City. Within such an area, the PSDF promotes public infrastructure investment to leverage private sector and community investments.

To deliver on the Western Cape Government's strategic objectives, the PSDF focuses on growing the economy, building greater environmental resilience and better socio-economic inclusion. This is achieved by the following:

- Growing the Province's economy in partnership with the private sector, non-governmental and community based organisations: Public investment is targeted in the main drivers of the provincial economy, i.e. Cape Town; urban growth pressures are managed to ensure more efficient, equitable and sustainable spatial performance; private sector and community investment are leveraged to restructure dysfunctional human settlements; diversification, integration and intensification of land uses are supported; rural development is supported to secure the agricultural economy and farm workers, as well as diversifying rural livelihood and income earning opportunities;
- Using infrastructure investment as a primary lever to bring about the required urban and rural spatial transitions: Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery; and
- Improving oversight of the sustainable use of the Province's spatial assets: Safeguard biodiversity networks and the functionality of ecosystems; sustainable use of water and agricultural resources; preserve the unique cultural, scenic and coastal resources, on which the tourism economy depends.

The PSDF aims to create a balance between environmental conservation, preserving the scenic and cultural resources on the one side and creating the necessary opportunities for development, socio economic growth and employment generation on the other.

From the analysis of the PSDF's policy objectives, it is clear that the PSDF, in principle, supports appropriate future development that would contribute to sustainable development within the City of Cape Town.

From a careful analysis of the PSDF's (2014) policy objectives as illustrated above, it is clear that the PSDF (2014) would, in principle, support the development proposal for the Christian Revival Church to be situated on Erven 17640, 17363 & 157051 Cape Town.



2.5.2 Cape Town Municipal Spatial Development Framework (MSDF, 2023)

The Municipal Spatial Development Framework (MSDF) is a strategic planning document prepared by the City of Cape Town Metropolitan Municipality that sets out the long-term vision, objectives, and spatial strategies for land use and development within its jurisdiction.

The Cape Town Municipal Spatial Development Framework (MSDF, 2023) is the current and approved structure plan for the City of Cape Town in terms of the Municipal Systems Act (Act 32 of 2000) and the 'municipal spatial development framework' in terms of the Municipal Planning By-Law, 2015 (revised 2019). The City of Cape Town MSDF sets out the spatial vision and development priorities to achieve a reconfigured, inclusive spatial form for the City.

The MSDF policy shifts towards targeted investment and land use management, which are based on inward growth. To encourage and manage the proposed inward growth within the City, future growth will be governed by the following four primary Spatial Transformation Areas. The main purpose of the MSDF is to motivate and illustrate 'when' and 'how' development would be facilitated by the City. To achieve this, four primary Spatial Transformation Areas (STAs) have been demarcated as principal instruments, namely:

- **Urban Inner Core** - includes the majority of the City's existing industrial and commercial nodes, the airport, ports and primary freight infrastructure, the three Integration Zones, Integrated Public Transport Network corridors and Transit Accessible Precincts, where the City will prioritise investment and co-investment;
- **Incremental Growth and Consolidation Areas** - represents areas where the City is committed to servicing existing communities and where new development will be subject to infrastructure capacity;
- **Discouraged Growth Areas** - includes protected areas based on natural and agricultural assets, areas with a lack of social and physical infrastructure and areas that do not contribute to spatial transformation, inward growth or the premise of TOD; and
- **Critical Natural Areas** - includes areas that contribute significantly to the City's future resilience and/or have official protection and conservation status.



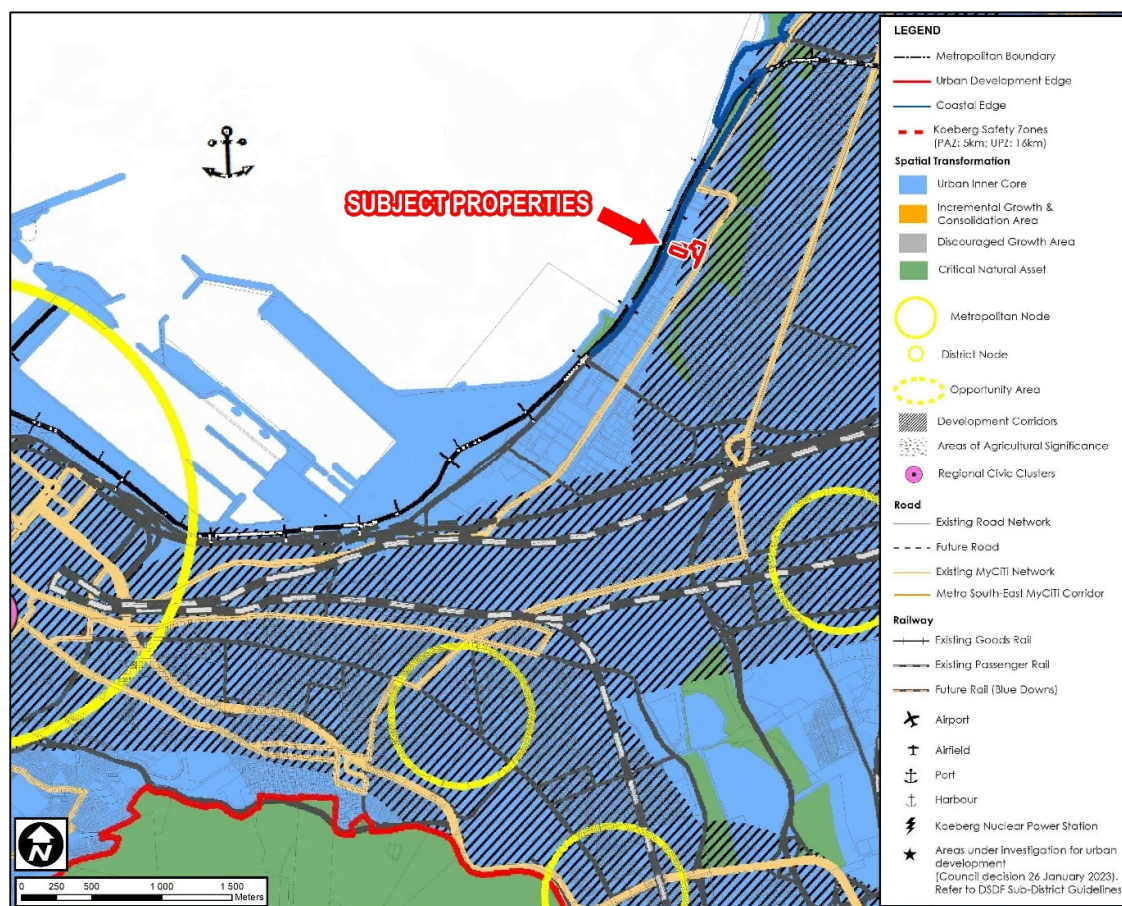


Figure 2.4: MSDF (2023) Extract

Under the MSDF, the subject area is situated within or adjacent to the following spatial transformation areas:

Urban Inner Core – This area is prioritised for infill, regeneration, and intensification of land use, with a focus on optimising infrastructure and public transport systems. A place of worship directly supports the objectives of the Urban Inner Core by promoting community cohesion, social support, and accessible social infrastructure within an established urban area. Such facilities contribute to the creation of inclusive and vibrant neighbourhoods by providing spaces for gathering, education, and community outreach. Their location within the Urban Inner Core enables convenient access via existing public transport networks and supports the efficient use of existing municipal infrastructure while reinforcing the mixed-use and socially supportive character envisioned for these areas.

Development Corridor – The subject area's location along a development corridor reinforces its potential for transit-oriented development, improved accessibility, and integration of diverse land uses.



2.5.2 Table Bay District Plan (DSDF, 2023)

The District Spatial Development Framework (DSDF) aims to align the district level plans with the MSDP and therefore includes the same spatial strategies contained in the CoCT IDP and MSDP, namely plan for economic growth, and improve access to economic opportunities; manage urban growth, and build an inclusive, integrated, vibrant, and healthy city.

The application area falls within a "Industrial" designation, as illustrated in **Figure 2.5** below.



Figure 2.5: District Plan (2023) Extract

Although the subject property in Paarden Eiland is located within an area designated 'Industrial' in the Blaauwberg District Spatial Development Framework (2023), the Plan explicitly supports compatible non-industrial uses where they contribute to the activation, intensification and mixed-use objectives of the area. The Blaauwberg Plan's strategic intent for industrial precincts recognises the value of diversified land use that enhances economic activity and local services when such uses can be accommodated without undermining the primary industrial function.

Previous correspondence with the Spatial Planning Department confirms that a **deviation from the SDF is not required**, as the application is for a consent use only and



does not involve a rezoning. Please refer to the email correspondence attached hereto as **Annexure F**.

2.6 CONCLUSION – CONTEXTUAL ASSESSMENT

From the review of the relevant spatial planning policies, it is evident that the proposed development aligns with the overarching spatial and socio-economic objectives set out in the applicable provincial and municipal policy framework. At a provincial level, the Western Cape Provincial Spatial Development Framework promotes development that supports economic growth, community development, and the efficient use of existing infrastructure within established urban areas. The proposal for a place of worship within the City of Cape Town contributes to these objectives by facilitating social infrastructure and community development within a recognised regional economic node.

At a municipal level, the Cape Town Municipal Spatial Development Framework prioritises inward growth, land use intensification, and the optimal use of existing infrastructure within the Urban Inner Core. The proposed place of worship is consistent with these objectives as it introduces a community-oriented land use within an accessible urban location that is well served by existing infrastructure and transport networks. Such facilities play an important role in strengthening social cohesion and supporting inclusive and vibrant urban environments.

Furthermore, although the site falls within an industrial designation in the Table Bay District Spatial Development Framework, the Plan acknowledges the value of compatible supporting uses that activate and diversify industrial areas without undermining their primary economic function. In this regard, the proposed development can be accommodated as a compatible land use.

Accordingly, the proposal is considered to be broadly consistent with the intent and objectives of the relevant spatial planning policy framework and is therefore supported in principle.



SECTION 3 THE DEVELOPMENT PROPOSAL

3.1 BACKGROUND

Following the above analysis of the contextual assessment, this section outlines the project objectives for the development proposal on Erven 17640, 17363 and 157051 Cape Town.

3.2 SITE DEVELOPMENT PLAN

A draft site development plan was prepared by DBM Architects indicating the proposed place of worship on the subject properties. A copy of the site development plan is included herewith as **Annexure G**.

An extract of the SDP is illustrated by **Figures 3.1 – 3.3** below.

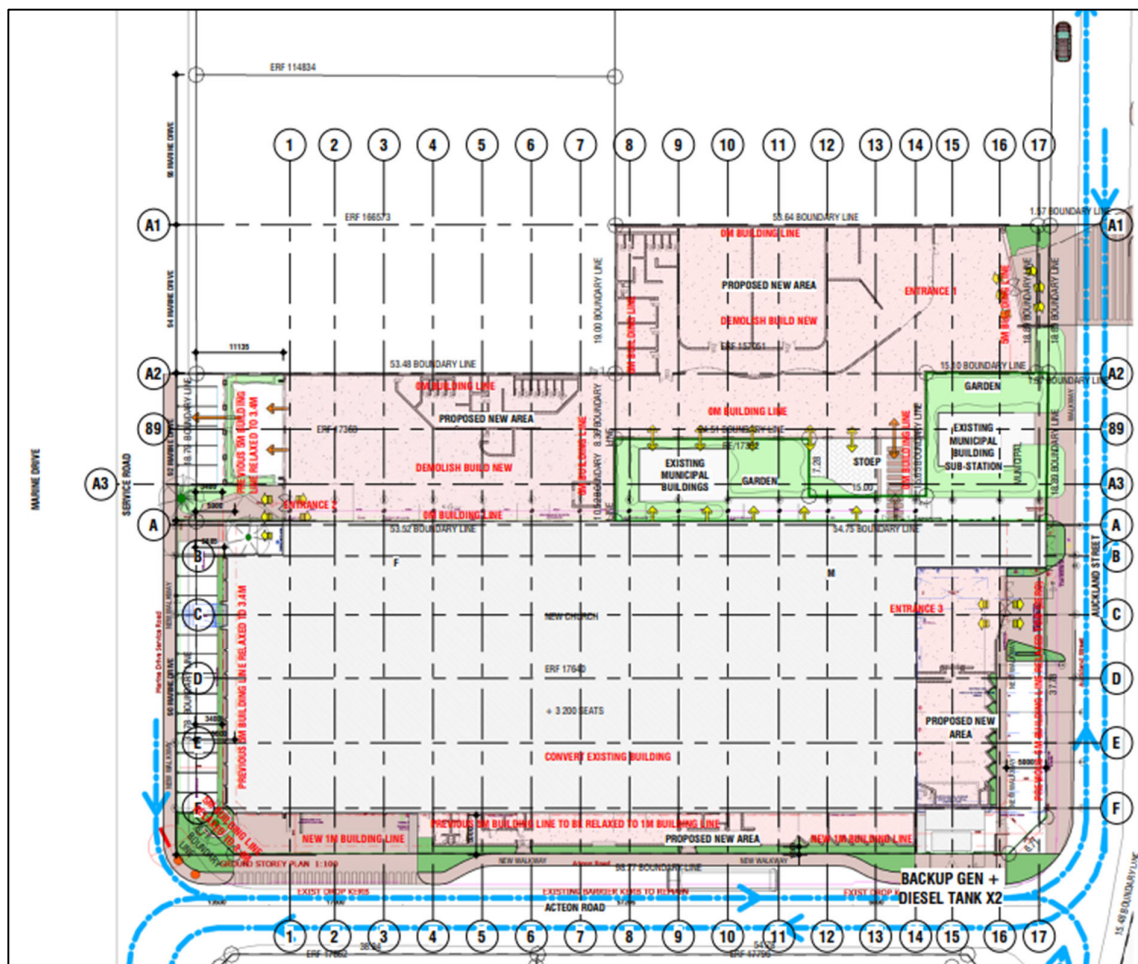


Figure 3.1: Proposed Site Development Plan



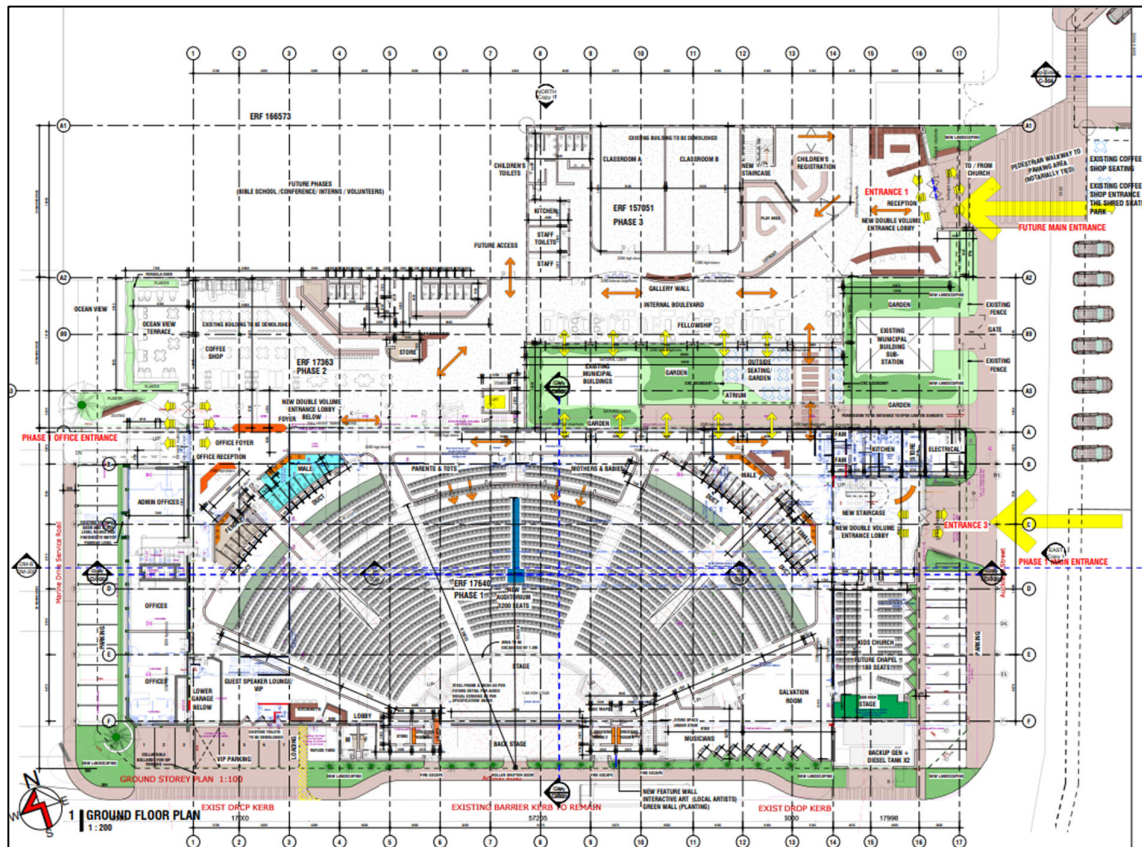


Figure 3.2: Proposed Site Development Plan (Ground Floor)

Based on the Site Development Plan for CRC Cape Town (Erven 17363, 157051 and 17640), the proposed development entails the establishment of a place of worship and associated facilities, including structured parking, supporting administrative functions, and community-oriented spaces.

The structured parking proposed on Erf 17605, Cape Town, does not form part of the current application. A separate Site Development Plan has been submitted for this property. It should be noted that Erf 17605 will be notarially tied to the application area following approval.

The development centres on the construction of a new church auditorium with a seating capacity of approximately 3 200 people, designed as the primary gathering space for worship services and events. The auditorium incorporates a stage, backstage areas, dressing rooms for musicians and speakers, and supporting production facilities. Associated foyer areas, including a double-volume entrance lobby, provide access to the auditorium and facilitate congregation circulation and gathering before and after services.

The ground floor further accommodates a range of supporting uses, including administrative offices, meeting rooms, fellowship spaces, a coffee shop, kitchen facilities, and children's ministry areas such as classrooms, registration areas, play



spaces, and dedicated children's ablution facilities. Provision is also made for specialised spaces such as parents' rooms and a future chapel accommodating approximately 180 seats.

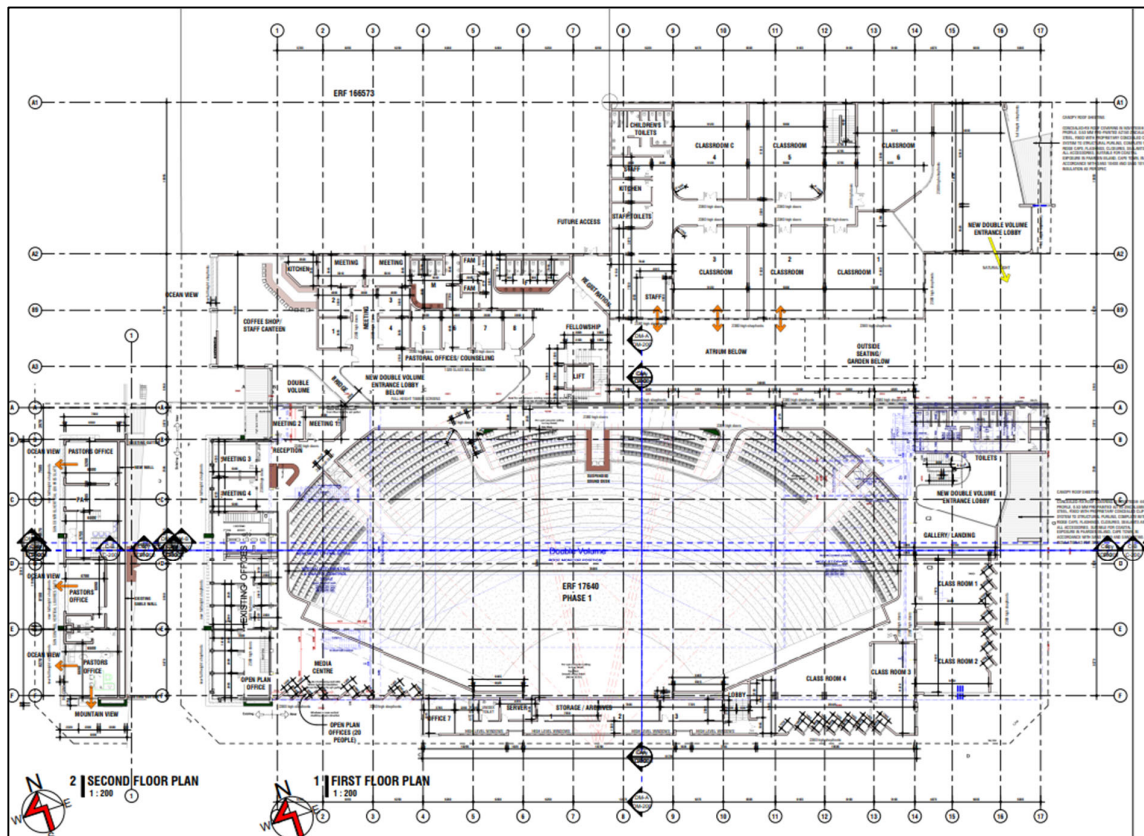


Figure 3.3: Proposed Site Development Plan (Second Floor)

Additional office space, meeting rooms, classrooms and staff facilities are located on the upper floor, supporting the operational and administrative functions of the church. Future phases of development are indicated for potential expansion, including facilities such as a Bible school, conference spaces and volunteer or internship areas.

Overall, the development represents a comprehensive church campus incorporating worship, administrative, educational and community facilities supported by structured parking, landscaping and pedestrian infrastructure.

3.3 DEVELOPMENT PARAMETERS

As described in the zoning context above (refer **Section 2.3**), the subject properties are currently zoned "General Industrial 2" in terms of the City's Development Management Scheme (2025). The development parameters are discussed in further detail in **Table 4** below.



Erven 17640, 17363 & 157051 Cape Town	
Current Zoning	General Industrial 2
Primary Land Use	Industry, restaurant, shop, service station, motor repair garage, funeral parlour, scrap yard, authority use, utility service, crematorium, rooftop base telecommunication station, freestanding base telecommunication station, transport use, multiple parking garage, agricultural industry, private road, open space, additional use rights, veterinary practice, electric vehicle charging stations, micro wind turbine, structure-mounted energy system, ground-mounted energy system and filming.
Consent	Abattoir, place of worship, institution, clinic, place of assembly, adult entertainment business, adult services, aquaculture, informal trading, shop, office, sale of alcoholic beverages, place of entertainment, helicopter landing pad, wind turbine infrastructure, utility-scale energy structure, small-scale animal care centre, flats, recycling centre and container site. Proposed: Place of Worship Implication: Consent required
Height	20,0 m, but no restriction in respect of manufacturing buildings.
Floor Factor	4
Coverage	Permissible: 75% Proposed: 86% Implication: Departure required
Building Lines	Permissible: Street boundary: 5.0 m Permissible: Common boundaries: 0.0 m Proposed: Erf 17640 Street Boundary South: 1.0 Proposed: Erf 17640 Street Boundary East: 0.0 Proposed: Erf 17640 Street Boundary West: 3.4 Proposed: Erf 17363 Street Boundary West: 3.4 Proposed: Erf 157051 Street Boundary East: 0.0 Implication: Departures required
Parking	Permissible: Located in a PT2 area, Nil parking bays required Proposed: 576 Parking bays will be provided on Erf 17605, Cape Town, which will be notarially tied to the application area.
Summary: Consent Required; and Permanent Departure Required	Consent: Place of Worship Permanent Departure: to permit a coverage of 86% in lieu of 75% Permanent Departure: Erf 17640 Street Boundary South: 1.0 Permanent Departure: Erf 17640 Street Boundary East: 0.0 Permanent Departure: Erf 17640 Street Boundary West: 3.4 Permanent Departure: Street Boundary West: 3.4 Permanent Departure: Erf 157051 Street Boundary East: 0.0

Table 4: Assessment of Development Parameters



A consent use, permanent coverage and building line departures will be required to successfully execute the proposed place of worship on the subject properties.

Following the assessment of the development proposal and its compliance with the City of Cape Town Development Management Scheme (2025), it can be concluded that the proposed development conforms to the scheme guidelines, **with the inclusion of the relevant Consent Use and Permanent Departures.**

3.4 PARKING PROVISION & ACCESS

The proposed development is located within a PT2 zone, where no parking provision is required. Notwithstanding this, the client has elected to provide parking across the street on Erf 17605, Cape Town. A separate application for Site Development Plan (SDP) approval for Erf 17605 is currently underway. Upon approval of the relevant land use applications, the application area will be notorially tied to Erf 17605. **Figure 3.4** below illustrates the proposed parking layout in relation to the application area.

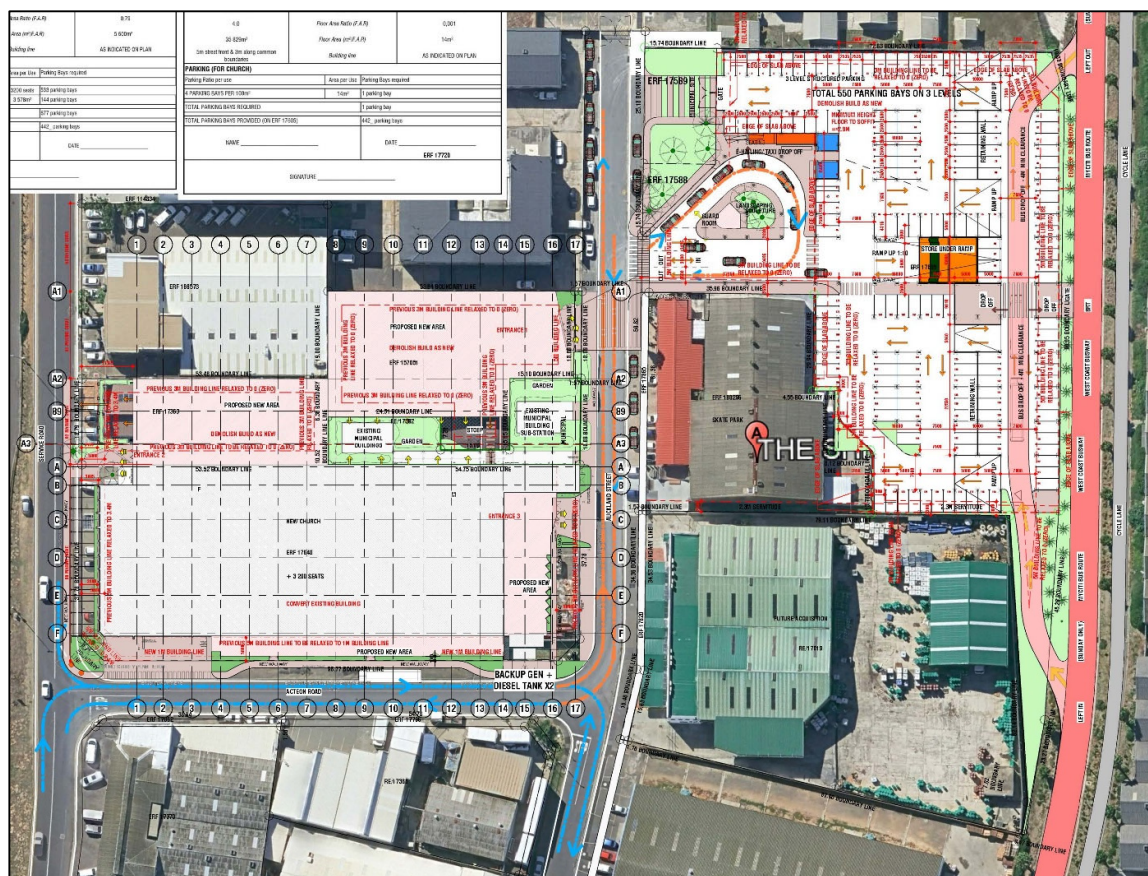


Figure 3.4: Proposed parking for application area



3.5 URBAN DESIGN CONTEXT

The Urban design framework prepared by DBM Architects (attached as **Annexure K**) outlines the spatial rationale and urban design principles guiding the proposed place of worship within the Paarden Eiland precinct. The framework demonstrates how the development aligns with the City of Cape Town's Urban Design Policy and broader spatial planning objectives, particularly those relating to regeneration, mixed-use intensification, and improved public realm quality.

Paarden Eiland occupies a strategically significant location within the metropolitan structure of Cape Town, positioned between the CBD, the Atlantic Seaboard and northern industrial and residential corridors. Historically developed as an industrial precinct closely linked to port and logistics activities, the area is currently undergoing gradual transformation toward a more diverse mixed-use environment. Municipal planning frameworks identify Paarden Eiland as a regeneration area where land use planning and urban design interventions should encourage densification, integration and improved urban functionality.



Figure 3.5: Paarden Eiland Macro Locality Plan

Within this context, the proposed CRC church development represents an adaptive reuse of an existing industrial warehouse to create a community-oriented facility that integrates spiritual, social and ancillary commercial functions. The proposal seeks to establish a landmark civic node that contributes to the broader transition of Paarden Eiland from a purely industrial area to a more vibrant mixed-use urban environment. The development introduces a range of complementary activities including gathering spaces, community support facilities and public-facing amenities, thereby intensifying land use and expanding the diversity of services available within the area.



Urban design interventions prioritise pedestrian accessibility, connectivity and activation of the public realm. The development incorporates multiple entrances, active street interfaces, and transparent façades to promote passive surveillance and improve safety along Marine Drive, Acteon Road and Auckland Street. In addition, small public open spaces, landscaped areas and pedestrian routes are integrated to enhance walkability and strengthen connections to surrounding amenities and the Zoarvlei ecological corridor.

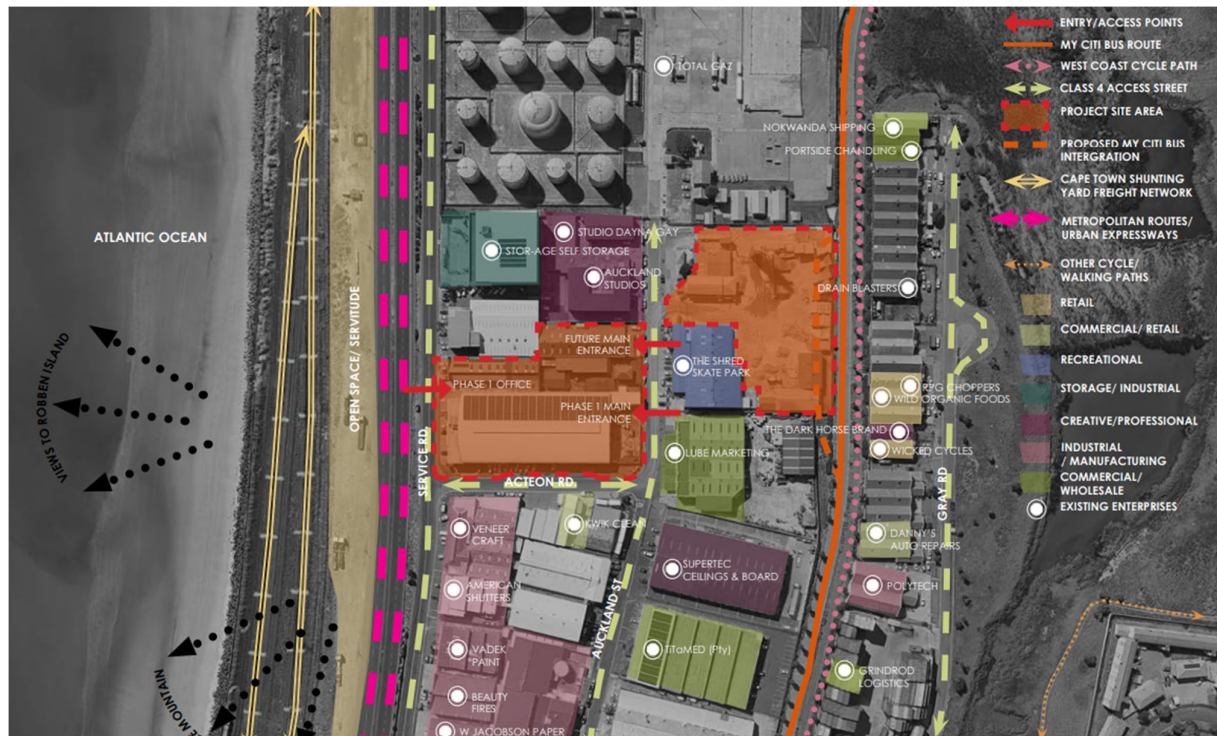


Figure 3.6: Paarden Eiland Micro Locality Plan

The framework further highlights opportunities for improved public transport integration, including a potential MyCiTi bus stop and park-and-ride facility, which would enhance accessibility while mitigating traffic impacts. Collectively, the proposed development supports the objectives of the Municipal Spatial Development Framework by promoting urban regeneration, improved placemaking, and the introduction of socially inclusive community infrastructure within Paarden Eiland.



SECTION 4 TRAFFIC & ENGINEERING SERVICES

4.1 TRAFFIC & TRANSPORT

Based on the Transport Impact Assessment (dated April 2026) prepared by ITS Engineers (refer to attached **Annexure H**), the proposed Paarden Eiland Church development (3 200-seat auditorium with associated facilities) is expected to generate approximately 1 707 vehicle trips (939 inbound, 768 outbound) during the Sunday peak hour (10:00–11:00), assuming 80% private vehicle use and an average occupancy of 1.5 persons per vehicle. Existing (2026) and 2031 background traffic conditions indicate that all surrounding intersections currently operate, and will continue to operate, at acceptable Levels of Service (LOS) with adequate spare capacity.

Under 2031 total traffic conditions (background plus development traffic), three intersections are expected to operate at unacceptable LOS during the Sunday peak hour: Service Road/Section Street, Service Road/Acteon Street, and Auckland Street/Acteon Street. No permanent geometric upgrades are proposed at this stage; instead, a detailed Traffic Management Plan (TMP) have been prepared to manage peak-period operations (refer to **Annexure L**). The TMP includes temporary Sunday one-way operations along Acteon Street, traffic redistribution measures, and the use of pointsmen to facilitate traffic flow.

Access to the 3-level parking structure (576 bays provided; 533 required) is proposed via Auckland Street, approximately 95 m from Acteon Street, which complies with spacing guidelines. Said erf accommodating the parking structure will be notarially tied to the application area to ensure the provision of parking for the proposed development. The access must be reconfigured to two inbound and one outbound lane, be stop-controlled, and the carriageway crossing reduced to comply with the City's by-law requirements. Access control gates must remain open during services to prevent queuing onto the public road.

Public transport accessibility is considered adequate, with MyCiTi bus stops within 480m and provision for an on-street bus embayment along Acteon Street. Pedestrian mitigation includes relocation of the crossing north of the parking access and provision of 2 m-wide sidewalks to manage significant pedestrian flows.

Overall, subject to approval and implementation of the TMP and access refinements, the development can be supported from a transport perspective.

4.2 POTABLE WATER

The Water and Sewer Demand Report (prepared by Struxit Engineers) for the proposed CRC Church (dated April 2026, attached hereto as **Annexure I**) confirms that the site



is currently serviced by the City of Cape Town's municipal potable water network, with water mains located along Marine Drive Service Road and Auckland Street. At a planning level, no bulk water supply constraints were identified.

The existing industrial land uses on the site, comprising warehouse buildings, industrial structures and a batch plant operation, generate an estimated Average Annual Daily Demand (AADD) of approximately 56.8 kℓ/day. The batch plant contributes significantly to the current demand due to process water requirements and washing activities.

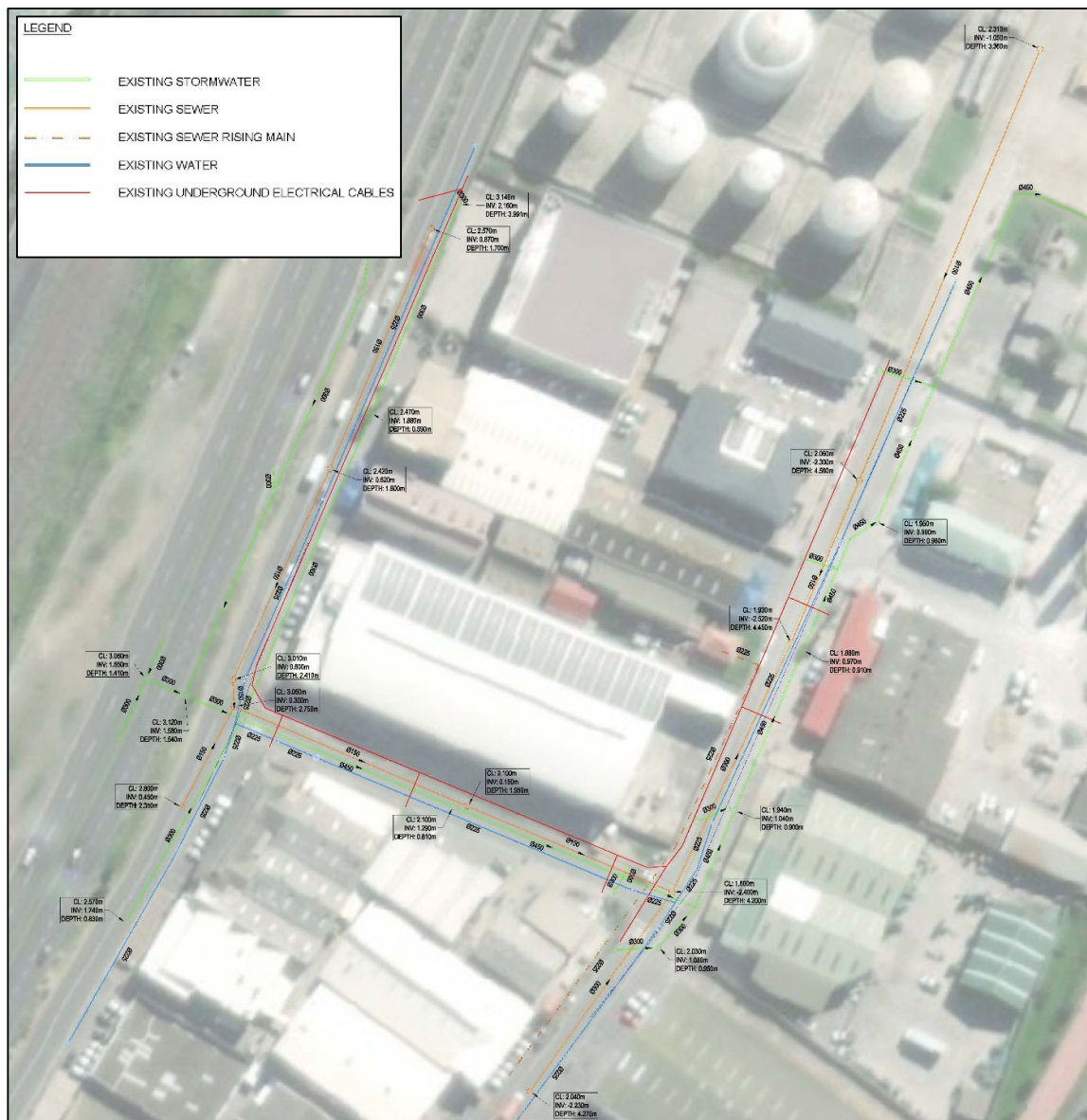


Figure 4.1: Existing Stormwater, Sewer and Water Infrastructure

The proposed CRC Church development represents an intermittent-use, assembly-type land use with concentrated demand during scheduled Sunday services. The calculated peak service-day potable water demand is approximately 92.8 kℓ/day, which will govern the sizing of on-site reticulation, service connections and



downstream hydraulic verification during detailed engineering design.

However, when applying a weekly demand averaging methodology to reflect the operational profile of the development, the representative long-term potable water demand reduces to an AADD of approximately 15.0 kℓ/day. This value represents the long-term loading imposed on the municipal bulk water supply system.

While peak service-day demand exceeds the existing average industrial demand and must be accommodated in the detailed design of internal services and connections, the representative average demand associated with the proposed development is materially lower than that generated by the existing industrial land-use rights. From a bulk infrastructure perspective, the redevelopment is therefore not expected to increase long-term loading on the municipal potable water system, subject to confirmation during detailed design.

4.3 SEWER

The Water and Sewer Demand Report prepared by Struxit Engineers (**Annexure I**) confirms The site is currently connected to the City of Cape Town's gravity sewer network, which includes 150 mm and 300 mm diameter sewer mains discharging toward a municipal pump station along Auckland Street. No bulk sewer upgrades are anticipated at a planning level, although connection details and downstream capacity will require confirmation during detailed design.

Based on the existing potable water demand and applying a 90% return-to-sewer factor, the current industrial land uses generate an estimated Average Daily Dry-Weather Flow (ADDWF) of approximately 51.1 kℓ/day.

For the proposed development, the calculated peak service-day sewer flow is approximately 83.5 kℓ/day, derived by applying the same 90% return-to-sewer factor to the peak potable water demand. This peak flow condition governs sewer connection capacity, on-site reticulation design and downstream hydraulic checks.

When applying the weekly demand averaging methodology to reflect intermittent use, the representative long-term sewer demand reduces to an ADDWF of approximately 13.5 kℓ/day. This represents the average dry-weather loading imposed on the municipal sewer network.

Although peak service-day flows exceed the existing average industrial flows and must be accommodated through appropriate engineering design, the representative average sewer demand associated with the proposed development is substantially lower than the existing industrial demand. The redevelopment is therefore not expected to impose an increased long-term burden on the municipal sewer reticulation system, subject to detailed hydraulic verification and municipal approval.



4.4 STORMWATER MANAGEMENT

The Stormwater Management Strategy dated April 2026 (attached as **Annexure J**) assesses the pre- and post-development hydrological response of the consolidated CRC Church site in Paarden Eiland and outlines measures to ensure safe conveyance, peak flow control, and compliance with the City of Cape Town's stormwater policies and by-laws.

The site is located within an established industrial precinct and is currently characterised by extensive impervious surfaces, including large warehouse roofs, concrete hardstands and paved yards, with an estimated impermeability exceeding 90%. Under existing conditions, stormwater runoff is largely uncontrolled and drains directly to surrounding municipal roadways before entering the City's kerb-and-gutter system and underground stormwater network, ultimately discharging into a downstream vlei that drains to the Swarttrivier.

For hydrological assessment purposes, the site was treated as a single consolidated catchment due to its flat topography and high hydraulic connectivity. The Rational Method was applied using the City of Cape Town's updated Intensity–Duration–Frequency (IDF) curves, which incorporate climate change considerations. The analysis confirms that the pre-development runoff coefficient (0.88) and post-development coefficient (0.84) are comparable, reflecting the already highly impervious nature of the site.

Peak flow calculations demonstrate that post-development runoff rates are marginally lower than existing conditions. For example, the 1:10-year peak flow reduces from 0.419 m³/s to 0.400 m³/s, and the 1:50-year peak flow reduces from 0.583 m³/s to 0.556 m³/s (Table 4-3). As a result, no material increase in peak runoff volumes is anticipated.

Given the brownfield context and negligible change in runoff characteristics, the report motivates that on-site attenuation facilities are not required. Instead, the strategy focuses on structured internal drainage, controlled discharge to the municipal system, and defined emergency overland flow routes to accommodate events exceeding design capacity. Emergency flows are directed via internal roads and paved areas, ensuring protection of buildings and adjacent properties.

Regarding water quality, a site-specific motivation is provided for waiver of on-site treatment measures. The development does not introduce high-risk pollutant sources, and runoff is predominantly roof and paved-surface water. Furthermore, the downstream vlei provides natural attenuation and polishing prior to discharge into the Swarttrivier.

Overall, the Strategy concludes that the redevelopment will not result in increased stormwater impacts and will improve stormwater control relative to the fragmented industrial layout. The proposal is therefore considered compliant with City of Cape



Town requirements and acceptable in principle from a stormwater management perspective, subject to detailed hydraulic design and municipal approval.

4.5 CONCLUSION

The specialist assessments confirm that the proposed CRC Church development is acceptable from a traffic, water, sewer and stormwater perspective. While peak demands occur during service periods, long-term average water and sewer loads are lower than existing industrial rights, stormwater runoff is not increased, and traffic impacts can be accommodated with recommended mitigation. The development will not impose adverse bulk infrastructure impacts, subject to detailed design and municipal approval.



SECTION 5 MOTIVATION & DESIRABILITY

The proposed place of worship and associated ancillary uses require approval for a consent use, as well as permanent departures from the building line and coverage provisions, as outlined above. This land use application, submitted in terms of the City of Cape Town's Municipal Planning By-Law, 2015 (as amended in 2025), is motivated in accordance with the relevant assessment and desirability criteria set out below.

5.1 MOTIVATION FOR CONSENT USE

The proposed place of worship on Erven 17640, 17363 and 157051, Paarden Eiland has been assessed in terms of the assessment criteria contained in Section 99 of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025). Based on the planning investigation, specialist studies, and policy assessment, the application is considered both appropriate and desirable.

The subject site is located within the Paarden Eiland industrial precinct, a strategically located area in close proximity to the Cape Town CBD, harbour and major regional movement routes. Although historically industrial in character, the precinct is undergoing gradual transformation toward a more diversified and mixed-use urban environment. The introduction of a community-orientated land use such as a place of worship contributes positively to this transition by enhancing the availability of social and community facilities within the area.

The proposal demonstrates planning merit for the following key reasons:

- **Efficient use of well-located land:**
The development entails the redevelopment and adaptive reuse of existing industrial buildings to accommodate a 3 200-seat auditorium and associated ancillary facilities, thereby optimising the use of underutilised urban land within an established precinct.
- **Compatibility with the surrounding urban context:**
Places of worship are generally regarded as compatible institutional uses that can function alongside commercial and light industrial activities, particularly within areas transitioning toward more mixed-use environments.
- **Availability of engineering infrastructure:**
The engineering service assessments confirm that the proposal can be accommodated within the existing municipal infrastructure network. The water and sewer demand study indicates that the representative average demands associated with the proposed development are lower than those generated by the existing industrial land uses, thereby not increasing long-term demand on bulk municipal services.



- **Acceptable transport and stormwater impacts:**

The Transport Impact Assessment confirms that the surrounding road network can accommodate the anticipated traffic associated with the development, while the stormwater management strategy demonstrates that post-development runoff will remain comparable to existing conditions and will be safely conveyed to the municipal system.

In view of the above, the proposed development is considered desirable from a spatial planning, infrastructure, and urban integration perspective, and is therefore supported in terms of the provisions of Section 99 of the Municipal Planning By-Law.

5.2 MOTIVATION FOR PERMANENT DEPARTURES (BUILDING LINES & COVERAGE)

Application is made for permanent departures from the prescribed street building lines and coverage requirements in terms of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025). These departures are required to enable the redevelopment and adaptive reuse of the existing buildings and to accommodate the spatial layout of the proposed place of worship and associated facilities.

The departures are considered reasonable and desirable when assessed against the urban context, site constraints, and the overall design rationale of the proposed development. The proposed development seeks to optimise the layout of the consolidated site while ensuring that the building placement responds appropriately to surrounding streets and pedestrian movement patterns.

The motivation for the requested departures is summarised as follows:

- **Site configuration and existing built form:**

The development involves the reuse and redevelopment of existing industrial structures on the site. The proposed building line relaxations enable the integration of these existing structures into a coherent development layout while avoiding unnecessary demolition and promoting the efficient use of existing building fabric.

- **Urban design and streetscape considerations:**

The reduced street building lines will not negatively impact the surrounding streetscape. On the contrary, the proposal introduces active and visually engaging building edges, pedestrian walkways and landscaping elements that enhance the interface between the development and the public realm.

- **Functional requirements of the development:**

The proposed place of worship requires a large assembly space and associated circulation areas. The requested departures allow the development to be accommodated on the site in a manner that ensures safe pedestrian movement, appropriate access arrangements, and functional internal circulation.



- **Coverage optimisation within an urban precinct:**
The proposed coverage departure enables the efficient utilisation of the site while still providing adequate circulation areas, landscaped spaces, and service areas. The proposal therefore represents an appropriate balance between built form and open space within a highly urbanised industrial context.
- **No material impact on surrounding properties:**
The departures will not result in adverse impacts such as loss of privacy, overshadowing, or visual intrusion, given the industrial character and scale of development within the surrounding area.

In light of the above considerations, the requested permanent street building line and coverage departures are considered reasonable, contextually appropriate, and desirable, and are therefore supported in terms of the applicable provisions of the Municipal Planning By-Law.

5.3 MOTIVATION FOR REMOVAL OF RESTRICTIVE CONDITIONS

The title deeds applicable to Erven 17640, 17363 and 157051 Cape Town (Paarden Eiland) contain various restrictive conditions that limit the permissible use and development of the properties. These conditions originate from historic township establishment provisions and earlier planning frameworks that regulated development within the Paarden Eiland industrial area.

A review of the relevant title deeds and restrictive conditions was undertaken by a conveyancer, and the findings are recorded in the respective Conveyancer's Certificates. The certificates confirm that several conditions restrict the properties primarily to industrial purposes, impose limitations on development parameters such as building placement and coverage, and regulate subdivision of the properties.

In particular, the title deeds contain conditions stipulating that:

- **The properties may be used for industrial purposes only.**
- **Not more than two-thirds of the area of the erf may be built upon.**
- **No building or structure may be erected closer than the prescribed distance from the street boundary.**

These conditions reflect historic development controls imposed when the Paarden Eiland area was established as a predominantly industrial township. However, the contemporary land use planning framework applicable to the area has evolved considerably since the imposition of these conditions.



The removal of restrictive condition of title is further motivated on the following basis, as required in terms of Section 39(5) of LUPA and 47 of SPLUMA, namely:

Motivation in terms of Section 39(5) Land Use Planning Act (2014) & Section 47 of the Spatial Planning Land Use Management Act (2013)	
(1) Economic Impact	The removal of the restrictive conditions will enable the redevelopment and revitalisation of underutilised industrial properties within the Paarden Eiland precinct. The proposed development will generate both direct and indirect economic benefits, including employment opportunities during the construction phase and ongoing operational activities associated with the functioning of the church and its ancillary facilities. Furthermore, the redevelopment of the properties will contribute to local economic activity within the area, including support for nearby businesses and services that benefit from increased visitor activity and footfall.
(2) Impact on Beneficiaries	The removal of the restrictive conditions will benefit a broader group of stakeholders beyond the property owner. The development will serve the growing congregation and broader community within the Blaauwberg and greater Cape Town area, providing access to religious, social and community facilities. In addition, the development will provide community-oriented infrastructure that supports social interaction, youth activities, and community programmes, thereby benefiting a wide range of users and community groups.
(3) Policy Alignments	The removal of the restrictive conditions will enable development that aligns with current municipal and provincial spatial planning policies. Modern planning frameworks promote efficient utilisation of well-located urban land, the diversification of land uses, and the introduction of community-supporting facilities within established urban areas. The restrictive conditions were imposed under historic planning regimes and no longer reflect the current spatial development objectives of the City of Cape Town, which seek to promote integrated, inclusive and sustainable urban environments.
(4) Character of the Area	Paarden Eiland has historically been characterised as an industrial precinct; however, the area is experiencing gradual transformation and diversification of land uses. The introduction of a community facility such as a place of worship is considered compatible with the evolving character of the area and contributes to a more balanced urban environment. The proposed development will not detract from the existing character of the area, but rather introduce a well-designed civic and community-oriented facility that enhances the urban environment and contributes positively to the precinct.
(5) Social Benefits	The proposed development will generate significant social benefits by providing a place of worship and community gathering space that supports spiritual, social and community activities. Such facilities play an important role in fostering social cohesion, community support networks and youth engagement. In addition, the



development will provide facilities that can accommodate a variety of community-based activities, thereby strengthening the social fabric of the surrounding area.

(6) Impact on Existing Rights

The removal of the restrictive title deed conditions will not negatively impact the rights of surrounding property owners. The proposed development remains subject to the City of Cape Town Municipal Planning By-Law and associated land use management controls, which ensure that development occurs in a manner that protects the interests of neighbouring properties and the broader public. Furthermore, the removal of the restrictive conditions will simply allow the property to be regulated through the current statutory planning framework, which provides appropriate safeguards to ensure orderly and sustainable development.

Table 5: Section 39(5) & 47 motivation

The restrictive title deed conditions applicable to the subject properties are outdated and inconsistent with the contemporary spatial planning framework applicable to the area. Their removal is necessary to enable the proposed development and to allow the properties to be regulated through modern planning legislation.

Based on the considerations outlined above, the removal of the restrictive title deed conditions is considered reasonable, justified and desirable, and is therefore supported in terms of Section 39(5) of the Western Cape Land Use Planning Act, 2014 and Section 47 of the Spatial Planning and Land Use Management Act, 2013.

5.4 DESIRABILITY - SECTION 99(3) OF THE CITY'S MPBL (2025)

As contemplated in Section 99(3) of the MPBL, the following considerations are relevant to the assessment of the desirability of an application

Desirability Criteria	Compliance/ Response
Socio-economic impact	The proposed development will generate both economic and social benefits, including: • Temporary employment opportunities during the construction phase. • Ongoing operational employment opportunities associated with the functioning of the facility. • Increased activity within the area, which may benefit surrounding businesses. From a social perspective, the development will provide an important community facility that supports religious, social, and community activities, thereby strengthening social cohesion and providing services



	to a growing population within the broader metropolitan area.
Compatibility with surrounding uses	The character of Paarden Eiland is defined by large industrial buildings, warehouses, and commercial premises. The proposed place of worship is considered compatible with this built environment due to the scale and form of the proposed development. The redevelopment of existing structures will contribute positively to the urban environment through improved architectural quality, landscaping, and enhanced pedestrian interfaces along the surrounding streets.
Impact on the external engineering services	Specialist engineering assessments have confirmed that the proposed development can be accommodated within the existing municipal infrastructure network. These studies indicate that: • Water and sewer infrastructure has sufficient capacity to service the proposed development. • The stormwater management strategy ensures that post-development runoff will be safely conveyed to the municipal system without increasing downstream flood risk. These findings confirm that the development will not place undue pressure on existing municipal infrastructure.
Impact on safety, health and wellbeing of the surrounding community	The proposed development is not expected to have any negative impact on the safety, health or wellbeing of the surrounding community. On the contrary, the development introduces a well-managed community facility that contributes positively to the urban environment. The proposed place of worship will provide a safe and structured environment for community gatherings, religious services and social programmes. Such facilities often play an important role in strengthening community networks and providing social support structures. In addition, the redevelopment of the site will improve the overall condition and management of the properties, thereby contributing to a safer and more active urban environment. Increased activity and passive surveillance associated with the use of the facility may further enhance safety within the surrounding area.



Impact on heritage	The subject properties are located within an established industrial precinct that has historically been characterised by warehouse and industrial development associated with the growth of the Paarden Eiland area. The proposed development primarily involves the redevelopment and adaptive reuse of existing buildings, which allows the site to continue functioning within the broader industrial context while introducing new uses that support the evolving urban character of the area. Based on the available information, the proposed development is not expected to negatively impact any significant heritage resources. The redevelopment approach ensures that the site can evolve in response to contemporary urban needs while remaining consistent with the historical development pattern of the area.
Impact on the biophysical environment	The proposed development is located within an established and highly urbanised industrial area that has already been extensively transformed through previous development. As a result, the site does not contain any sensitive natural environmental features or ecological systems that would be negatively affected by the proposed development. The proposal represents the redevelopment of previously developed land and therefore does not result in the loss of natural habitat or environmentally sensitive areas. Furthermore, the development incorporates appropriate engineering solutions to manage environmental impacts, including a stormwater management system designed to safely convey runoff to the municipal network and protect downstream environments.
Traffic impact, parking, access and other transport related considerations	A Transport Impact Assessment confirms that the surrounding road network can accommodate the anticipated traffic generated by the proposed development. The site benefits from good accessibility to major transport routes and public transport. Adequate parking will be provided on a nearby erf that will be notarially tied to the development, ensuring sufficient parking and safe access arrangements for visitors.

Table 6: Section 99(3) motivation

The development will contribute positively to the surrounding area through the introduction of a well-managed community facility that supports social activity, improves the utilisation of existing urban land, and integrates appropriately within the established urban context.

The proposal is therefore considered appropriate and desirable in terms of the broader assessment criteria of Section 99(3) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended 2025).

5.5 PLANNING PRINCIPLES – WESTERN CAPE LUPA (2014)

Chapter VI of the Western Cape Land Use Planning Act (2014) includes a series of land use principles that should guide development in the province. The planning principles were reviewed, and the proposed development assessed. It is concluded that the proposed development is fully compliant with the planning principles prescribed in the LUPA (2014), as follows:

Land Use Planning Principles (LUPA, 2014)	Compliance/ Response
Spatial Justice 	Fully Compliant The proposed development contributes to spatial justice by providing a community facility that is accessible to a broad segment of the population within the Cape Town metropolitan area. The development introduces social infrastructure within an established urban area, thereby improving access to community and religious facilities and supporting greater inclusivity within the urban environment.
Spatial Sustainability 	Fully Compliant. The proposal promotes spatial sustainability through the redevelopment and adaptive reuse of existing buildings within a fully serviced and established urban precinct. By utilising previously developed land and existing infrastructure, the development supports sustainable urban growth and reduces pressure for expansion into undeveloped areas.
Efficiency 	Fully Compliant. The development promotes spatial efficiency by optimising the use of well-located urban land within close proximity to major transport routes and employment areas. The proposal utilises existing infrastructure networks and supports a more efficient



	urban structure by introducing a complementary community facility within an established precinct.
Good Administration 	Fully Compliant. The proposed development is being processed through the formal land use application procedures prescribed by the City of Cape Town Municipal Planning By-Law. All relevant specialist assessments have been undertaken to inform the application, ensuring that the decision-making process is transparent, accountable and based on sound planning principles.
Spatial Resilience 	Fully Compliant. The redevelopment of the site supports spatial resilience by enabling the precinct to evolve in response to changing urban dynamics and land use patterns. The introduction of a community facility contributes to the diversification of land uses within the area, thereby strengthening the adaptability and long-term sustainability of the urban environment.

Table 7: Compliance with Planning Principles of LUPA (2014)



SECTION 6

CONCLUSION & RECOMMENDATION

6.1 CONCLUSION

In conclusion, the proposed development for a place of worship and associated ancillary facilities on Erven 17640, 17363 and 157051 Cape Town represents an appropriate and well-considered land use within the broader Paarden Eiland precinct. The application seeks approval for a consent use, consolidation of the properties, removal of restrictive title conditions, and certain permanent departures required to accommodate the proposed development in terms of the City of Cape Town Municipal Planning By-Law (2015, amended 2025).

The assessment contained in this report demonstrates that the proposal is consistent with the relevant provincial and municipal spatial planning frameworks and supports the broader objectives of inward urban growth, regeneration and the efficient utilisation of existing infrastructure within the Urban Inner Core. Furthermore, although the site is located within an industrial area, the proposed place of worship represents a compatible institutional land use that will contribute to the diversification and activation of the precinct while remaining respectful of the surrounding urban context.

Specialist assessments further confirm that the development can be adequately accommodated in terms of traffic, engineering services and stormwater management, with no significant long-term impacts on municipal infrastructure. Subject to the approval of the relevant land use applications and associated conditions, the proposal is therefore considered desirable from a planning perspective and supported in principle.

6.2 RECOMMENDATION

Following the above assessment and motivation, it is recommended that the City approves the following applications:

1. Application for **Approval of a Site Development Plan** in terms of Section 42(i) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025).
2. Application for **Consolidation** in terms of Section 42(f) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to consolidate Erven 17640, 17363 & 157051 Cape Town.
3. Application for **Consent** Use in terms of Section 42(i) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to allow for a "place of worship" on the consolidated site assembly.



4. Application for **Removal of a restrictive condition** in terms of Section 42(g) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to remove various restrictive conditions in deed of transfer
 5. Application for **Permanent Departure** in terms of Section 42(b) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to permit the following:
 - o a 1-meter building line on the southern boundary of Erf 17640 Cape Town in lieu of 5 meters.
 - o a 0-meter building line on the eastern boundary of Erf 17640 Cape Town in lieu of 5 meters.
 - o a 3.4-meter building line on the western boundary of Erf 17640 Cape Town in lieu of 5 meters.
 - o a 3.4-meter building line on the western boundary of Erf 17363 Cape Town in lieu of 5 meters; and
 - o a 0-meter building line on the eastern boundary of Erf 157051 Cape Town in lieu of 5 meters.
 6. Application for **Permanent Departure** in terms of Section 42(b) of the City of Cape Town's Municipal Planning By-Law, 2015 (amended 2025) to permit a coverage of 86% in lieu of 75%.
 7. Application for **Alternative parking supply** in terms of Section 42(i) read with Section 138(a) of the City of Cape Town's Development Management Scheme, 2015 (amended 2025) to provide parking on Erf 17605 Cape Town.
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