CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500162201

Re-538, 27 New Nooiensfontein Drive, Sarepta, Kuils River (Stellenbosch)

Development Management

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Ardhi Geomatics

13th July 2026

APPLICATION FOR REZONING OF ERF 538 KUILSRIVER

1. INTRODUCTION

This report serves to motivate the applications required to enable the development of Remainder Erf 538 Kuils River. The aim is to rezone and repurpose a portion of Erf 538, Kuils River, for the development of an Expanded Public Works Programme (EPWP) Walk-In Centre, thereby enabling the delivery of essential operational and administrative support services to prospective EPWP employees.

The EPWP requires decentralised yet coordinated support infrastructure to handle the growing volume of walk-in queries and programme participation. There is a critical need for a designated, fully functional site that provides:

i. Operational support to EPWP participants;
ii. Public-facing services for applications and complaints;
iii. Safe and efficient document management;
iv. A professional work environment for EPWP administrative staff.

The following applications are required in terms of the City of Cape Town's Municipal Planning By-Law ('MPBL'):

a. **Section 42(a): Rezoning Erf 538 Kuils River from Single Residential Zoning 1: Conventional Housing (SR1) to Local Business 2 (LB2).**

In support of the application, the following documents are attached to the submission:

i. Application form
ii. Copy of Title Deed
iii. Power of Attorney
iv. Locality Plan
v. Pre-submission consultation report

2. DESCRIPTION OF PROPERTIES

2.1 Ownership and Title Deed

Remainder Erf 538 Kuils River is registered to Municipal Oostenberg by Title Deed 107474 Dated 1998/11/16 and measures 787 m² in extent. The owner has duly

authorised of Ardhi Geomatics Incorporated to apply on their behalf; a Power of Attorney has been attached to the application.

There are no relevant restrictive title deed conditions.

2.2 Locality and Context

The property is located at 27 New Nooiensfontein. It's located near the Kuils River train station, taxi rank and community halls.



Figure 1: Location of property (Source: CoCT GIS)

3. ZONING

The zoning of land within the City of Cape Town is regulated in terms of the City of Cape Town Development Management Scheme (DMS), promulgated under the Municipal Planning By-Law (MPBL). Remainder Erf 538 Kuils River is currently zoned Residential 1: Conventional Housing SR1). The City of Cape Town's Urban Waste Management Department proposes to rezone the property to Local Business 2: Local Business (LB2) to facilitate the establishment of an Expanded Public Works Programme (EPWP) Walk-in Centre. The proposed EPWP Walk-in Centre will provide a range of essential municipal administrative and public support services, including the processing of EPWP applications, responding to public enquiries and complaints, maintaining records and documentation, and providing office accommodation for administrative personnel. The proposed development represents a low-intensity office use that serves the surrounding community and enhances access to municipal services.

The proposed rezoning to Local Business 2 (LB2) is considered the most appropriate zoning category for the intended development. The purpose of the LB2 zoning, as set out in the Development Management Scheme, is to accommodate low-intensity commercial and mixed-use development that serves local needs for convenience goods and personal services, while ensuring that such development remains compatible with adjoining residential neighbourhoods and does not adversely affect residential amenity. The proposed development aligns with the intent of the LB2 zoning for the following reasons:

i. The EPWP Walk-in Centre comprises an office, which is listed as a primary use within the LB2 zoning.

ii. The facility will provide an important municipal service to the local community through the delivery of administrative support and public-facing services associated with the Expanded Public Works Programme.

iii. The proposed use is administrative in nature and will operate at a relatively low intensity, with approximately five staff members and limited operational activity.

iv. The development will not include retail, industrial, manufacturing or other high-impact commercial activities that could adversely affect neighbouring

residential properties.

v. The property is strategically located adjacent to public transport facilities, including the Kuils River railway station and taxi services, making it readily accessible to members of the public while supporting the City's transit-oriented development objectives.

vi. The proposal will make productive use of an underutilised municipal property by providing an essential public service without altering the established character of the surrounding area.

The proposed rezoning therefore represents an appropriate and logical land use transition from Single Residential 1 (SR1) to Local Business 2 (LB2). The development will enable the lawful establishment of a municipal office that delivers essential public services while remaining compatible with the surrounding residential environment. The proposal is consistent with the objectives of the Development Management Scheme, promotes the efficient utilisation of municipal land, and supports sustainable urban development through the provision of accessible public services within an established urban area.

4. PARKING AND ACCESS CONSIDERATIONS

In terms of Item 56(i) of the City of Cape Town Development Management Scheme (DMS), parking and vehicular access for properties zoned Local Business 2 (LB2) must be provided in accordance with the provisions of Chapter 15 of the DMS.

The subject property is situated within a **Public Transport 2 (PT2)** area, as defined in Chapter 15 of the DMS (see Figure 2). Within PT2 areas, **no minimum on-site parking requirement is prescribed for office uses**, reflecting the City's policy of encouraging public transport use, reducing dependence on private motor vehicles, and promoting sustainable, transit-oriented development.

The proposed EPWP Walk-in Centre is strategically located within walking distance of established public transport infrastructure, including the Kuils River railway station and taxi facilities, making the site readily accessible to employees and the public. The location therefore supports the City's objective of concentrating employment and public services in areas that are well served by public transport.

Although no on-site parking bays are proposed, adequate parking opportunities exist within the immediate vicinity of the property, including:

i. Formal public parking areas associated with the nearby railway station;
ii. On-street public parking along Via Sammy Street and surrounding public roads; and
iii. Additional public parking associated with nearby municipal facilities.

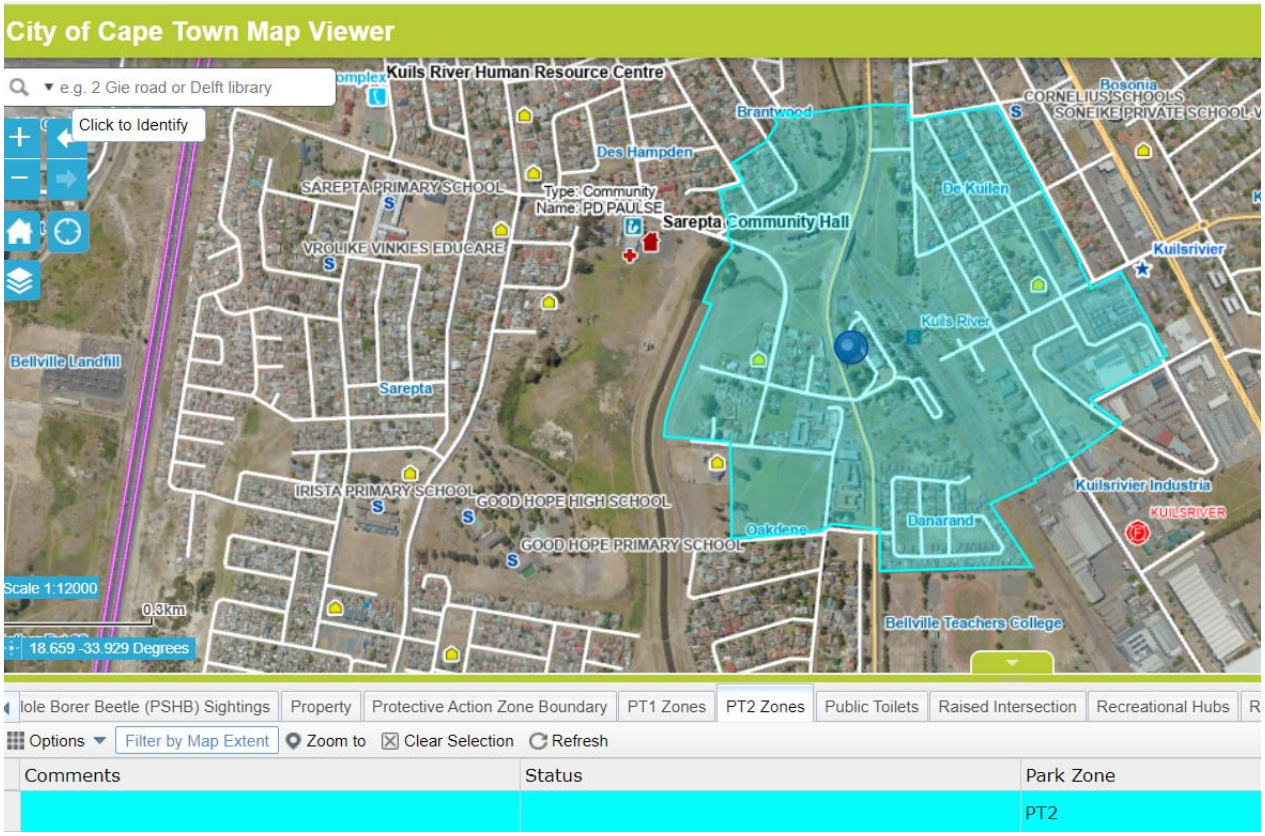


Figure 2: Location of property in PT2 zone (Source: CoCT GIS)

The anticipated parking demand generated by the proposed development is expected to be low due to:

i. The modest scale of the development;

ii. The administrative nature of the proposed office use;

iii. The limited number of permanent staff (approximately five employees);

iv. The expectation that many visitors will access the facility on foot or by public transport; and

v. The absence of high-intensity commercial activities that would generate significant parking demand.

Given the nature and scale of the proposed use, the development is not expected to generate any material increase in traffic volumes or adversely affect the operation of the surrounding transport network.

Further, the office does not intend to utilise or store vehicles on the property. Thus, there is no requirement for on-site vehicle access. The office will have pedestrian access only for facility users. Only foot traffic is envisioned on site.

The proposal therefore complies with the parking provisions of the Development Management Scheme and is consistent with the City's objectives of promoting sustainable mobility, efficient land utilisation, and transit-oriented development. The absence of on-site parking is not expected to result in unacceptable parking or traffic impacts and should not prejudice the approval of the proposed rezoning.

5. ADJUDICATION AND MOTIVATION

5.1 Applications in Terms of the Development Management Scheme

This application is for the rezoning of Erf 538 Kuils River (Annexure A). It is being made in terms of:

a. Section 42(a) of the By-Law: Rezoning of the site from Residential 1: Conventional Housing (R1) to Local Business 2 (LB2)

5.2 Pre Consultation

An informal pre-submission meeting was held with the on-duty planner on 28th November 2025 to clarify the application requirements. The municipal planner's only concern was the lack of on-site parking, and we were asked to confirm whether the

property falls within a PT1 or PT2 zone. Another meeting was held with the allocated planner after the case was initially refused.

5.3 Applicable Legislation: Adjudication criteria

A number of development frameworks are applicable in this area. The primary ones include the following:

i. Section 7 of the Spatial Planning and Land Use Management Act 16 of 2013 ("SPLUMA")
ii. Section 59 of the Western Cape Land Use Planning Act 3 of 2014 ("LUPA")
iii. The amended Cape Town Metropolitan Spatial Development Framework (MSDF)
iv. Section 99 of the By-Law.
v. Tygerberg District Plan

5.3.1 The Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA)

The Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) is a national law that provides a framework for spatial planning and land use management in the Republic. A portion of the development principles of SPLUMA are presented below:

Development principles

7. *The following principles apply to spatial planning, land development and land use management:*

(b) the principle of spatial sustainability, whereby spatial planning and land use management systems must—

(i) promote land development that is within the fiscal, institutional and administrative means of the Republic;

(ii) ensure that special consideration is given to the protection of prime and unique agricultural land;

(iii) uphold consistency of land use measures in accordance with environmental management instruments;

(c) the principle of efficiency, whereby—

(i) land development optimizes the use of existing resources and infrastructure;

(ii) decision-making procedures are designed to minimize negative financial, social, economic or environmental impacts; and

Similar principles are enshrined in the LUPA below.

5.3.2 Western Cape Land Use Planning Act 3 (LUPA) and Cape Town

Metropolitan Spatial Development Framework (MSDF)

Section 59 of LUPA prescribes as follows:

59 (2) Land use planning is guided by the following principles of spatial sustainability:

(a) land use planning should—

(i) promote land development that is spatially compact, resource-frugal and within the fiscal, institutional and administrative means of the relevant competent authority in terms of this Act or other relevant authority

(vi) promote land development in locations that are sustainable and limit urban sprawl;

(vii) result in communities that are viable;

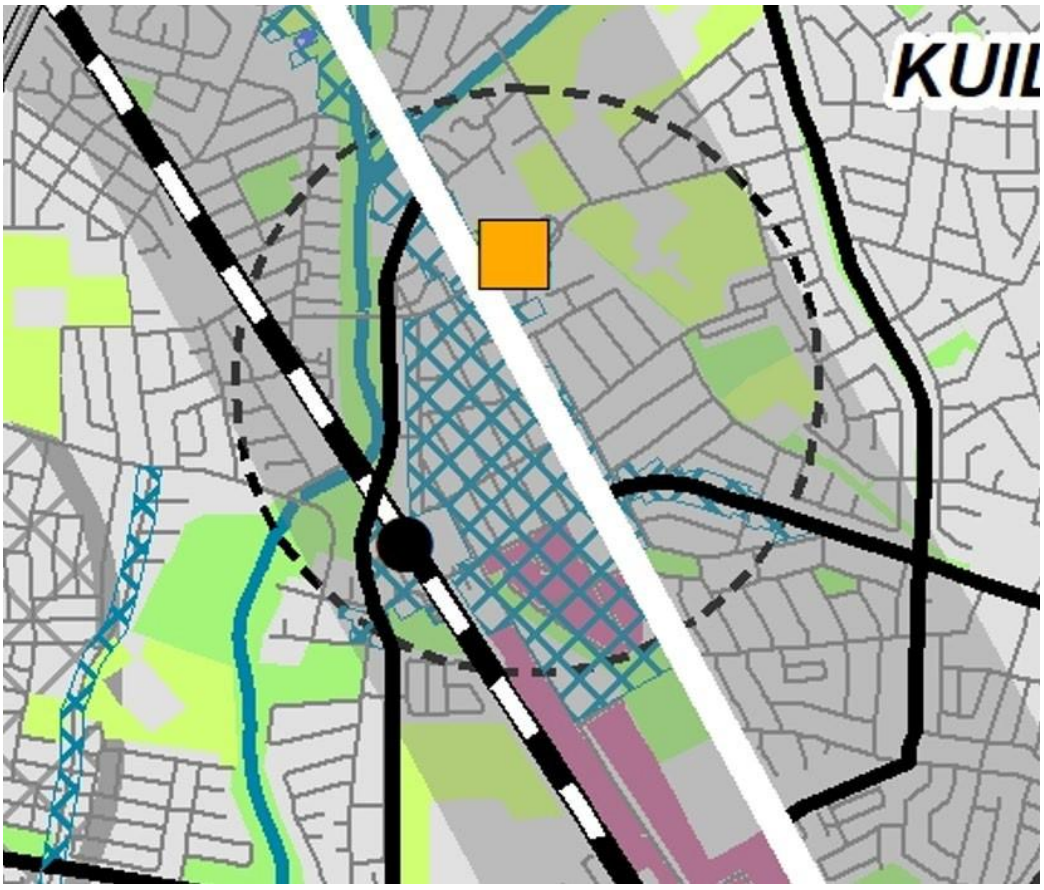


Figure 3: The various zones in the SDF. The site is adjacent to the black circle. The dotted circle is the metropolitan zone, and the linear grey buffer is the development corridor.

The dwelling on the land is currently uninhabited and is monitored by security to

prevent illegal occupation. Rezoning would enable the property to be utilised more efficiently, rather than remaining a leased asset. In addition, its proximity to parking areas and other municipal offices and halls makes it ideally suited for development as a walk-in centre. The proposed development further aligns with the Spatial Planning and Land Use Management Act (SPLUMA) by optimising the use of existing resources and infrastructure.

It is also consistent with the Municipal Spatial Development Framework (MSDF), as the site is located within a metropolitan node, in close proximity to areas identified for mixed-use intensification, and falls within a designated development corridor as outlined in the 2023 District Spatial Development Framework (Figure 3).

Furthermore, the proposal aligns with the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA), as it promotes development in a manner that supports resource efficiency through the restructuring of underutilised and inefficiently used properties.

5.3.3 The Tygerberg District Plan

The Tygerberg District Plan (TDP) is a medium-term plan (± 10 years) that will guide spatial development processes within the district. The TDP identifies **Kuils River Station and the surrounding Central Business District (CBD)** as a **Mixed-use Intensification Area**, where land use diversification and intensification are encouraged to support sustainable urban development.

The District Plan promotes the integration of residential and non-residential land uses in locations that are well served by public transport, employment opportunities, commercial activities and community facilities. These areas are intended to accommodate appropriate redevelopment that supports a greater diversity of land uses while making more efficient use of existing infrastructure and public investment.

The subject property is situated immediately adjacent to the Kuils River railway station and within walking distance of public transport facilities, municipal offices and community services. Its location therefore places it within one of the strategic areas identified by the District Plan for mixed-use intensification and public investment.

The District Plan also identifies areas of **biodiversity and green infrastructure** in the vicinity of the site (see Figure 4). These spatial designations recognise the

importance of ecological networks and open spaces within the district. The proposed development will not encroach upon or negatively affect these areas, as it is confined to an existing urban property that is already serviced and developed within the built environment. The proposal therefore supports protecting surrounding environmental assets while making more efficient use of existing urban land.

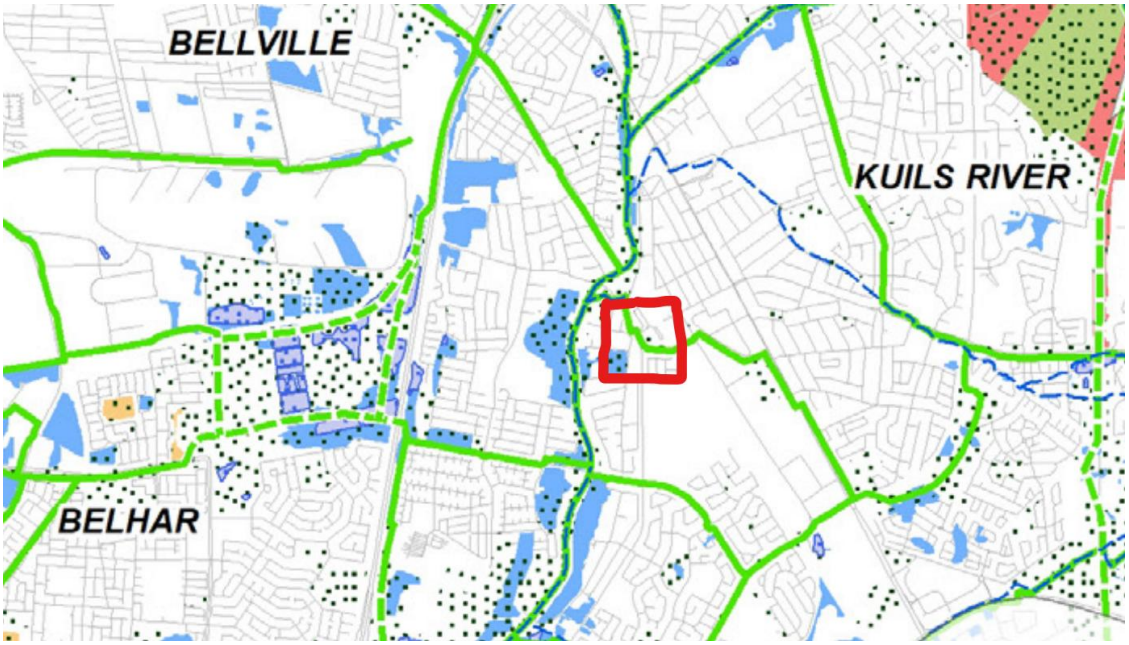


Figure 4: Extract from Green infrastructure and biodiversity for Tygerberg district

The proposed rezoning from Residential 1 (R1) to Local Business 2 (LB2) will facilitate the development of an EPWP Walk-in Centre providing municipal administrative and public services. The proposal represents an appropriate public service land use that is fully consistent with the District Plan's vision for mixed-use intensification around public transport nodes.

Furthermore, the proposal supports the objectives of the Tygerberg District Plan by:

i. Promoting the efficient utilisation of an underutilised municipal property;
ii. Introducing an appropriate public service land use within a strategically identified Mixed-use Intensification Area;
iii. Improving public access to municipal services through its location adjacent to the Kuils River railway station and other public transport facilities;

iv. Supporting transit-oriented development by locating employment and public services within walking distance of a major public transport node;

v. Making efficient use of existing engineering services and municipal infrastructure without requiring significant additional public investment;

vi. Protecting adjacent biodiversity and green infrastructure by concentrating development within the existing urban footprint rather than expanding into environmentally sensitive areas; and

vi. Contributing to sustainable urban development through the redevelopment of existing municipal land while maintaining compatibility with the surrounding neighbourhood.

The proposed development therefore gives effect to the spatial vision and policy objectives of the Tygerberg District Plan by supporting appropriate mixed-use development within the Kuils River Station precinct, promoting sustainable land use, protecting nearby environmental assets, and reinforcing the role of the station area as an accessible public service node.

5.3.4 The Transit Oriented Development Strategic Framework

Transit-Oriented Development (TOD) represents the intricate relationship between “Transit” (the operational/access imperative of an urban environment) and “Development” (the spatial manifestation of those that are within the urban economy). The City of Cape Town's TOD Strategic Framework seeks to create a compact, well-connected and efficient urban form by integrating land use with high-quality public transport infrastructure. A key objective of the Framework is to encourage appropriate land use intensification and mixed-use development around public transport nodes and along major public transport corridors.

The subject property is strategically located immediately adjacent to the Kuils River railway station and in close proximity to Van Riebeeck Road, a major public transport corridor. This location makes the site particularly suitable for development that supports the principles of transit-oriented development. The Tygerberg District Plan identifies the Kuils River Station precinct as an important mixed-use intensification area and specifically encourages **infill development of a mixed-use nature in areas close to the station and other public transport routes such as Van Riebeeck Road**. The proposed rezoning from **Residential 1 (R1)** to **Local Business 2 (LB2)** directly gives effect to this policy by facilitating the redevelopment of an existing municipal property for a public service use within the station precinct.

The proposed EPWP Walk-in Centre represents an appropriate low-intensity office use that will strengthen the role of the Kuils River Station precinct as a local activity

node. The development will improve public access to municipal services while making efficient use of existing transport infrastructure, engineering services and public investment.

The proposal supports the objectives of the TOD Strategic Framework by:

i. Promoting infill development within the established urban area rather than contributing to urban expansion;
ii. Supporting mixed-use development within the Kuils River Station precinct, consistent with the Tygerberg District Plan;
iii. Locating an essential public service within walking distance of the Kuils River railway station, and taxi facilities
iv. Maximising accessibility to municipal services through sustainable modes of transport, including rail, public transport and walking;
v. Reducing reliance on private motor vehicles and supporting the City's objectives for sustainable mobility;
vi. Making efficient use of existing municipal infrastructure and public investment; and
vii. Reinforcing the Kuils River Station precinct as a strategic public transport and service node within the Tygerberg District.

The proposed development therefore gives effect to both the Transit-Oriented Development Strategic Framework and the Tygerberg District Plan by supporting appropriate infill development, promoting mixed-use activity around a major public transport node, and improving access to municipal services in a highly accessible and sustainable location.

5.3.5 The Economic Growth Strategy

The City of Cape Town's **Inclusive Economic Growth Strategy (IEGS)** recognises that reducing unemployment and promoting inclusive economic participation require improved access to employment opportunities, effective municipal support programmes and responsive public institutions. Similarly, the **Quality Service Provision Strategy** seeks to enhance the quality, efficiency and responsiveness of municipal service delivery by ensuring that services are customer-centred, accessible and delivered in an effective and professional manner.

The proposed rezoning from **Residential 1 (R1)** to **Local Business 2 (LB2)** to accommodate an Expanded Public Works Programme (EPWP) Walk-in Centre directly supports these strategic objectives. The EPWP is one of government's primary employment initiatives aimed at creating work opportunities, developing skills and improving livelihoods. The proposed facility will provide a dedicated municipal office where members of the public can access information, submit applications,

receive administrative assistance, and engage with the programme efficiently and accessibly. The proposal advances the objectives of the Inclusive Economic Growth Strategy by:

i. Improving public access to employment opportunities through the delivery of EPWP administrative services;
ii. Supporting inclusive economic participation by facilitating access to government employment programmes;
iii. Strengthening municipal capacity to administer employment initiatives efficiently and effectively; and
iv. Contributing to improved socio-economic outcomes through enhanced access to employment-related services.

The proposal also supports the Quality Service Provision Strategy by:

i. Providing a dedicated facility designed to improve the quality and efficiency of municipal service delivery;
ii. Promoting customer-centred service delivery through a professional and accessible public interface;
iii. Improving operational efficiency by consolidating EPWP administrative functions within a single municipal facility; and
iv. Enhancing the overall customer experience by providing residents with a convenient and purpose-designed service centre.

The proposed development therefore supports the City's strategic objectives of promoting inclusive economic growth and delivering high-quality municipal services. By improving access to employment programmes while enhancing the efficiency and effectiveness of municipal service delivery, the proposal contributes to broader social, economic and developmental outcomes within the Kuils River community.

5.3.6 Alignment with the Urban Design Policy

The City of Cape Town's Urban Design Policy promotes the creation of high-quality, people-centred urban environments that are accessible, functional, inclusive and responsive to their surrounding context. The Policy seeks to ensure that development contributes positively to the public realm, supports active and connected neighbourhoods, and reinforces the character and identity of existing urban areas. The proposed rezoning from **Residential 1 (R1)** to **Local Business 2 (LB2)** to facilitate an Expanded Public Works Programme (EPWP) Walk-in Centre is consistent with these objectives. The proposal involves the adaptive reuse of an existing municipal property to accommodate an essential public service, thereby improving the functionality of the site without requiring significant physical alterations to the surrounding urban environment. The proposal supports the objectives of the Urban Design Policy by:

i. Reusing an existing municipal property in a manner that contributes to the

vitality and functionality of the Kuils River Station precinct;

ii. Providing a public-facing municipal facility that promotes an active and accessible interface between the City and the community;
iii. Reinforcing the role of the station precinct as a civic and public service destination through the introduction of an appropriate institutional land use;
iv. Ensuring that the proposed use remains compatible with the surrounding urban context by maintaining a low-intensity office function that is appropriate for the locality;
v. Making efficient use of existing buildings and urban infrastructure, thereby supporting sustainable urban regeneration; and
vi. Contributing to a safe, accessible and well-functioning urban environment through the continued occupation and productive use of an existing municipal property.

As the proposal does not involve significant new building works or changes to the existing built form, it is not expected to adversely affect the character of the surrounding area. Instead, the development will enhance the site's functionality by introducing a public-service use that complements the evolving mixed-use character of the Kuils River Station precinct.

The proposed development is therefore consistent with the objectives of the Urban Design Policy by promoting the efficient reuse of existing urban land, supporting a people-centred public environment, and reinforcing the role of the station precinct as an accessible and functional urban node.

5.3.7 Section 99 of The Development Management Scheme (DMS)

Motivation in terms of Section 99(1) of the DMS

The application complies with the following minimum threshold requirements:

i. The application complies with the requirements of the MPBL (the application is motivated in terms of the relevant adjudication criteria, with all required documents submitted with the application.
ii. It is envisaged that the proposed use will be permitted in terms of the amended zoning and the City of Cape Town's Municipal Spatial Development Framework ('MSDF'); in this regard, no deviation from the MSDF is required.
iii. The proposal is desirable as contemplated in the forthcoming subsections

Motivation in terms of Section 99(3) of the DMS (DMS)

The application complies with the following relevant considerations:

a) Impact on heritage

The proposal will have no impact on any heritage resource.

b) Traffic

The property currently has access via Sammy Street and on-street parking. Vehicular access will remain as existing, and no negative impact is envisaged.

c) The safety, health and well-being of the surrounding community:

There will be no negative impact on the safety, health and well-being of the surrounding community as a result of the proposal.

d) Impact on health, safety and well-being of the surrounding community

There is no adverse impact of this nature as a result of this application.

e) compatibility with surrounding uses

The proposed development aligns with the MSDF, and LUPA. Therefore, this rezoning does not establish a negative precedent. Additionally, numerous community service points and a Regional Civic Centre are located nearby (see the orange square in Figure 2).

f) Impact on external engineering services

There will be no material impact on engineering services as a result of the rezoning.

5. SUMMARY

It has been demonstrated that the proposed rezoning from **Residential 1 (R1)** to **Local Business 2 (LB2)** satisfies the applicable adjudication criteria contained in Section 99 of the City of Cape Town Municipal Planning By-Law (MPBL). The

proposal is consistent with the principles of spatial justice, spatial sustainability, efficiency, resilience and good administration as contained in SPLUMA and is aligned with the City's adopted spatial planning and development policies.

The proposal gives effect to the objectives of the **Municipal Spatial Development Framework (MSDF)**, **Tygerberg District Plan**, **Transit-Oriented Development Strategic Framework**, **Inclusive Economic Growth Strategy**, **Quality Service Provision Strategy**, and **Urban Design Policy** by facilitating the establishment of an accessible municipal EPWP Walk-in Centre within the Kuils River Station precinct. The development supports appropriate mixed-use intensification around a strategic public transport node, promotes efficient utilisation of an existing municipal property, improves access to employment-related municipal services, and contributes to sustainable urban development.

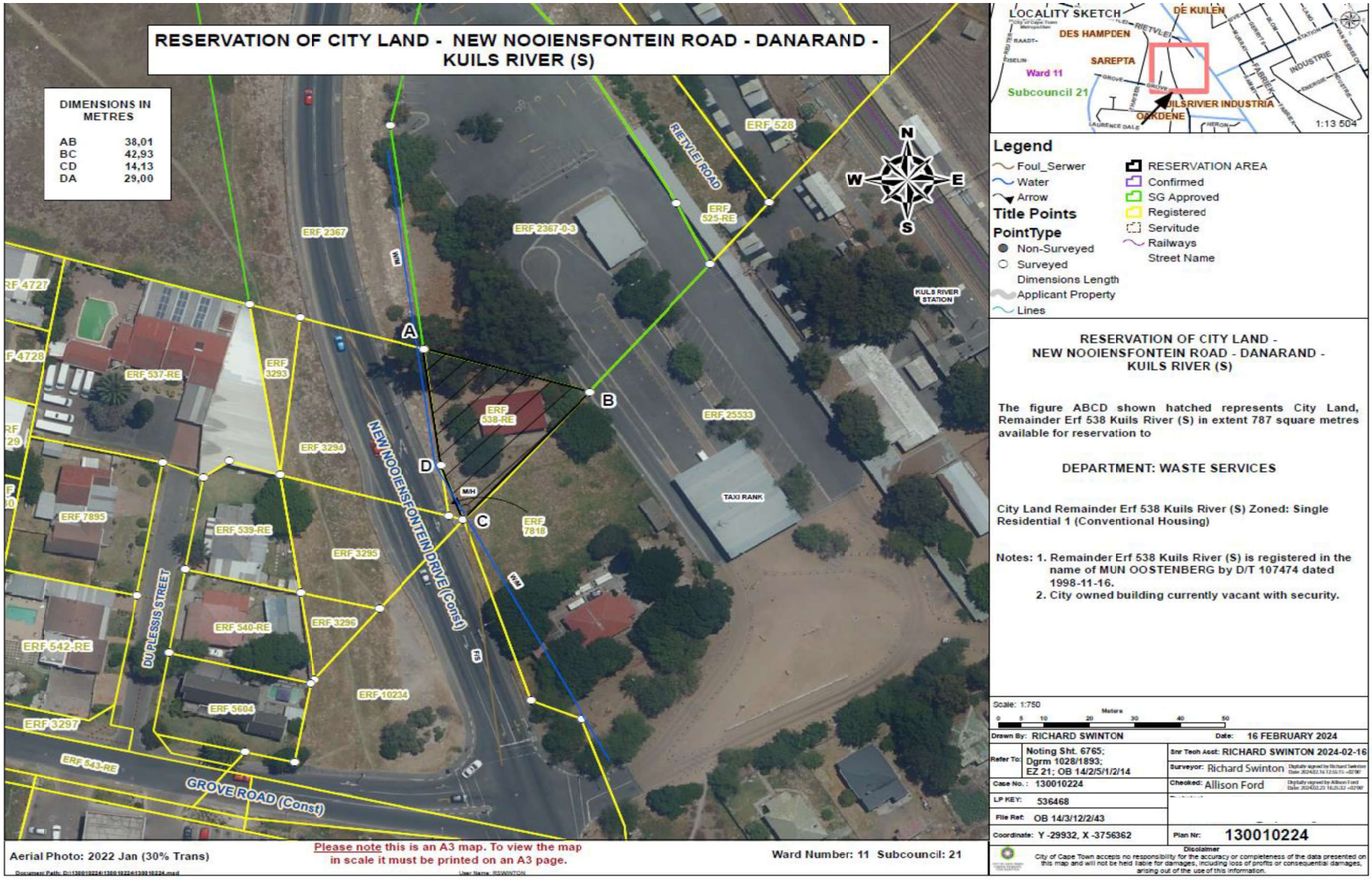
The assessment has further demonstrated that the proposed rezoning is compatible with the surrounding land use pattern and will not result in unacceptable planning, traffic, engineering services, heritage, socio-economic or biophysical impacts. The proposal represents an appropriate and desirable use of municipal land that will enhance municipal service delivery while remaining compatible with the character and function of the surrounding area.

In light of the above, it is respectfully submitted that the application is both desirable and in the public interest. It is therefore recommended that the application for the rezoning of the property from **Residential 1 (R1)** to **Local Business 2 (LB2)** be approved.



Kevin Musungu *Pr.L (SA)*
Professional Land Surveyor

Annexure A


RESERVATION OF CITY LAND - NEW NOOIENSFONTEIN ROAD - DANARAND - KUILS RIVER (S)
DIMENSIONS IN METRES
AB 38,01
BC 42,93
CD 14,13
DA 29,00
A
B
C
D
N
S
E
W
ERF 2367
ERF 2367-0-3
ERF 528
ERF 525-RE
RIETVLEI ROAD
KUILS RIVER STATION
ERF 4727
ERF 4728
ERF 537-RE
ERF 3293
ERF 538-RE
ERF 25533
ERF 3294
NEW NOOIENSFONTEIN DRIVE (Const)
TAXI RANK
ERF 7895
ERF 539-RE
ERF 7818
ERF 3295
DU PLESSIS STREET
ERF 540-RE
ERF 3296
ERF 542-RE
ERF 10234
ERF 5604
ERF 3297
ERF 543-RE
GROVE ROAD (Const)
Aerial Photo: 2022 Jan (30% Trans)
Please note this is an A3 map. To view the map in scale it must be printed on an A3 page.
Ward Number: 11 Subcouncil: 21
LOCALITY SKETCH
DE KUILEN
DES HAMPDEN
SAREPTA
Ward 11
Subcouncil 21
KUILSRIVIER INDUSTRIA
ORKDENE
INDUSTRIE
1:13 504
Legend
Foul_Serwer
Water
Arrow
Title Points
PointType
Non-Surveyed
Surveyed
Dimensions Length
Applicant Property
Lines
RESERVATION AREA
Confirmed
SG Approved
Registered
Servitude
Railways
Street Name
RESERVATION OF CITY LAND - NEW NOOIENSFONTEIN ROAD - DANARAND - KUILS RIVER (S)
The figure ABCD shown hatched represents City Land, Remainder Erf 538 Kuils River (S) in extent 787 square metres available for reservation to
DEPARTMENT: WASTE SERVICES
City Land Remainder Erf 538 Kuils River (S) Zoned: Single Residential 1 (Conventional Housing)
Notes: 1. Remainder Erf 538 Kuils River (S) is registered in the name of MUN OOSTENBERG by D/T 107474 dated 1998-11-16.
2. City owned building currently vacant with security.
Scale: 1:750
Meters
Drawn By: RICHARD SWINTON
Date: 16 FEBRUARY 2024
Refer To: Noting Sht. 6765; Dgrm 1028/1893; EZ 21; OB 14/2/5/1/2/14
Snr Tech Asst: RICHARD SWINTON 2024-02-16
Surveyor: Richard Swinton
Case No.: 130010224
Checked: Allison Ford
LP KEY: 536468
File Ref: OB 14/3/12/2/43
Coordinate: Y -29932, X -3756362
Plan Nr: 130010224
Disclaimer
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