



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500155036

**Remainder portion 37 of Cape Farm
168, 32 Pastorale Avenue,
Fisantekraal Industrial**

Development Management

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4 May 2026

City of Cape Town Municipality
Transport and Urban Development
Authority (Development Management)
P.O.Box 25
KRAAIFONTEIN
7569



Attention: Ms Anne Smit

**CASE ID 1500155036 - PROPOSED REZONING & SUBDIVISION OF REMAINDER
PORTION 37 OF CAPE FARM No. 168 SITUATED AT FISANTEKRAAL INDUSTRIA**

The department's request for additional information refers.

- The application was amended to provide for Special Open Space (Open Space 3) in lieu of Public Open Space (Open Space 2). These changes are reflected in the motivation report and subdivision plan. This triggered the need for an additional River Maintenance Management Plan. Consultants have been appointed to include this as part of the freshwater report.
- The streetname and numbering was cleared with Tasmin Makan of GIS and adjusted accordingly.
- The resubmission of the application for rezoning and subdivision to essentially reinstate lapsed land use rights have been coming on for a considerable period with various correspondence with officials over this period. It was concluded that updated traffic studies, services reports etc. would be required and the appointed specialists (UDS Consulting, BNC Engineers, DSV Consulting Engineers and Doug Jefferey Consultants (inclusive of various specialists) were tasked and have all engaged with the respective departments / external institutions individually. As such, initial feedback was incorporated in the reports and we deem technical aspects to be complied with pending formal comment on the official submission from the respective departments. DSV Consultants engaged with Escom and the Environmental Authorisation process too will require capacity confirmation letters.
- The matter of the temporary departure and existing storage facility was previously discussed with the office and the use deemed to be a lawful-non conforming use.

Copy of this correspondence and available information on file attached in addition to the previous land use approval for rezoning and subdivision already uploaded.

- Proof of DEA&DP submission was requested. The consultants responded that the formal submission is still pending as they are awaiting the finalisation of amongst others the River Maintenance Management Plan. A full copy of the submission will be uploaded when available.
- The motivation report (paragraph 12.3) deals with bulk and the request are for this to be capped at 0,6. This factor was also used in the engineering reports and is slightly less than the 0,7 factor used before. This was however deemed appropriate based on the slightly larger erven as opposed to what was assessed and approved before.
- Additional advertising fees was paid and proof is uploaded.

It is trusted that the application meets the department's requirements and that it will therefore enjoy the necessary support. I would like to extend a friendly invitation to not hesitate in contacting me should there be any enquiries or should more information be required.

Your's truly

A handwritten signature in black ink, appearing to read 'Koos Olivier', with a stylized flourish at the end.

Koos Olivier
ATLAS TOWN PLANNING

Introduction

1. Background

The subject property is Remainder Portion 37 of Cape Farm No 168 situated at Fisantekraal Industria. Approval was granted during 2008 for the rezoning and subdivision of the property to develop 41 industrial erven, one of which to accommodate a storage facility, with the remainder Public Open Space and Public Road. The municipality approved a temporary land use departure to permit the storage facility prior to the rezoning application and it was generally accepted that the use will be formalised. The facility was consequently allowed to be developed with approved building plans, but because the rezoning and subdivision was never acted upon, all approved land use rights had lapsed. The storage facility is now viewed as a “lawful non-conforming use”.

The development of the property was not deemed feasible before, but the demand for industrial erven in the Fisantekraal area is rapidly increasing. The proposed Cape Winelands Airport precinct is considered a major catalyst in this regard and it is believed appropriate timing to proceed with the development of this property.

2. Property Details

Erf / Farm No.	Remainder Portion 37 of Cape Farm No, 168, City of Cape Town Municipality, Division Cape, Western Cape Province (Fisantekraal)
Owner	
Title Deed No.	
Title Deed Restrictions	None
Size	11 ha
Zoning	Agriculture (“lawful non-conforming use” for storage facility)
Current Use	Storage facility and remainder vacant

3. Application

ATLAS Town Planning was requested to apply to the City of Cape Town Municipality for the rezoning and subdivision of Remainder Portion 37 of Cape Farm No. 68 situated at Fisantekraal Industria. The necessary power of attorney was obtained and forms part of the application.

Application is herewith made:

- In terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law for the rezoning of Portion 37 of Cape Farm No 168 (Fisantekraal Industria) from Agricultural Zone to Subdivision Overlay Zone.
- In terms of Section 42 (d) of the City of Cape Town Municipal Planning By-Law of 2015 for the subdivision of Portion 37 of Cape Farm No 168 (Fisantekraal Industria) into 29 General Industrial 1 (GI1) erven, 3 Utility Zone erven and the remainder Special Open Space (Open Space 3) and Public Road (Transport Zone 2).

4. Locality

The subject property is located in Fisantekraal Industria. Fisantekraal is situated on the northeastern outskirts of Durbanville along the R302 (Klipheuwel Road) heading towards Malmesbury / Wellington. The area is regarded as one of the growth points for new developments and various initiatives are under way to improve the greater road and railway network to accommodate this. This will result in improved accessibility and exposure in relation to in particular the N1-National Road and other parts of the metro.

5. Existing land use and zoning

The property was previously rezoned from Agriculture to Subdivisional Area Overlay Zone with the intent to establish an industrial development. Approval was also granted for a temporary land use departure to permit a storage facility. It was anticipated at the time that the rezoning would formalise the temporary use. Building plans was approved, the storage facility constructed and operational. All land use approvals have however lapsed. The zoning has therefore reverted back to Agricul-

ture with the self-storage facility now being deemed a “lawful non-conforming use”. The remaining extent of the property is vacant.

6. Physical characteristics

The storage facility was developed on the western portion of the site adjacent to Pastoral Avenue. This area was fully developed comprising of the various storage buildings surrounded by asphalt used for reticulation and parking. The remainder of the site is vacant. This area was shaped to allow for some stormwater management with a temporary retention pond developed in the northeastern portion of the property. Terrestrial Biodiversity and Botanical studies were conducted, confirming that transformed state of the site with no environmental features of significance. The site is zoned agriculture and hence an agricultural specialist was requested to compile a report. The report too confirmed the low agricultural sensitivity of the site and that rezoning of the property out of agriculture is deemed desirable.

The site slopes towards the Mosselbank River located on the eastern portion of the property. Given the changes in the area over the past few years, a new floodline determination report was required. The 1:100 year floodline was used to determine the development footprint and no development is proposed below the 1:50 or 1:100 year floodlines. The contours of the site however pose some challenges w.r.t gravitational services. The site was previously earmarked for industrial use and engineering services are available, but a pumpstation will be required to link up with the existing sewage connections.

7. Surrounding land uses

The subject property is located in an established industrial area is surrounded by such uses. The Mosselbank River forms the eastern boundary of the particular industrial area.

8. Existing forward planning and policy frameworks

There are various policy frameworks applicable to this application. The most relevant of these are:

- Cape Town Spatial Development Framework
- Northern District Plan
- Inclusive Economic Growth Strategy
- Social Development Strategy

These policies are generally aligned with the broader objectives of the Integrated Development Plan.

IDP	The Integrated Development Plan (IDP) sets out the vision for the City of Cape Town as a “City of Hope for all” and Economic Growth is a key priority to achieve this. The objective of this application is to develop the property for industrial use, maximising the development potential of the land. The property was previously earmarked for industrial use and the development of the property will create opportunities for more enterprises to be established in this area. This will no doubt stimulate economic growth and the proposal is aligned with of the objectives of the IDP.
MSDF	The Cape Town Spatial Development Framework sets out the spatial vision and development priorities of the City and is used as a general guide to appropriate use of land within the boundaries of the City of Cape Town Municipality. The subject property is located in what is classified as the “Incremental Growth and Consolidation Area”. Approval was previously granted for the development of this property. Development subject to services availability is supported in these areas. Various studies were conducted and it is evident that the development can be supported. The proposal is deemed to comply with the provisions of the said policy.
Northern District Plan	The subject property is located in “Sub-district 2: Cape Gate / Okhavango Corridor” which includes Fisantekraal Industria.

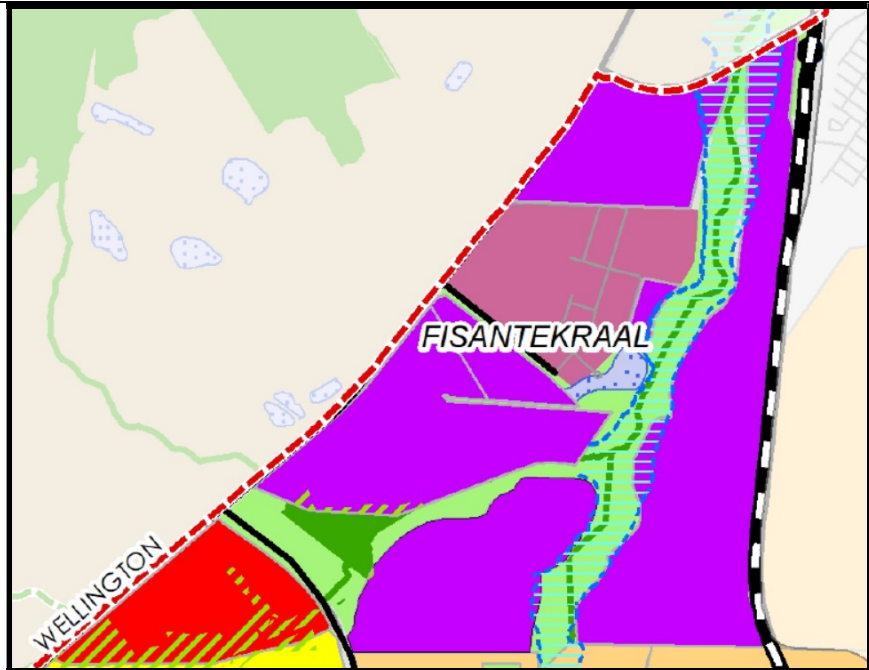


Figure 1: Extract from Northern District Plan earmarking the area for industrial development

The proposal entails formalising the existing storage facility and this is therefore not viewed as a new storage facility, a use discouraged in the report. The development proposal provides for industrial uses in accordance with the policy and respects the 1:50 & 1:100 year flood-lines. The proposal is deemed to be aligned with the objectives of the District Plan.

Inclusive
Economic
Growth
Strategy

The IEGS is a policy aimed at addressing the economic growth challenges faced and to proactively prepare strategies to deal with this in order to ensure meaningful and sustainable growth across various sectors, businesses and on an individual level. The objective of this application is to establish an industrial development, attracting industries to the area and creating employment opportunities. The application is believed to be aligned with the broader objectives of the policy.

Social
Development
Strategy

The SDS is a policy with the focus on social development and the improvement of the quality of life of all people. The SDS is structured around the following objectives:

- *“Maximise income generating opportunities for people who are excluded or at risk of exclusion.*

	• <i>Build and promote safe households and communities.</i> • <i>Support the most vulnerable through enhancing access to infrastructure and services.</i> • <i>Promote and foster social integration.</i> • <i>Mobilise resources for social development.”</i> Fisantekraal Industria is located in close proximity to low-income residential areas and the development of this property will ultimately stimulate economic growth and create employment opportunities. The application is deemed to be consistent with the objectives of the said policy.
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9. Legal aspects

Land Use applications are dealt with in accordance with the Land Use Planning Act (Act 3 of 2014), the Spatial Planning and Land Use Management Act of 2013 and consequent Municipal Planning By-Laws. Application is made in terms of Sections 42 (a) and (d) of the City of Cape Town Municipal Planning By-Law of 2015.

Environmental Authorisation (previously a Record of Decision) was issued in the past by the Department of Environmental Affairs & Development Planning. The said activities were deemed to have been commenced with and an environmental consultant was appointed to apply to the department for the amendment of this authorisation. The development of the property triggered listed activities in terms of the National Heritage Resources Act (Act 25 of 1999). Heritage Western Cape’s approval to proceed with the development was again obtained.

10. Development Proposal

Remainder Portion 37 of Cape Farm No 168 measures approximately 11ha. The site accommodates the existing self-storage facility to be accommodated on a separate portion measuring +/- 1,6ha. The property extends towards the Mosselbank River and is affected by the 1:50 and 1:100 year floodlines. Below is an extract of the previously approved General Plan. The current proposal is aligned with what was approved before.



Figure 2: Extract of previously approved General Plan (subdivision never registered)

The material difference between the proposed and previously approved layout is a decrease in the number of erven to increase erf sizes and not having to allow for an additional access to the south. Approval was since granted for the rezoning of the said property (Portion 22 of Farm 168, Fisantekraal) and no access is possible nor required as a result of on-site stormwater management on the particular property. The internal road layout was subsequently altered and now provides for a single crescent off Swisshoek Street with a 16m reserve and servicing all but the existing storage facility.

BNC Engineers conducted a new floodline study. The site is essentially split between the development area above the 1:100 year floodline and public open space below the floodlines. A total of 29 General Industrial 1 (GI1) erven is proposed which includes the existing storage facility. The average erf size for the industrial erven will be in the region of 1550m². Two erven are reserved for electrical substations whilst a third erf will be reserved to accommodate a sewage pump station. These erven will be zoned Utility Use and transferred to the municipality together with Public Roads.

The individual properties will be developed in accordance with the provisions of the Development Management Scheme.

In lieu of this being a conventional development, the initial intention was for the remainder of the property situated below the floodlines to be earmarked as Public Open Space and transferred to the City. After consultation and in line with what was previously approved, this area is being proposed as Open Space 3: Special Open Space (OS3).

The Development Management Scheme states that *“the OS3 zoning provides for active or passive recreation and open spaces on land that is not designated as public open space. This land may be owned by private or public bodies, but does not have the status of public open space which requires particular protection. The OS3 zoning is appropriate for relatively large areas where open space has special characteristics that require a separate zoning to ensure that the purpose and function of the open space is maintained.”*

A River Maintenance Management Plan for this area will be compiled as part of the application to obtain Environmental Authorisation for this project.

11. Basic planning principles

The Spatial Planning and Land Use Management Act (Act 16 of 2013) stipulates that the following basic development principles must be considered when dealing with spatial planning, land development and land use management:

a) Spatial justice

The application deals with the rezoning and subdivision of land held in private ownership and earmarked for industrial use. The proposal to create smaller, more manageable land parcels will arguably improve access to land.

b) Spatial sustainability

The property is located within an established industrial area. The location of the property suggests that the proposed use is deemed to be compatible with the existing built environment. Engineering reports confirm that there will be sufficient services capacity to accommodate the development. It is evident that the pro-

posal will not have any negative environmental impact, will not result in urban sprawl whilst the agricultural study conducted confirmed that the proposal will not result in a loss of valuable agricultural land. Development of this property is viewed as maximising the potential of this scarce resource and hence will contribute to sustainable development.

c) Spatial Efficiency

The subject property is located in a Growth and Consolidation area. Services capacities were confirmed. Upgrades to the services network will maximise the development potential of the area, stimulating growth with added with added financial benefit.

d) Spatial resilience

Spatial resilience deals mostly with adaptive policy making and land use management systems to ensure sustainable livelihoods within communities. Fisantekraal Industria is located in close proximity to various lower income developments. The application will have a positive impact w.r.t economic growth which will improve the livelihoods of communities that suffers the most from economic and environmental shocks.

e) Good administration

The said principle applies mainly to the processing of applications within the legislative frameworks by the various government spheres. It is trusted that all necessary studies were conducted beforehand to fast track the processing of these applications. The application is believed to be technically sound and which should assist with the processing thereof.

12. Decision taking criteria in terms of Municipal Planning By-law

Section 99 of the City of Cape Town Municipal Planning By-Law stipulates further decision taking criteria for land use applications. These include socio-economic impacts, the safety health and wellbeing of the surrounding community, consistency w.r.t surrounding land uses, traffic and parking related aspects, impacts on engineering services as well as environmental and heritage impacts.

12.1 Socio - Economic Impact

The property is located in an established industrial area, is earmarked for industrial use with an approval granted to develop the property accordingly which was not acted upon timeously. The proposal to develop the property into manageable sized industrial erven will essentially unlock the development potential of the land. The proposal will therefore have a positive socio-economic impact insofar as it will provide access to business opportunities in a well-established industrial area. This will create employment opportunities and lead to economic growth in this region.

12.2 Compatibility with surrounding land uses

The subject property is located in an established industrial area. The intended land uses will share similar development parameters to that of the adjacent properties. The proposed erf sizes are aligned with those found in the area. The proposed pattern of subdivision allows for predominantly rectangular shaped erven with maximum development potential. There is no concern that the properties cannot be developed in accordance with the provisions of the Development Management Scheme. The opinion is therefore held that the proposed development will have a positive impact in general.

12.3 Impact on external engineering services

Engineering services reports were prepared by BNC Consulting Engineers. These include civil, electrical, stormwater management aspects. A floodline determination study was also conducted. The detailed reports are included in this application.

- The municipality confirmed water and sanitation services capacities. Services plans will be submitted for approval and all services installed to the satisfaction of the municipality. A sewage pump station will be required and was provided for.
- Eskom is the service provider for electricity and has indicated that electricity supply can be made available for the development. Provision is made for two electrical substations to serve the development.
- A stormwater strategy report was compiled, proposing for the development to be split into two subcatchment areas, each with a stormwater pond located on the eastern side of the property above the 1:100 year floodlines.

All services will be designed to engineering standards and services plans will be submitted for approval. The developer will be required to pay development contributions. The General Industry 1 (GI1) zoning permits a floor factor of 1,5. The erf sizes were slightly increased to allow for on-site parking, reticulation and yard areas generally required for industrial uses. As such, a floor factor of 1,5 is very unlikely in most instances and it is proposed that the floor factor initially be capped at 0,6 for the purposes of calculating development contributions.

12.4 Impact on safety, health and well-being of surrounding community

The property is located within an established industrial area and has been earmarked for development. The proposed development will be undertaken in a manner which will ensure that it does not negatively impact on the health or general well-being of the surrounding community. The pattern of subdivision and general erf sizes will ensure that adequate setbacks from common boundaries can be maintained.

12.5 Impact on heritage

A Notice of Intend to Develop application was submitted to Heritage Western Cape. HWC confirmed that there is no reason to believe that the development will have any impact on heritage resources and authorised the proposed development. The application will not have any heritage impact.

12.6 Impact on the biophysical environment

The property is partially developed and was previously earmarked for development. The site has been transformed and the Terrestrial Biodiversity Impact Assessment concluded that the site can be classified as having a "Very Low" grading. There are no pristine or undisturbed vegetation on the site and no threatened ecosystems. The property is further located within an established, largely built-up area surrounded by industrial uses. The development of this property for industrial use will not have a negative impact on the biophysical environment.

12.7 Traffic impacts, parking, access and other transport related considerations

UDS Africa was appointed to conduct Traffic Impact Assessment. The study outlined the fact there are a number of developments planned for area and hence the assessment of the expected impacts on the road network had to be factored in.

The development proposal provides for 29 General Industrial 1 (GI1) erven. The existing storage facility will be accommodated on Portion 1 with an existing access off Pastoral Avenue. The remaining erven will be served by a 16m wide crescent off Swisshoek Street. The properties will be developed in accordance with the provisions of the Development Management Scheme and no problems are foreseen w.r.t on-site parking.

<i>Table 2 : Neighbouring Developments</i>				
Development		Extent		TIA's referenced
A	Farm RE/180 & 180/3 & 168/13	Industrial:	98 899 m ² GLA	ITS 3749.1 (2016)
		Business:	3 811 m ² GLA	ITS 3749.1 (2019)
		Total:	102 710 m ² GLA	ITS 3749.2 (2021)
B	Stillewater Development: Erven 1693 & 1870	Industrial: 19 016,1 m ² GLA		ITS 4152 (2019) ITS 4152.1 (2020)
C	Triangle Development: Farm 168/32 & 168/33	6 100 storage units		EFG 987/adb/add2 (2023)
D	Farm 168/9 (recent approval)	Industrial: 18 600 m ² GLA		UDS652/Reports/TIS/Rev02 (March 2025)

Figure 3: Planned developments in the vicinity of the subject property

Below is an extract of the conclusions and recommendations contained in the Traffic Impact Assessment:

7. CONCLUSIONS

The following can be concluded from the report:

- 1) That this TIA accompanies the application for subdivision and rezoning of Farm 168/37, situated within the Durbanville/Fisantekraal Industrial Park, Fisantekraal;
- 2) That the proposed development is light industrial in nature, with extent of 6,017 ha, of which a portion is already operational as self storage (in line with the previous approval);
- 3) That access to the proposed development would be via the extension of Swisshoek Crescent by way of public road traversing the development;
- 4) That the proposed development will have the potential to generate 189 peak hour trips (132 in, 57 out during the AM peak hour and 47 in, 142 out during the PM peak hour);
- 5) That to accommodate the background traffic plus the proposed development traffic (without considering the neighbouring properties), traffic signals are considered required at the Klipheuwel Road/Darwin Road intersection;
- 6) That to accommodate the neighbouring developments (as per their TIAs), upgrades are required to the Lichtenburg Road-, Fisantekraal Industrial Road-, Arum Lily Street-, Darwin Road- and Okavango Road-intersections along Klipheuwel Road, as well as the upgrading of the Fisantekraal Industrial Road between Klipheuwel Road and Pastorale Avenue, and that it is suggested that consideration be given to the dualling of a section of Klipheuwel Road or the implementation of an alternative route such as Darwin Road extension;
- 7) That the road traversing the development is proposed to be a public road (16 metre road reserve) similar to the existing Swisshoek Crescent, providing direct erf access to the light industrial erven, and along which Municipal kerbside refuse collection could occur;
- 8) That parking should be provided in accordance with CoCT requirements; and
- 9) That no additional public transport facilities are considered necessary as result of the proposed development, but that it be considered providing a sidewalk along at least the proposed development side (northern side) of Swisshoek Crescent from the Pastorale Avenue/Oostenberg Street intersection to the development access.

8. RECOMMENDATIONS

From the above, it is recommended that the proposed subdivision and rezoning of Farm 168/37 be considered for approval from a traffic flow point of view, and that the Klipheuwel Road/Darwin Road intersection be signalised to accommodate the background traffic plus proposed development-traffic.

As the abovementioned upgrade is at an intersection along a Class 2-road, and in line with the planning as per the previous overall TIS, it is recommended that the upgrade be implemented in lieu of DCs payable for the proposed development.

Further to the above it is suggested that the provision of a sidewalk be considered along the northern side (development side) of Swisshoek Crescent between its intersection with Pastorale Avenue/Oostenberg Street and the development-access.

The Traffic Impact Assessment concluded that the proposed development can be supported from a Traffic Flow point of view. It is evident that various upgrades to the surrounding network should be implemented to accommodate the developments planned in the immediate area. One of these would be to signalise the intersection of Darwin / Klipheuwel Road. The conclusions of the report and recommendations are

listed below. It is trusted that the conclusions and recommendations of the report will be accepted and that the development will be supported on this basis.

12.8 Mitigating measures

The criteria stipulated in Section 99 of the Municipal Planning By-Law also deals with the voluntary imposition of conditions which may help to mitigate the potential adverse impact of a proposed development or land use application. The opinion is held that the proposed development is compatible with surrounding land uses and sensitive towards to preservation of the Mosselbank River with no development being proposed below the 1:100 year floodlines. Development should be done in accordance with conditions to be imposed w.r.t the land use and environmental approvals sought and no further mitigating measures is proposed.

13. Conclusion

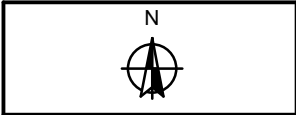
The proposed development of this property is in keeping with the general objectives for the area and consistent with the proposal assessed and approved in the past. The development of this property will no doubt have a positive impact and will contribute to economic growth in the region. Fisantekraal Industria is strategically positioned in close proximity to low-income residential developments. Initiatives which will result in employment opportunities should be supported. Approval of this application will not have any negative impact on the vested rights of any member of the community. The development of this property in this location is consistent with the relevant forward planning policy and objectives for the area. It is trusted that this application will receive the necessary support.



ZONING TABLE:			
PTNS 1-29	GENERAL INDUSTRIAL 1		60170m²
PTN 30	OPEN SPACE 3 (SPECIAL OPEN SPACE)		39555m²
PTNS 31-33	UTILITY ZONE		125m²
REMAINDER	TRANSPORT ZONE 2 (PUBLIC STREET)		10050m²
			109900m²

Notes:
All measurements approximate and subject to formal survey
All splays 7 x 7m unless stipulated differently

PROPOSED REZONING & SUBDIVISION OF PORTION 37 OF FARM 168, FISANTEKRAAL



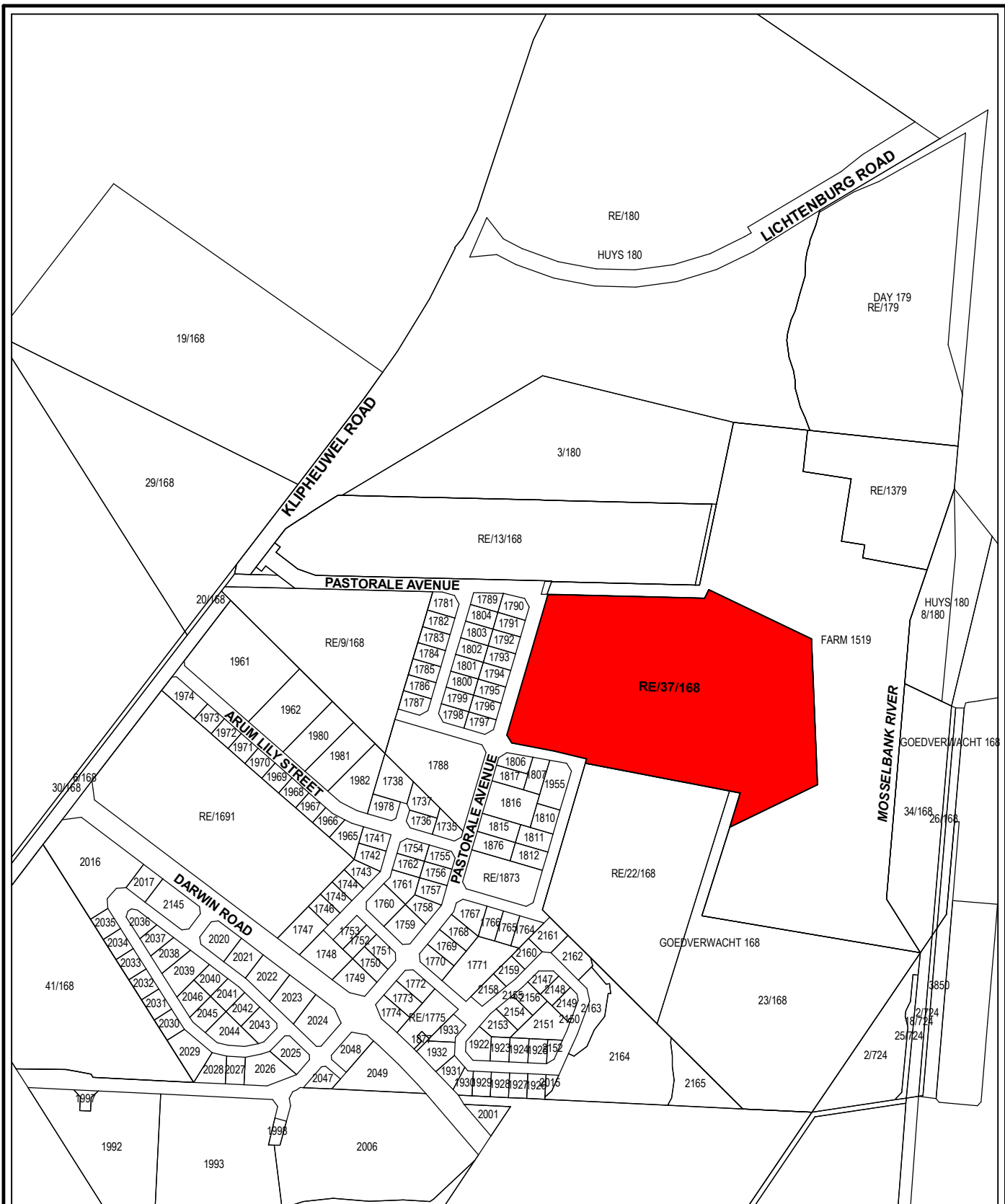
SCALE 1 : 1500 @ A3

PLAN NR:
FARM168-37FISANTEKRAAL/SUBDIVISION/MARCH2026/1

DATE:
APRIL 2026

CLIENT:





PLAN:

LOCALITY

DATE:

OCTOBER 2025

CLIENT:

**PROPOSED REZONING &
SUBDIVISION OF REMAINDER
PORTION 37 OF FARM 168,
FISANTEKRAAL**

N.T.S



ATLAS
Town Planning

