

# APPENDIX 40

## CWA IN THE CONTEXT OF SPATIAL POLICY AND LAND USE RIGHTS

DATE: 3 October 2024  
CLIENT: CapeWinelands.AERO  
PROPERTY: Cape Winelands Airport and Surrounds

REPORT NO: 2.5

**CAPE WINELANDS AIRPORT**  
**IN THE CONTEXT OF**  
**SPATIAL POLICIES AND LAND USE RIGHTS**



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## PART A: INTRODUCTION AND LOCATION

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### 1. Introduction

Cape Winelands Airport (CWA), located 10.5km northeast of Durbanville and 25km northeast of Cape Town International Airport (CTIA), is currently a general flying airfield with four concrete runways ranging from 700m to 1500m in length.

The goal is to transform CWA into a versatile aviation hub, accommodating scheduled airline services, general aviation, serving as an alternate and reliever airport, and functioning as a logistics hub to spur economic growth. The expanded CWA will also become a major multi-modal transport hub with excellent road, rail, and air connectivity. Two existing runways will be expanded: a 3,500m Code F runway.

This assessment, of the development proposal for the CWA in the context of spatial policies and land use rights, is dealt with in four parts:

- Part A provides the property description and location.
- Part B deals with the need and desirability of the proposal from a strictly spatial perspective with a high-level summary of the alignment with spatial policy.
- Part C discusses the spatial policies in detail at National, Regional, Metropolitan and District levels.
- Part D deals with existing zonings in the area and known development proposals by third parties in the immediate area.
- Part E describes the development proposal at a precinct level

## 2. The Location of CWA

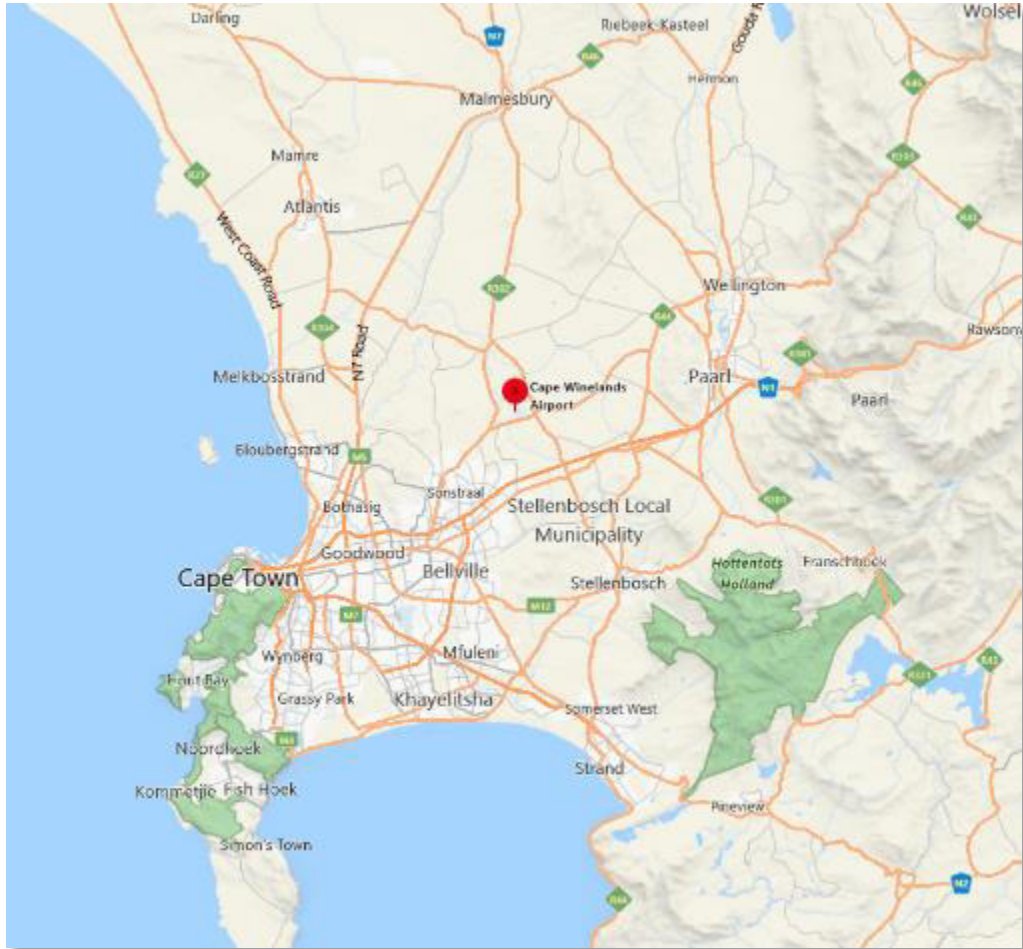


Fig. 1. CWA in Relation to the Greater Cape Metropolitan Area



Fig. 2. CWA in Relation to Regional Strategic Linkages  
(Source: Capewinlands Aero (Pty) Ltd)

### 3. Cadastral Description of the Site

The land parcels constituting the site are outlined on the aerial image below.



Fig. 3. Cadastral Outline of the CWA site

The site comprises of the following farm portions shown in Table 1 below.

Table. 1. Cadastral Entities of the CWA Site

Description	Area <sup>1</sup>
Portion 4 of Farm 474 Joostenbergs Kloof	36.1295 ha
Portion 10 of Farm 724 Joostenbergs Vlakte	114.1516 ha
The Remainder of Farm 724 Joostenbergs Vlakte	43.6026 ha
Portion 23 of Farm 724 Joostenbergs Vlakte	30.8711 ha
Portion 7 of Farm 942 Kliprug	256.9596 ha
The Remainder of Farm 474 Joostenbergs Kloof	397.9304 ha
A portion of Portion 3 of Farm 474 Joostenbergs Kloof	0.3977 ha

These areas total 880 ha, but the development area including the proposed runway safety area is approximately 410 ha in extent. Of the development area, 37% (150 ha) is already zoned to permit an airport.

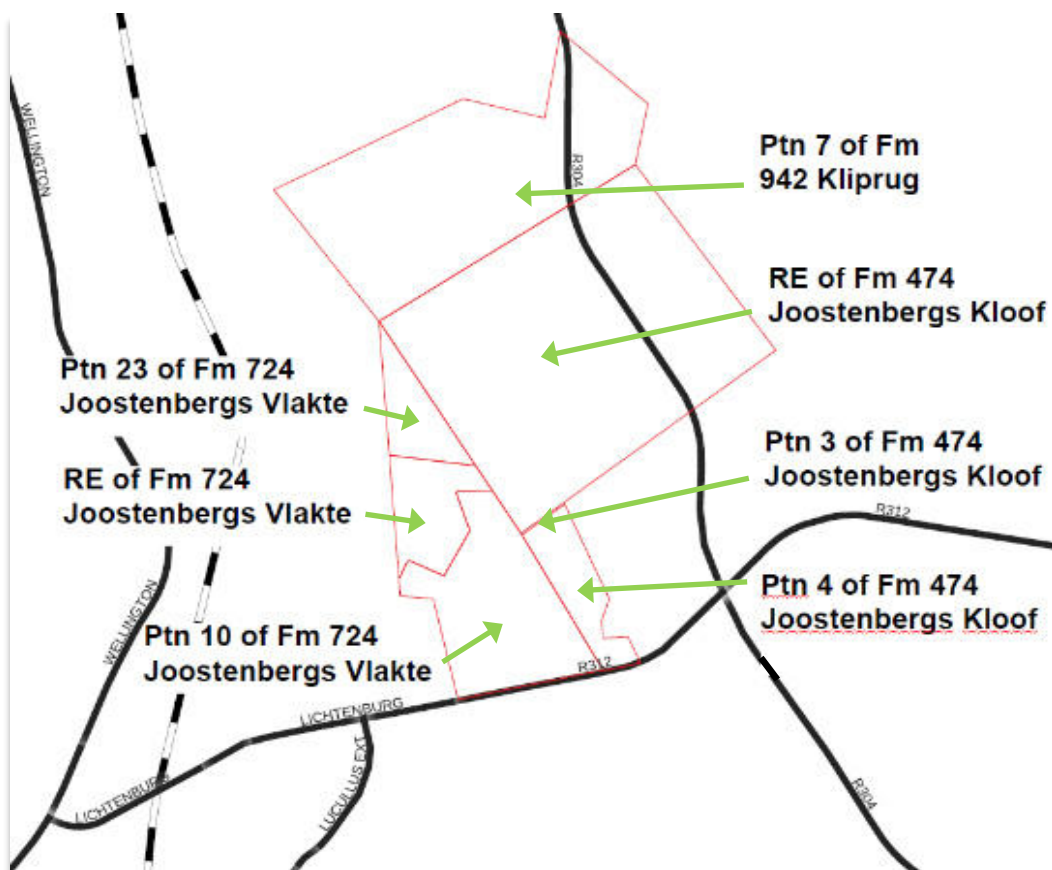


Fig. 4. The Cadastral Entities Comprising the Site.

The above properties have been or are in the process of being acquired by entities controlled by capewineland.AERO.

<sup>1</sup> Areas as per title deed apart from the portion of Portion 3 of Farm 474 Joostenbergs Kloof which is as per survey by Biff Lewis Geomatics Inc. The areas indicated in City Mapviewer and Cape Farm Mapper differ by 0.5% in total.



## PART B: NEED AND DESIRABILITY FROM A SPATIAL PERSPECTIVE

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Part B of this report discusses the "need and desirability" of expanding the Cape Winelands Airport (CWA) from a strictly strategic spatial planning perspective. This is not a comprehensive assessment as it deals with one component of the impact assessment. Other critical components, such as the socio-economic impact, noise, height limitations for aviation (Obstacle Limitation Surfaces or OLS), and botanical, are dealt with in specialists' studies and then evaluated as part of the impact assessment. This part is intended as input to the impact assessment and not as a standalone assessment of the need and desirability.

### 4. Legislative Context

The EIA Regulations, promulgated under NEMA, require consideration of the "need and desirability" of proposed activities. According to Regulation 18(3) of the 2014 EIA Regulations (as amended):

"The need and desirability of the proposed activity must be considered and must include considerations of alternatives that meet the general purpose and requirements of the activity."<sup>2</sup>

The EIA regulations ask for the consideration of how the "geographical, physical, biological, social, economic and cultural aspects of the environment may be affected by the proposed activity and understand that "need and desirability" relates to all these considerations and not only to socio-economic considerations.

### 5. DEA&DP Guideline on Need & Desirability 2013

The 2013 DEA&DP guideline Part 6 specifies that the need and desirability of development must be measured against the contents of the credible IDP, SDF and EMF for the area, and the sustainable development vision, goals, objectives, strategies and policies formulated in, and the desired spatial form and pattern of land use reflected in, the area's credible IDP and SDF.<sup>3</sup> Strategic and democratic determination of needs is also stressed by considering regional and local plans, frameworks and strategies.

The 2013 DEA&DP guideline states that "while the concept of need and desirability relates to the type of development being proposed, essentially, the concept of need and desirability can be explained in terms of the general meaning of its two components in which *need primarily refers to time and desirability to place* – i.e. is this the right time and is it the right place for locating the type of land-use/activity being proposed?<sup>4</sup> The concept of need and desirability can also be equated to wise use of land – i.e. the question of what the **most sustainable use of land** is.

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<sup>2</sup> DEA. National Environmental Management Act, 1998 (Act No. 107 of 1998) Environmental Impact Assessment Regulations, 2014. Government Gazette No. 38282, 4 Dec. 2014.

<sup>3</sup> Part 6 Section 2, p.83. DEA&DP 2013 EIA Guideline and Information Document Series Guideline on Need and Desirability

<sup>4</sup> Part 6 Section 2, p.86. DEA&DP 2013 EIA Guideline and Information Document Series Guideline on Need and Desirability

## **6. Questions Related to Need & Desirability from a Spatial Perspective**

This section answers the 2013 DEA&DP Guideline on Need and Desirability, specifically those questions related to a strategic spatial planning perspective. These questions are listed below under the headings of 'Need' and 'Desirability' and further grouped according to relevant subheadings. All other questions will be addressed in the assessment of the alternatives in the EIA process.

### **Need (Timing)**

- **Alignment with Strategic Policy and Planning**
- **IDP MSDF Priorities:**
  - Is the proposed land use within the current IDP, MSDF's vision, objectives, strategies, indicators and targets and any other strategic plans, frameworks or policies applicable to the area?
- **Appropriateness of Timing:**
  - Should development, or if applicable, expansion of the town/area concerned in terms of this land use occur here at this point in time?
- **Community Need:**
  - Will CWA result in equitable (intra- and inter-generational) impact distribution, in the short- and long-term?
  - Will the impact be socially and economically sustainable in the short- and long-term?
- **Service Availability and Infrastructure Planning:**
  - Are necessary services available or in need of enhancement?
  - Consider opportunity costs in terms of bulk infrastructure expansions in non-priority areas.

### **Desirability (Placing)**

- **Location Factors:**
  - Do location factors favour this land use (associated with the activity applied for) at this place? How were a risk-averse and cautious approach applied [in respect of location]?
  - How does CWA consider special locational factors?
  - How will CWA create residential and employment opportunities in close proximity, reducing transportation needs?
  - What is the impact on job creation, travel distance for laborers, and the distribution of job opportunities.
  - How will CWA correct historical spatial distortions?
  - How will CWA complement existing uses, utilize underutilized urban land, and optimize existing resources and infrastructure and support environmentally sustainable practices?
  - How will CWA promote or act as a catalyst to create a more integrated settlement in terms of its nature, scale and location of the development?

## 6.1 Need ('Timing')

### 6.1.1 Alignment with Strategic Policy and Planning

The alignment with Spatial Policy is discussed in depth with the detailed references in Part D below and is presented here as a summary.

The positioning and expansion of the CWA in Cape Town, recognised as a national urban node, aligns with the Greater Cape Metro's competitive growth potential, and meets national, regional, and the CoCT's spatial and economic needs in the following ways:

#### **National Spatial Development Framework (NSDF) 2050 Outcomes:**

- **The National Transport System:**
  - "A well-functioning and well managed national transport and connectivity infrastructure network that ensures and enables (1) the safe and efficient movement and transport of people, (2) the rapid and reliable flow of information and communication, (3) the efficient transport of goods, (4) the provision of services, and (5) the ability to participate and interact in the global economy."<sup>5</sup>

Outcomes and investment priorities specific to the National Spatial Action Area, within which CWA expansion plans align:

- **National Spatial Development Outcome 1:**
  - "A network of consolidated, transformed, and well-connected national urban nodes, regional development anchors, and development corridors."
- **National Spatial Development Outcome Two:**
  - "Economic activities, settlement development and infrastructure are focused on/located within well-connected inter-regional and national development corridors and routes."<sup>6</sup>
- **National Spatial Development Outcome 3:**
  - "All national road, rail, air, maritime and Information and Communication Technologies (ICT) networks and infrastructure are aligned and prioritised, based on the demand and volume of services, as well as envisaged future growth in identified areas."<sup>7</sup>
  - "National connectivity and movement infrastructure systems are strategically located, extended and maintained, to support a diverse, adaptive and inclusive economy, and a set of key national and regional gateway cities and towns."<sup>8</sup>

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<sup>5</sup> Section 4.4.6, p 99, NSDF

<sup>6</sup> Section 4.5.3, p101 NSDF

<sup>7</sup> Section 4.5.3, p101 NSDF

<sup>8</sup> Section, p37, NSDF Greater Cape Town Report

- **Investment:**
  - “Upgrading and maintenance of trade ports (airports, seaports, and border posts)”<sup>9</sup>.”
  - “Port and airport development [to] be strengthened in support of inter-regional trade flows and efficiency.”<sup>10</sup>
  - “Logistics hubs, ports (airports and harbours) and border posts are maintained and timeously expanded to support and strengthen national economic growth and reduce delays at ports.”<sup>11</sup>

### **The PSDF 2014 Policies**

- Policy E1, in part, aims to leverage economic growth through regional infrastructure investment, reducing average travel times.
- Policy E3, in part, aims to revitalize urban economies by targeting existing assets and attracting economic activities near residential areas.
- Policy S2, in part, aims to improve regional accessibility and develop integrated rapid public transport networks in key urban centres.

### **Greater Cape Metro Regional Spatial Implementation Framework (GCM RSIF) 2019 Policies**

- Regional space economy outcomes of low business costs due to spatial efficiencies and where the Greater Cape excels as a top tourist destination and quality food/beverage producer.
- Enhance an integrated inter-modal regional freight and logistics network and an effective transport network reliant on intermodal hubs, influencing port performance.

### **Western Cape Growth for Jobs Strategy 2023 and Priority Focus Areas (PFA)**

- Goal is to grow the WC economy by between 4 and 6% by 2035
- PFA 1: Driving break outgrowth through investment, capitalizing on new growth opportunities.
- PFA 2: Building exports and domestic markets with competitive, efficient, cost-effective, and sustainable infrastructure.
- PFA 6: Connecting through infrastructure, that is planned for timeously to support growth, positioning the Western Cape as Africa’s hub of venture capital.
- PFA 7: Improving learners, entrepreneurs, and aspirant job seekers and where citizens have easier access to economic opportunities and pathways nearer to the places they live.

### **The CoCT MSDF 2023 Policy Intent**

- P5.1 Land use decision making to consider the leveraging of large-scale economic investments in airport precincts and supporting transport infrastructure, with employment-generating land uses.
- P5.2 Support intensification of land uses at CTIA and CWA that enhance Cape Town’s aviation-enabled competitive advantage and maintain a network of airfields used for civil aviation purposes. “A portfolio of ports (sea, air and inland)

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<sup>9</sup> Section 6, p 43, NSDF Coastal NSAA Report

<sup>10</sup> Section 5.3.3, p 122, NSDF

<sup>11</sup> Section 5.5, p 132, NSDF

is developed, serving the economy that has the necessary efficiency, focus and capacity to deliver goods to their destinations quickly and efficiently."

### The 2022-2027 CoCT IDP Priorities

- Economic growth: "To support meaningfully faster economic growth."<sup>12</sup>
- Transport: "A city that is better connected will be more productive and create more economic opportunities"<sup>13</sup> and it will be "cheaper and faster to move around the city to access jobs and services."<sup>14</sup>
- A more spatially integrated and inclusive city: "Where people have more equitable access to economic opportunities and social amenities"<sup>15</sup> and where "people experience decreased spatial dislocation from the social and economic benefits that Cape Town has to offer."<sup>16</sup>

### 6.1.2 IDP MSDF Priorities

Question2: Is the proposed land use within the current IDP, SDF's vision, objectives, strategies, indicators and targets and any other strategic plans, frameworks of policies applicable to the area.

Of the 880-ha site, 150 ha has been continuously and lawfully used as an airport since 1943 without interruption. Figure 5 shows the existing and proposed zoning and land parcels constituting the subject site (bordered in dark green).

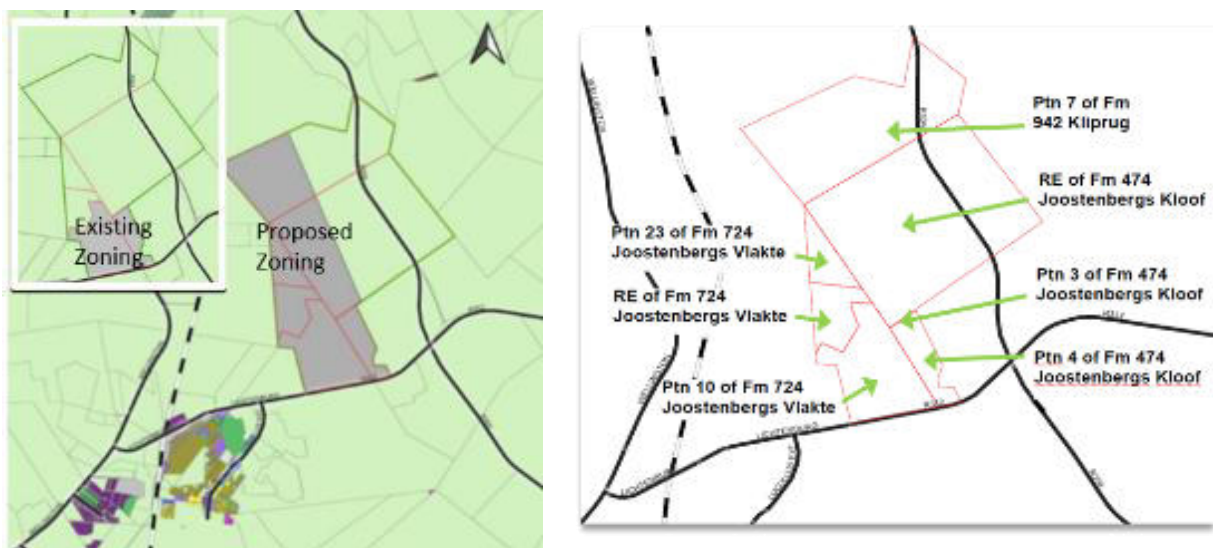


Fig. 5. Existing and Proposed Land Parcels

A substantial part of the development (150 ha or 17 %) is already zoned Transport with consent for an "Airport" (shown in grey on the insert). The portions zoned agricultural is shaded in green on the insert. The proposal is for a large part of the site to the east to remain agricultural. At 463 ha, the Agricultural Precinct is the largest precinct and

<sup>12</sup> p 17, CoCT IDP 2022-2027 Exec Summary

<sup>13</sup> p 17, CoCT IDP 2022-2027 Exec Summary

<sup>14</sup> P 19, CoCT IDP 2022-2027 Exec Summary

<sup>15</sup> p 17, CoCT IDP 2022-2027 Exec Summary

<sup>16</sup> p 19, CoCT IDP 2022-2027 Exec Summary

makes up 53% of the site. The total area to be rezoned to Transport Zone 1 is 275 ha or 31% of the site

While the existing airport site with its Transportation Zone (TR1) zoning and consent for an airport is located within the CoCT's urban edge, the proposed extension spans two MSDF Spatial Transformation Areas, namely the Incremental Growth Area (inside the Urban Development Edge [UDE]) and the Discouraged Growth Area (outside the UDE) (See Fig. 6 & 7). The landside development is west of the runway, mainly within the Incremental Growth Area, while the airside (runway safety area) is mostly outside the UDE.

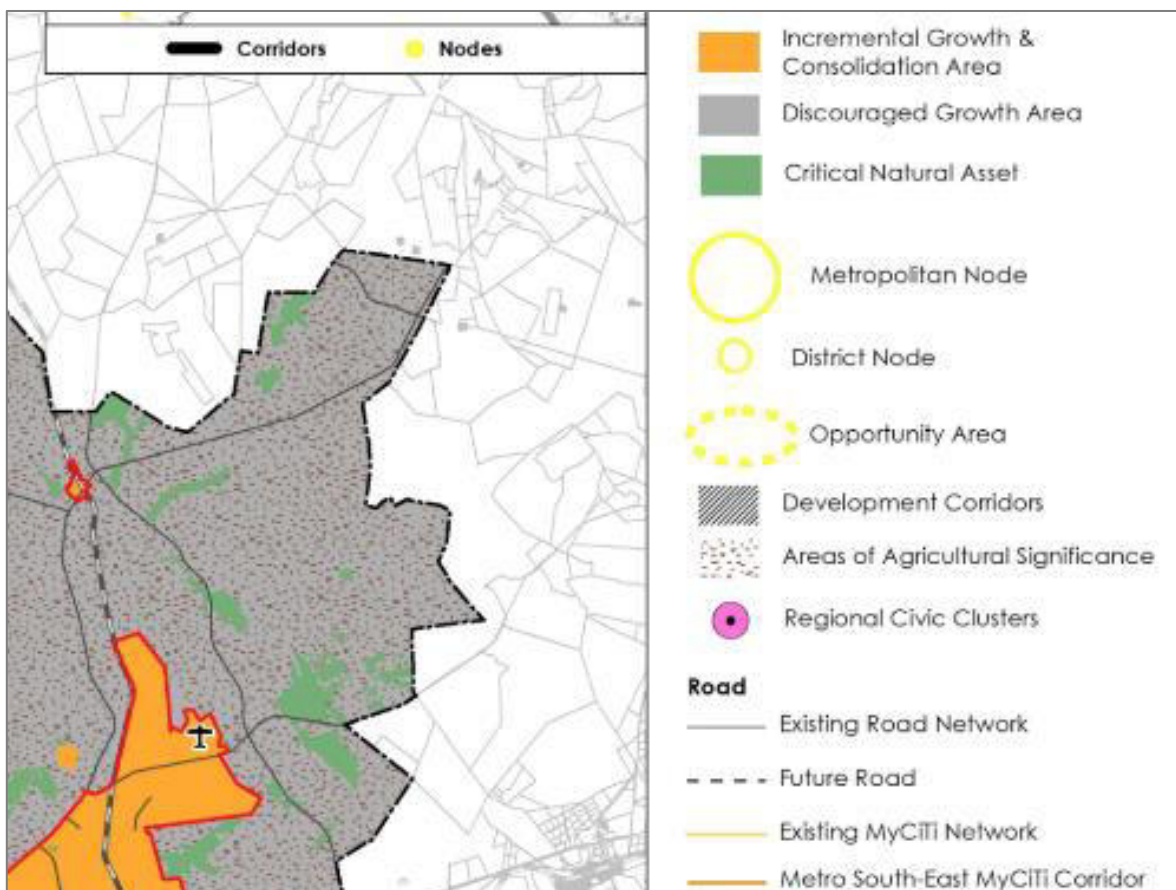


Fig. 6. Enlarged Extract from the MSDF Consolidated Spatial Concept (Source: CoCT MSDF, 2023)



Fig. 7. The Current Urban Development Edge in Relation to the Existing Airport and its Proposed Extension.

Part of the development extends over the UDE, mostly the airside components (runway safety area). Part of the development site that is outside of the UDE includes land of 'Agricultural Significance' indicated in the MSDF. The eastern portion of the development site, which lies within the UDE, is identified as Core Biodiversity Area as seen in Fig 8.

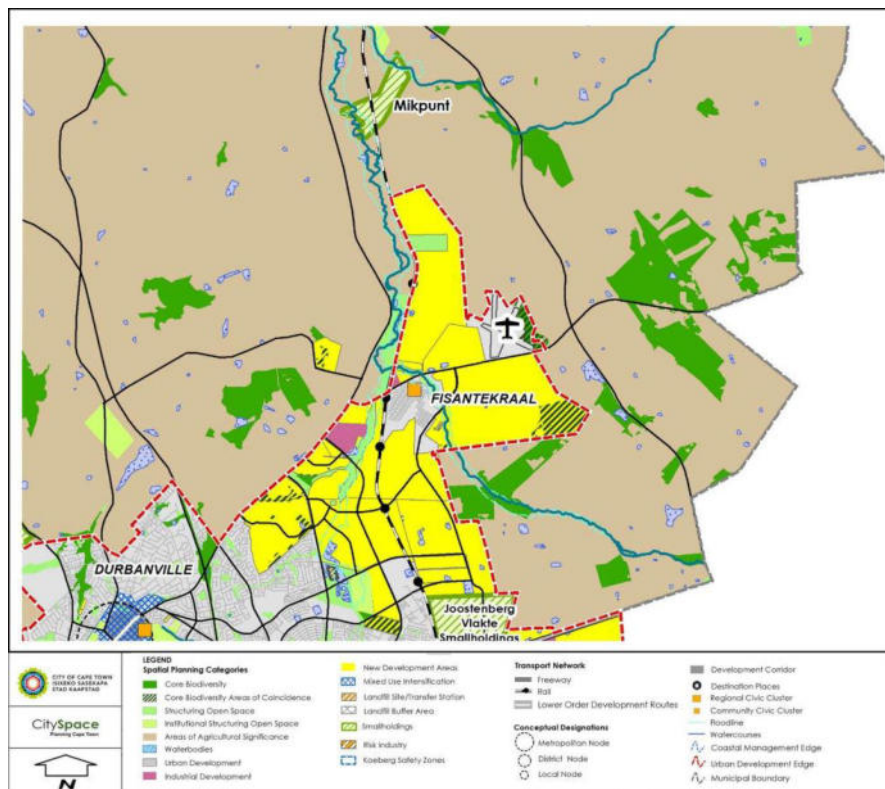


Fig. 8. Northern District SDP  
(Source: City of Cape Town, 2023)

The MSDF does support the move for general aviation to CWA but does not address scheduled operations at CWA. General aviation includes both commercial and non-commercial aviation of an unscheduled nature. There is no indication in the MSDF that it does not support scheduled aircraft operations at Cape Winelands Airport. The site-specific circumstances justifying deviations to accommodate CWAs expansion forms part of the land-use application as is required in terms of section 9 of the MPBL. Similarly, the LUPA application is being prepared.

These aspects are dealt with in more detail under Part C below.

In summary, no amendment to the MSDF is required in terms of section 6 (b) of the Municipal Planning By-law, subject to the City considering that the site-specific circumstances justify a deviation from the MSDF for those parts of the proposed development that are not consistent with the MSDF. A deviation based on site-specific circumstances will not compromise the integrity of the MSDF and IDP as statutory process prescribed in section 9 of the MPBL is being followed.

In making this decision, the CoCT must have regard to the "Development Principles" of spatial planning, land development and land use management as set out in s. 7 of SPLUMA and s. 59 of LUPA. One of the Development Principles in both these laws is the principle of Spatial Resilience which requires "**flexibility in spatial plans**, policy and land use management systems are accommodated ..."

### **6.1.2 Appropriateness of Timing**

Questions: Should development, or if applicable, expansion of the town/area concerned in terms of this land use occur here at this point in time?

The following points are submitted for consideration:

- **Economic Growth:** Developing an airport is a meaningful contribution to a region's economy. The expansion of CWA and the resulting enhanced air connectivity can significantly accelerate economic growth, attracting investment, boosting tourism, and improving logistics in the short and long term. This is particularly crucial for post-COVID recovery in the Greater Cape Metro Region (GCMR), the economic powerhouse of the Western Cape and its fastest-growing area.
- **Competitive Edge:** In today's fast-paced global market, such development is essential to maintaining a competitive advantage. Having a diversified aviation infrastructure allows regions to cater to multiple aviation needs while alleviating capacity constraints at major hub.
- **Cost-effectiveness:** Expanding an existing airbase, originally carefully located during WWII for its topographical advantages and now with zoning rights for an airport, is more time-efficient and cost-effective than building a new airport. This approach maximizes resource utilization, shortens project timelines and allows the latest standards to be applied.
- **Infrastructure Development:** CWA can supplement the need for improved aviation infrastructure in the GCMR, enhancing transportation access for both



residents and tourists. Existing roads, power, water, and telecommunication infrastructure that can be augmented where so required, not only supports the airport but also benefits the surrounding area.

- **Risk Mitigation:** Cape Town's geographic position is akin to an "island" on the southern tip of Africa with road, rail and port networks to the rest of Africa in various states of overuse and/or deterioration. Relying on a single airport is a high-risk scenario for an economy reliant on tourism and agri-exports. The GCMR relies on a single airport remaining effective and having capacity for most of the passenger and fresh produce movement within South Africa and internationally. Having multiple airports enhances resilience during natural disasters or emergencies, ensuring business continuity and supporting disaster recovery in the region. A few recent actual examples of issues at CTIA causing mass diversions (which were in fact not weather-related).
  - 18 April 2023 – fibre network fault caused an outage of the navigational aids (instrument landing system) that pilots rely on, causing diversions for multiple hours.
  - 12 October 2023 – hydraulic fluid spill closes the main runway for nearly 18 hours. This caused the mass diversion of aircraft, including at least 4 widebody aircraft en route from US/Europe/Middle East to JHB/Durban at enormous cost to industry.
  - 29 July 2024 – runway lights & critical airside safety systems offline due to a two-day power outage, causing the mass diversions of aircraft, including 2 wide body diversions to JHB.
  
- **Diversion Capability:** Airlines are legally required to designate an alternate airport for emergencies and carry sufficient fuel to abort a landing and reroute. The CWA Diversion Airport Analysis 2022 by an international Aerospace Engineering firm evaluated the fuel weight savings for CWA as an alternate airport instead of Port Elizabeth or OR Tambo Airports for flights inbound to CTIA<sup>17</sup>. The study shows significant reductions in fuel uplift saving weights up to 10 tons and fuel burn saving weights up to 3 tons per incoming flight. These savings are possible due to the shorter diversion distance, which results in less fuel weight being allocated to the reserve. In addition to the reduction in CO<sup>2</sup> emissions and costs savings, passengers on diverted flights would still end up in the destination of their choice and without significant time delays. CWA as a diversion airport therefore simultaneously mitigates risk and potential economic losses. Furthermore, CWA's master plan fulfils all the requirements to function as a destination alternate aerodrome for all aircraft types flying to CPT<sup>18</sup>.
  
- **Need for a Secondary Airport:** With increasing air travel demand, especially during peak periods, a secondary reliever airport is necessary to alleviate congestion at Cape Town International Airport (CTIA) and support future growth. For comparison, London has 6 airports and Windhoek has 2. Although CTIA's theoretical maximum capacity is 45 million passengers annually, it currently handles 10 million and still lacks the necessary rights and regulatory approvals for such expansion. Industry consultations by CWA still indicate

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<sup>17</sup> PACE Aerospace Engineering & Information Technology 2022, CWA Diversion Airport Analysis

<sup>18</sup> Munich Airport International GmbH: Cape Winelands Alternate Aerodrome Feasibility Study April 2024

unmet demand. The frequency of flights to Cape Town will increase regardless of alternate selected.

- **General Aviation:** The development will alleviate hangar shortages and relocate general aviation from CTIA, reducing congestion in airspace and on runways.
- **Crucial Role of Both Airports:** Both CWA and CTIA are vital for unlocking economic development and ensuring the aviation industry's sustainability, aligning with best practices observed in thriving global cities. Having two international airports will also create healthy price competition and service offerings between the airport operators as opposed to being exposed to a monopolistic situation as is the case with Cape Town's port.
- **Timing of Investment:** The project's substantial scale and private investment are both timely and pivotal, marking a key milestone in the region's infrastructure development while unlocking untapped market efficiencies. It is now almost two decades since the capital expenditure related to FIFA 2010 and the CT Stadium stimulated the local and national economy. These types of flagship projects have the potential to stimulate international and local interest and create a positive investor climate in related industries.
- **Focus on Sustainability:** CWA's goal to become the world's greenest airport aligns with the need for sustainability and promoting sustainable tourism in the Greater Cape Metro. Furthermore, the fuel weight savings from CWA as an alternate to CTIA supports environmental goals and contributes to sustainability efforts<sup>19</sup>.

### 6.1.3 Strategic Importance and Community Needs

Question: Does the community/area need the activity, and the associated land use concerned (is it a societal priority)? Will CWA result in equitable (intra- and inter-generational) impact distribution, in the short- and long-term? Will the impact be socially and economically sustainable in the short- and long-term?

#### From a Strategic Perspective:

- **Alignment with National Priorities:** Developing Cape Winelands Airport aligns with national priorities of economic growth, improved transportation infrastructure, and regional development.
- **Enhancing Tourism and Business:** It has the potential to enhance tourism, facilitate business and logistics operations, and contribute to economic diversification.
- **Comprehensive Service Offering:** The Greater Cape Metro requires a more complete service offering to airlines and passengers than currently available.

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<sup>19</sup> PACE Aerospace Engineering & Information Technology 2022, CWA Diversion Airport Analysis

## From a Local Perspective:

- **Employment Opportunities:** Airports, airlines, and related industries provide direct and indirect employment opportunities, supporting livelihoods and economic stability in communities.
- **Environmental and Community Considerations:** The development is carefully addressing environmental concerns, land use conflicts, and ensuring community involvement in decision-making.
- **Cultural and Environmental Balance:** CWA may transcend economic prosperity by enhancing and balancing cultural richness, symbolism and environmental sustainability and stewardship.

### 6.1.4 Service Availability and Infrastructure Planning

Questions: Are necessary services available or in need of enhancement? Consider opportunity costs in terms of bulk infrastructure expansions in non-priority areas)?

While existing services can support the development to a certain extent, expansion is necessary to meet the demands of the proposed project. The specialist studies have addressed the physical impact on bulk services networks such as transportation and electricity. CWA acknowledges the responsibility for costs related to providing all required link and reticulation and its share of bulk engineering infrastructure. Consideration has been given to current infrastructure and future requirements in the Bulk Engineering report appended to the Scoping report).

## 6.2 Desirability (Placing)

### 6.2.1 Location Factors

Questions: Do location factors favour this land use (associated with the activity applied for) at this place? How were a risk-averse and cautious approach applied [in respect of location]? How does CWA consider special locational factors?

The following location factors favour this site:

- CWA's location as a secondary airport just outside the metropolitan area allows it to serve both the CoCT and municipalities like Swartland, Bergrivier, Drakenstein, Stellenbosch, Breede Valley and Witzenberg. As development expands north and northeast from Cape Town, increasing pressure is placed on the N1 and N2 road network as travellers must travel farther to reach CTIA. With significant growth in towns like Paarl, Stellenbosch, and the Winelands, having only one airport limits travel convenience. CWA's position is therefore close enough to be convenient, yet far enough to avoid urban constraints or have an undue negative impact on large residential communities. It will not just be a place where planes take off and land, but a pleasant component of the travel experience from home to destination.
- The airport is easily accessible from major roads (N1) and is in close proximity to railway, which could set it up to receive land cargo from other ports. With the completion of the northern loop of the R300, regional accessibility will be further enhanced.

- By distributing passenger traffic across two airports, road congestion around the airports would be reduced, making it easier for passengers to reach their flights on time instead of funnelling all passengers via the N2/R300 highways
- The CWA runway must have a southeast/northwest orientation to align with prevailing wind directions, which is necessary to avoid conflicts with take-offs and landings at CTIA.
- It is not in close proximity to a nature reserve and does not fall within any heritage of cultural landscape area designated in the MSDF,
- It is not in a physically built-up area, or so close that landings and take offs will be problematic.
- It falls outside of existing controlled airspace of Cape Town International Airport.
- It falls outside of the Koeberg Nuclear Protection Zone (See Fig. 9).

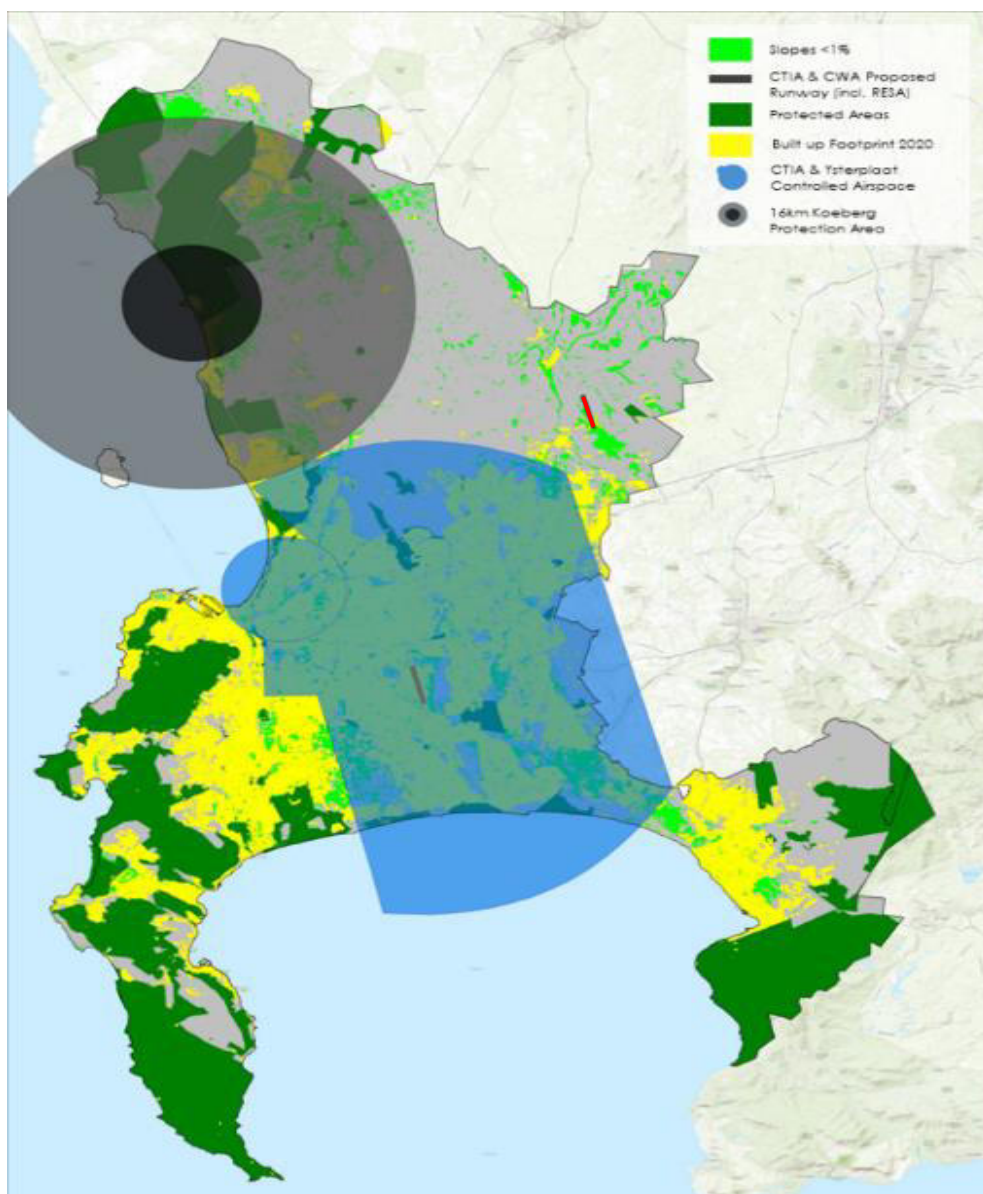


Fig. 9: CWA in relation To Koeberg UPZ, CTIA and Ysterplaat controlled Airspace (blue), protected nature areas (dark green), built-up footprint (yellow) and slopes of less than 1% (bright green).

How will CWA create residential and employment opportunities in close proximity, reducing transportation needs? What is the impact on job creation, travel distance for laborers, and the distribution of job opportunities. How will CWA correct historical spatial distortions?

- CWA is efficiently located in proximity to labour supply, without the induced demand for extensive travel distances. CWA's expansion aligns with the CoCT's IDP and MSDF strategy of economic growth "where people have more equitable access to economic opportunities" and where "people experience decreased spatial dislocation from social and economic benefits." Nearby disadvantaged communities such as Fisantekraal and Klipheuvel will benefit from improved access to and increased diversity of job offerings during and after construction, thereby reducing their spatial dislocation on the outskirts of the city. Without a significant catalytic project, the chances for creating job opportunities at scale in these dormitory areas are slim, as illustrated by the failed Fisantekraal Industrial Park.
- CWA's location as a secondary airport just outside the metropolitan area reduces the need for lengthy trips to Cape Town International Airport (including additional congestion around CTIA) for the City's northern suburbs and residents in municipalities like Swartland, Bergrivier, Drakenstein, Stellenbosch, Breede Valley and Witzenberg.

How will CWA complement existing uses, utilize underutilized urban land, and optimize existing resources and infrastructure and support environmentally sustainable practices?

- The site has already been part of the community for over 80 years. Expanding an existing airbase, already zoned for transport, represents the continuation and enhancement of an existing use.
- A secondary airport like CWA should ideally be situated on or just outside the urban edge to balance accessibility for urban populations, minimize disruption in densely populated areas, and ensure efficient regional connectivity and economic integration. Secondary airports need to be close to urban infrastructure, accessible for freight and passengers, and supported by a well-established, multi-directional road network and nearby rail connections which are all nearby.
- In respect of environmentally sustainable practices, CWA will operate entirely off-grid, using solar power and biogas for energy and treating groundwater on-site for water self-sufficiency. The eco-friendly design includes energy-efficient buildings, green spaces, and comprehensive waste management, all while avoiding flood-prone areas and ensuring uninterrupted energy supply. This ultimately provides resilience to the GCMR's aviation sector in the event of interruptions to energy and water supply.

How will CWA promote or act as a catalyst to create a more integrated settlement in terms of its nature, scale and location of the development?

- The area directly west of the existing airport is designated for “industrial” use in Northern District Plan (See Fig. 10). The area stretches up to the railway line all the way north of Lichtenburg Road.
- Clearly the spatial planning intention is to create work opportunities in this area to prevent the larger Greenville and other residential areas becoming embedded as mono-use dormitory towns. A situation which is often referred to by Professor Francois Viruly as the “40 x 40 x 40 x 40” rule whereby most of Cape Town’s population lives in 40 m<sup>2</sup> homes, 40 km from work and spending 40% of their income on transport, residing in communities with 40% unemployment.<sup>20</sup>

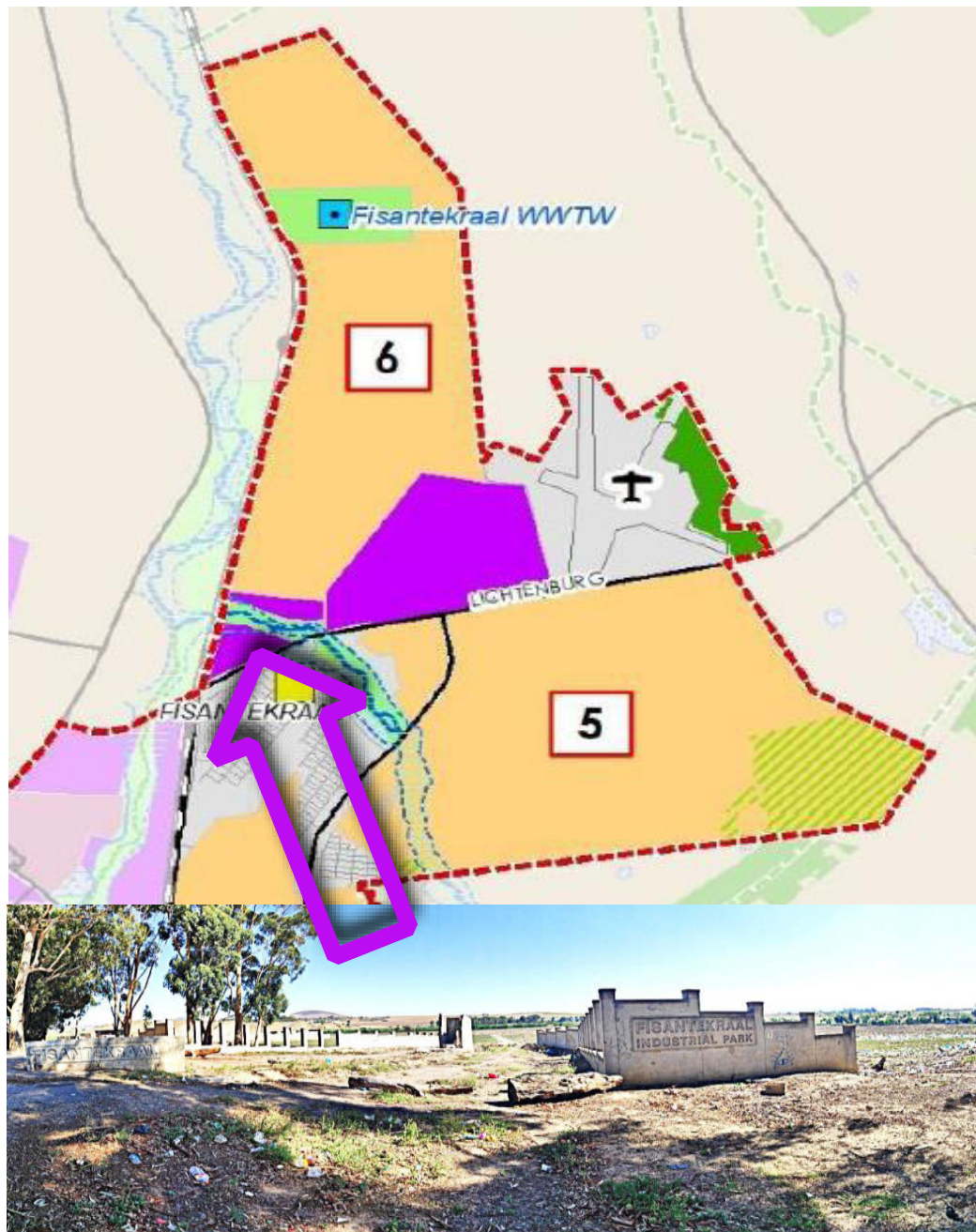


Fig. 10. The Ruins of the Entrance to the Fisantekraal Industrial Park Superimposed on an Extract of Sub-district 3 Plan in the Northern District Plan

<sup>20</sup> <https://www.facebook.com/OpenStreetsCapeTown/posts/according-to-uct-property-economist-professor-francois-viruly-most-of-cape-towns/1419603218085844/>

- The renowned international urbanist, Alain Bertaud, has as a central theme in many of his publications that the spatial locational criteria for work opportunities are extremely sensitive where-as those for residential development are quite robust. Put differently, it is extremely easy for residential development to happen in any location where spatial plans suggest – in fact, informal settlements happen everywhere despite of spatial plans and urban edges.
  - However, commercial and industrial nodes do not develop because spatial plans and zonings permit such land use. It only happens where the cumulative agglomeration advantages and symbiotic business interdependencies make it possible.
  - Without a massive catalyst, the existing Fisantekraal Industrial area and the large extent between it and the airport, is unlikely to be developed as a thriving industrial employment node over the next 20 years. A more probable scenario is that it will become another informal settlement.
  - The photograph in figure 10 above illustrates the challenge of converting the vision of making the area coloured up in purple on the map into a thriving employment node. At present the gateway to the industrial park sadly reflects unfulfilled employment expectations next to large monofunctional dormitory developments.
  - The proposed airport development has the potential to put the Fisantekraal Industrial Area literally and figuratively on the map.
  - The CWA development will be the catalyst to create a more integrated settlement at subdistrict level in terms of its nature, scale and location.
-

## PART C: SPATIAL POLICY ALIGNMENT

### 7. National Spatial Development Framework (NSDF) 2050

The NSDF is a strategic long-term spatial plan towards 2050 and is legally mandated by the Spatial Planning and Land Use Management Act, 2013 (SPLUMA). The strategy aims to institutionalize a spatial targeting approach to guide public and private investment within National Spatial Action Areas (NSAA's). The CWA is located within the National Coastal NSAA and the Greater Cape Metro (GCM) National Urban Spatial Transformation & Economic Transition Region. Shown in the map below, Cape Town is recognized as a National Urban Node, connected to national and regional corridors, while the GCM serves as a national urban region of competitiveness with high potential for further growth.



Fig 11: NSDF Ideal Spatial Development Pattern  
(Source: NSDF)

The NSDF vision which can be related to the development of CWA includes:

- **The National Transport System:**
  - “A well-functioning and well managed national transport and connectivity infrastructure network that ensures and enables: (1) the safe and efficient movement and transport of people, (2) the rapid and reliable flow of information and communication, (3) the efficient transport of goods, (4) the provision of services, and (5) the ability to participate and interact in the global economy.”<sup>21</sup>

Outcomes and investment priorities specific to the NSAA, within which the CWA falls, and which are related to airport expansions include:

<sup>21</sup> Section 4.4.6, p 99, NSDF



- **National Spatial Development Outcome 1:**
  - “A network of consolidated, transformed, and well-connected national urban nodes, regional development anchors, and development corridors.”<sup>22</sup>
  
- **National Spatial Development Outcome 2:**
  - “Economic activities, settlement development and infrastructure are focused on/ located within well-connected inter-regional and national development corridors and routes.”<sup>23</sup>
  
- **National Spatial Development Outcome 3:**
  - “All national road, rail, air, maritime and Information and Communication Technologies (ICT) networks and infrastructure are aligned and prioritised, based on the demand and volume of services, as well as envisaged future growth in identified areas.”<sup>24</sup>
  - “National connectivity and movement infrastructure systems are strategically located, extended and maintained, to support a diverse, adaptive and inclusive economy, and a set of key national and regional gateway cities and towns.”<sup>25</sup>
  
- **Investment:**
  - “Upgrading and maintenance of trade ports (airports, seaports, and border posts)<sup>26</sup>”.
  - “Port and airport development [to] be strengthened in support of inter-regional trade flows and efficiency.”<sup>27</sup>
  - “Logistics hubs, ports (airports and harbours) and border posts are maintained and timeously expanded to support and strengthen national economic growth and reduce delays at ports.”<sup>28</sup>

## **8. The Western Cape Provincial Spatial Development Framework (PSDF) 2014**

The PSDF 2014 is enacted by the SPLUMA, 2013 (Act No. 16 of 2013) and the Western Cape Land Use Planning Act (LUPA), 2014 (Act No. 3 of 2014). The policy provides guidelines and principles for spatial planning, land use management, and development in the Western Cape Province. The PSDF's spatial strategy also designates the GCM as a major node of competitiveness with potential for highest economic growth. As indicated in Fig 12, the CWA and proposed runway expansion are well located within the GCM and nearby the N1 as a regional connector route.

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<sup>22</sup> Section 4.5.2, p101, NSDF

<sup>23</sup> Section 4.5.3, p101 NSDF

<sup>24</sup> Section 4.5.3, p101 NSDF

<sup>25</sup> Section, p37, NSDF Greater Cape Town Report

<sup>26</sup> Section 6, p 43, NSDF Coastal NSAA Report

<sup>27</sup> Section 5.3.3, p 122, NSDF

<sup>28</sup> Section 5.5, p 132, NSDF

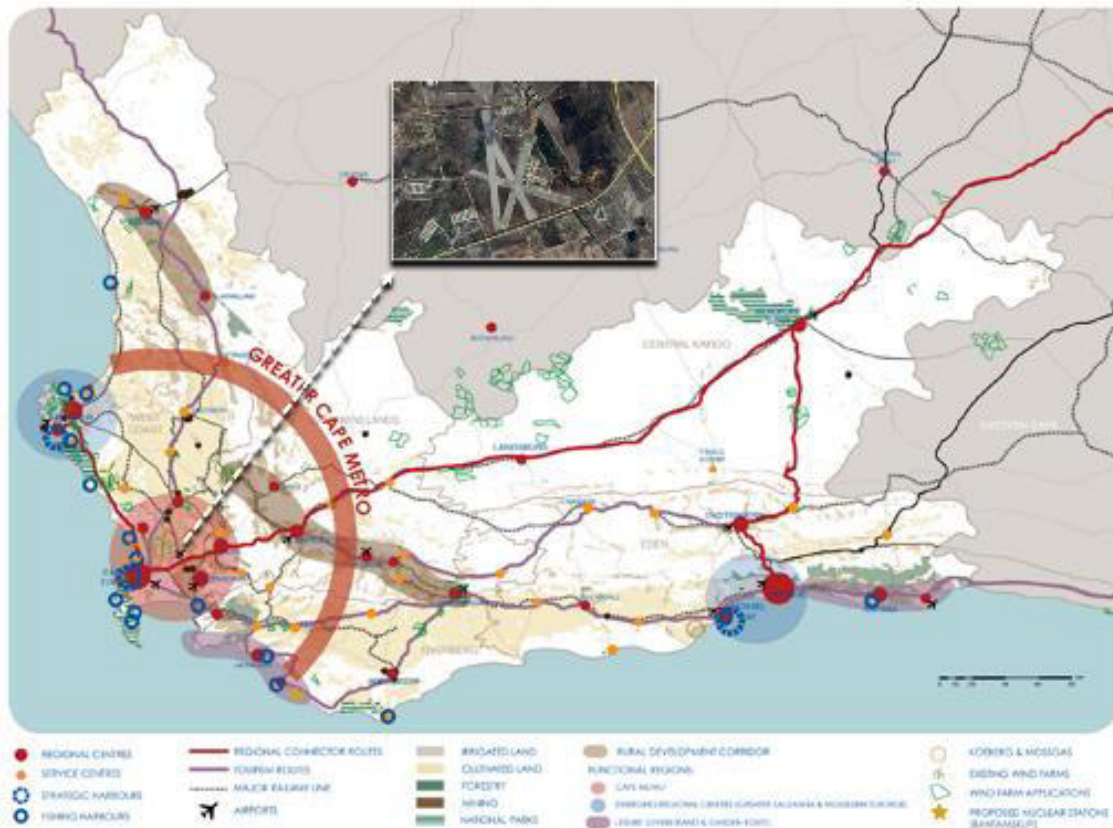


Fig. 12. Cape Winelands Airport in Relation to the Greater Cape Metro and PSDF  
(Source: GCM RSIF 2019)

The expansion of CWA is aligned with the following PSDF policy statements:

### Opening Up Opportunities in the Space Economy:

- Policy E1: Use Regional infrastructure investment to leverage economic growth.
  - “Limit new urban transport investment to spatial developments that reduce average travel times, as opposed to extending them.”<sup>29</sup>
- Policy E3: Revitalise and strengthen urban space-economies as the engine of growth.
  - “Existing economic assets to be targeted to lever the regeneration and revitalisation of urban economies.”<sup>30</sup>
  - “Incentives put in place to attract economic activities close to dormitory residential areas.”<sup>31</sup>

### Developing Integrated and Sustainable Settlements:

- Policy S2: Improve Inter and Intraregional Accessibility.
  - “Strengthen functional linkages between settlements and larger towns.”<sup>32</sup>

<sup>29</sup> Section 3.2.5, p 71, PSDF 2014

<sup>30</sup> Section 3.2.4.3, p71, PSDF 2014

<sup>31</sup> Section 3.2.4.3, p71, PSDF 2014

<sup>32</sup> Section 3.3.3.3, p 81, PSDF 2014

- “Rank, prioritise and develop fully Integrated Rapid Public Transport Networks (IRPTN) in the regional urban centres of the province such as the Cape Town Metro (including Paarl and Stellenbosch).”<sup>33</sup>

In summary, the expansion at CWA, strategically positioned between Cape Town, Paarl, and Stellenbosch, is set to complement the CTIA. It will enhance aircraft diversion capabilities, reduce travel times for numerous travellers, and shorten air travel durations from multiple origins. Its location at an established airfield maximizes the utilization of existing economic assets while improving regional accessibility. Furthermore, its secure placement offers promise for opening up future employment opportunities in the area.

## **9. The Greater Cape Metro Regional Spatial Implementation Framework (GCM RSIF) 2019**

The 2019 GCM RSIF is a regional plan approved in terms of the LUPA, 2014. It also identifies the GCM as a regional node of competitiveness with potential for higher growth. GCM RSIF spatial logic and development concepts that relate to the expansion of CWA include:

- **Regional Space Economy:**
  - “The costs of doing business are low on account of spatial efficiencies in the provision of regional utilities, transport and freight infrastructure networks<sup>34</sup>”.
  - “The Greater Cape excels globally as Africa's preferred tourist destination and producer of quality food and beverages.”<sup>35</sup>
- **Regional Infrastructure:**
  - “An integrated and inter-modal regional freight and logistics network is in place<sup>36</sup>”.
  - “The effectiveness of the [transport] network relies on logistics interfaces such as intermodal hubs and the quality of the transport system, which in turn influences port performance.”<sup>37</sup>

In summary, the runway expansion at CWA directly supports the vision and development concept of the GCM RSIF's regional space economy by enhancing regional transport infrastructure and logistics networks, lowering the costs of doing business and improving the efficiency of logistics operations in the region.

## **10. Western Cape Growth for Jobs (G4J) Strategy 2023**

Although not a formal policy, the WC G4J strategy was adopted by Provincial Cabinet in 2023. It sets out an ambitious goal for the Western Cape to grow its economy by between 4 and 6% by 2035. The strategy has seven priority focus areas, the following of which are relevant to the expansion of the CWA runway expansion:

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<sup>33</sup> Section 3.3.3.3, p 81, PSDF 2014

<sup>34</sup> Section 2.3, p50, GCM RSIF

<sup>35</sup> Section 2.3, p50, GCM RSIF

<sup>36</sup> Section 2.3, p54, GCM RSIF

<sup>37</sup> Section 3.3.3, p95, GCM RSIF

- **Priority Focus Area 1: Driving Growth Through Investment.**
  - “A strong and positive domestic and international brand that builds on existing and unique strengths and capitalises on new growth opportunities.”<sup>38</sup>
- **Priority Focus Area 2: Building Exports and Domestic Markets.**
  - “Infrastructure and the enabling environment in the Western Cape are competitive, efficient, cost-effective and sustainable.”<sup>39</sup>
  - “Expanding air access. Working with willing municipalities, a strengthened network of airports will be established in collaboration with the private sector, to enhance connectivity and access.”<sup>40</sup>
- **Priority Focus Area 6: Connecting through Infrastructure and Digitalization.**
  - “Positioning and marketing the Western Cape as Africa's hub of venture capital, digital, tech, innovation and start-ups.”<sup>41</sup>
  - “Relevant infrastructure solutions (physical, digital and hybrid) are coordinated, prioritised, innovated and planned for timeous delivery to support the achievement of break-out economic growth and a connected economy.”<sup>42</sup>
  - “A portfolio of ports (sea, air and inland) is developed, serving the economy that have the necessary efficiency, focus and capacity to deliver goods to their destinations quickly and efficiently.”<sup>43</sup>
- **Priority Focus Area 7: Improving Learners, Entrepreneurs, and Aspirant Job Seekers.**
  - “Citizens have easier access to economic opportunities and pathways nearer to the places that they live.”<sup>44</sup>

In summary, the CWA runway expansion will drive economic growth by attracting investment, improving air access, supporting exports, and positioning the region as an innovation hub. The expansion will also spatially provide easier access to economic opportunities, ultimately creating a more inclusive and dynamic economy for the GCM.

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## 11. The CoCT Metropolitan Integrated Development Plan (IDP) 2022-2027

The CoCT's IDP 2022-2027, adopted in terms of the Municipal Systems Act 32 of 2000, provides a set of strategic objectives to guide all municipal planning.

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<sup>38</sup> p 15, G4J 2023 Exec Summary

<sup>39</sup> p 16, G4J 2023 Exec Summary

<sup>40</sup> Section 6.1 p 81, G4J 2023 Main Report

<sup>41</sup> p 23, G4J 2023 Exec Summary

<sup>42</sup> p 26, G4J 2023 Exec Summary

<sup>43</sup> p 26, G4J 2023 Exec Summary

<sup>44</sup> p 30 G4J 2023 Exec Summary

The expansion of the CWA is aligned to the following vision statements:

- **Economic Growth:**
  - “To support meaningfully faster economic growth.”<sup>45</sup>
- **Transport:**
  - “A city that is better connected will be more productive and create more economic opportunities.”<sup>46</sup>
  - “Cheaper and faster to move around the city to access jobs and services.”<sup>47</sup>
- **A more Spatially Integrated and Inclusive City:**
  - “Where people have more equitable access to economic opportunities and social amenities.”<sup>48</sup>
  - “People experience decreased spatial dislocation from the social and economic benefits that Cape Town has to offer.”<sup>49</sup>

Expansion of the CWA aligns closely with the IDP’s adopted Municipal Spatial Development Framework (MSDF) strategy “to plan for employment and improve accessibility and access to economic opportunities<sup>50</sup>”, whilst ensuring that “infrastructure investment is central to economic recovery and realizing the City’s strategic and spatial priorities.”<sup>51</sup>

The proposed expansion of the CWA supports the following IDP 2022-2027 strategic objectives.

- **Objective 1: Increased Jobs and Investment in the Cape Town economy.**<sup>52</sup>
- **Objective 4: Well-managed and Modernised Infrastructure to Support Economic Growth.**<sup>53</sup>
- **Objective 12: A Sustainable Transport System that is Integrated, Efficient and Provides Safe and Affordable Travel Options for All.**<sup>54</sup>
- **Objective 14: A Resilient City.**<sup>55</sup>
- **Objective 15: A More Spatially Integrated and Inclusive City.**<sup>56</sup>

The CWA aligns with the city’s objectives of faster economic growth, increased job opportunities, modernized infrastructure, sustainable transport, and spatial integration. CWA, as a secondary airport, plays a crucial role in supporting CTIA, the primary airport, by alleviating congestion and strategically serving local and regional markets. This contribution significantly aids in developing a resilient and spatially integrated city. Moreover, CWA supports a sustainable transport system by allowing

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<sup>45</sup> p 17, CoCT IDP 2022-2027 Exec Summary

<sup>46</sup> p 17, CoCT IDP 2022-2027 Exec Summary

<sup>47</sup> P 19, CoCT IDP 2022-2027 Exec Summary

<sup>48</sup> p 17, CoCT IDP 2022-2027 Exec Summary

<sup>49</sup> p 19, CoCT IDP 2022-2027 Exec Summary

<sup>50</sup> p 43, CoCT IDP 2022-2027 Main Report

<sup>51</sup> p 66, CoCT IDP 2022-2027 Main Report

<sup>52</sup> p 54, CoCT IDP 2022-2027 Main Report

<sup>53</sup> p 64, CoCT IDP 2022-2027 Main Report

<sup>54</sup> p 90, CoCT IDP 2022-2027 Main Report

<sup>55</sup> p 100, CoCT IDP 2022-2027 Main Report

<sup>56</sup> p 105, CoCT IDP 2022-2027 Main Report

airlines to reduce the need for carrying additional fuel to CTIA, which frees up space for other cargo, boosts regional trade, and reduces emissions.

## **12. The CoCT Metropolitan Spatial Development Framework (MSDF) 2023**

The MSDF, as adopted by the City of Cape Town in January 2023, recognises aviation and the Cape Winelands Airport as part of the City's key economic infrastructure<sup>57</sup> and supports the migration of general aviation activity from CTIA to Cape Winelands Airfield to promote better operational efficiencies for aviation.

The MSDF identifies certain Structuring elements supportive of land use intensification. One such Spatial Planning Category is the air and marine access points to the CoCT<sup>58</sup>. The Cape Town International Airport, airfields/ strips, the port, and harbours are considered critical infrastructure, which should be optimally balanced from an economic and social perspective. The MSDF considers these physical and economic access points to be essential from a business and tourism point of view, but the negative impacts of the land uses and activities need to be managed through a set of institutional and policy arrangements.

Three major strategies, each with sub-strategies, are set out in the MSDF. These are broken down into several policy statements to achieve the strategies. The purpose of the policy statements is to provide guidelines regarding the appropriate nature, form, scale and location of development. The intention is that these policy guidelines should guide the assessments of land development applications, the preparation of sector plans, lower-order spatial plans, detailed policies, guidelines and implementation plans.

### **12.1 MSDF Spatial Strategy 1**

This strategy is to “*PLAN FOR INCLUSIVE ECONOMIC GROWTH AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES*”.

Policy 5 has direct relevance to the Cape Winelands Airport and is quoted below. The strategic intent is to lever large-scale economic investments in airport precincts to make Cape Town a globally competitive city that supports the regional economy.

Policy 5 also pertinently addresses the synergies that a reliever airport can bring to the Cape Town International Airport.

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<sup>57</sup> section 3.6, p 41, MSDF.

<sup>58</sup> section 5.1, p 86, MSDF.

Table. 2. Extract of CoCT MSDF 2023 Policy 5

<p><b>Policy 5:</b> Promote Cape Town as a globally competitive, diversified and productive city that supports a consolidated regional economy.<sup>59</sup></p>	
<p>Strategic intent</p>	<p>P5.1 Land use decision making to consider the <b>leveraging of large-scale economic investments in airport precincts</b> and supporting transport infrastructure, with employment-generating land uses.</p> <p>P5.2 Support <b>land use intensification of land uses at CTIA and the Winelands Airport that enhance Cape Town's aviation-enabled competitive advantage.</b> Maintain a network of airfields used for civil aviation purposes, such as Morningstar.</p> <p>[accents added]</p>
<p>Implementation intent</p>	<p>P5.3 Decision-making on land development proposals in areas subject to cross-municipal-boundary urban development pressure, to ensure relevant consideration to longer-term implications of urban growth (i.e. increased peripheral land demand for urban development and bulk infrastructure investment).</p> <p>P5.4 Decision-making on land development proposals to take into consideration operational and economic cost benefits to the city as service provider, the affordability of services to future occupants and practicalities of regional service provision (like disaster risk management, firefighting, ambulance and emergency services). This implies the consideration of the impact of a potential development on the coherency and consolidated nature of spatial assets that underpin the regional economy (i.e. areas of agricultural significance; terrestrial and coastal natural resources; cultural and scenic landscapes; surface and ground water sources; minerals and construction materials; and air quality).</p> <p>P5.5 Support and prioritise the reconfiguration of inter- and intra-regional freight and logistics networks to reduce externalities and the costs of doing business. Support the regional development potential of CTIA and Cape Town.</p> <p>[Accent added]</p>

## 12.2 MSDF Spatial Strategy 2

This strategy is to “MANAGE URBAN GROWTH, AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT, FOOD SECURITY & ENVIRONMENTAL PROTECTION”.

Sub-strategy 2.3 is to “Appropriately protect the citizens of Cape Town from risk areas and activities”.

Policy 16, under this heading, is directly relevant to airports with several interlinking sub-policies which are quoted below for ease of reference.

<sup>59</sup> section 7.4, p 141, MSDF.

Policy 16 deals with directing urban growth away from risk areas and activities. This would include current and proposed noise contours for development proposals and must be part of the EIA processes.

Consultations are mandatory for all urban development proposals between 55dBA – 80dBA noise contours (current and proposed). Runways must be within the framework of restrictions in terms of SANS 10103: 2008 as well as any applicable height restrictions.

The future duelling of the Cape Town International Airport (CTIA) single re-aligned runway must balance economic benefits with noise impact on existing and potential informal or formal residential development, as well as on a range of social infrastructure like clinics, schools, elder care facilities and halls. It would be reasonable to assume that similar considerations would apply to the Cape Winelands Airport.

Likewise, Policy 16 also spells out that other land development that is incompatible will not be supported if closely located to an airport or airfield with any existing or potential future aviation rights.

The implementation intent of Policy 16 is to support the CTIA to continue providing the national and international aviation function to a limit that is determined by its manageable impact on surrounding land uses (noise impacts).

Linked to this policy statement is the support of complementary and appropriate land development at the Cape Winelands Airport that will contribute to the efficiency of CTIA in terms of general aviation and related uses.

Table. 3. Extract of CoCT MSDF 2023 Policy 16

<b>Policy 16: Direct urban growth away from risk areas and activities.</b> <sup>60</sup>	
<p><b>Strategic intent</b></p> <p>Note: <b>Risk areas are</b> either already determined through proclamations/ law or specialist studies or <b>will be determined as part of the EIA processes</b> or pre-submission consultation processes and include both man-made and natural risks. See Map 5a &amp; 5e</p>	<p>P16.1 ...</p> <p><b>P16.2</b> Pre-application consultations are mandatory for all urban development proposals between 55dBA – 80dBA noise contours (current and proposed). Runways must be within the framework of restrictions in terms of SANS 10103: 2008 as well as any applicable height restrictions.</p> <p>P16.3 Ensure development applications adhere to risk mitigation measures and maximum design efficiency in accordance with SANS10103 and the National Building Regulations Act.</p> <p>P16.4 Decision-making and conditions of approval related to risk, or its mitigation must comply with regulations in terms of the Occupational Health and Safety Act or other applicable legislation or council-approved policies.</p>

<sup>60</sup> section 7.4, p 149, MSDF.



	<p>P16.5 Future duelling of the planned Cape Town International Airport (CTIA) single re-aligned runway to be a key consideration.</p> <p>– Proposed development must balance economic benefits with noise impact on existing and potential informal or formal residential development, as well as on a range of social infrastructure like clinics, schools, elder care facilities and halls.</p> <p><b>P16.6 Land development at, or close to, an airport or airfield that is incompatible with any existing or potential future aviation rights will not be supported</b> (Table 8 - Development Directives).</p>
<p><b>Implementation intent</b></p>	<p>P16.9 Support the CTIA to continue providing the national and international aviation function to a limit that is determined by its manageable impact on surrounding land uses (noise impacts). The city, ACSA and other aviation / airport operators to consistently engage for long-term noise monitoring and mitigation measures with the objective to reduce health risks related to an inner-city airport.</p> <p>P16.10 Promote the development of economic activities in the CTIA catchment area through appropriate land use planning frameworks and infrastructure development.</p> <p>P16.11 Investigate the suitability of the current medium-term, and planned long-term, accommodation of the general aviation function of the airports / airfields and consider noise impacts even in the absence of declared noise contours.</p> <p>P16.12 Continued engagement between the City and ACSA (especially in the review of the CTIA Master Plan) to ensure that the envisioned future role of CTIA is flexible enough to cater for the City's vision to upgrade informal settlements and construct infill housing on land near the airport, as well as other economic and social development projects.</p> <p><b>P16.13 Support complementary and appropriate land development at the Cape Winelands Airport that will contribute to the efficiency of CTIA in terms of general aviation and related uses.</b></p>

[Accent added]

Sub-strategy 2.4 is to “Appropriately manage land development impacts on natural resources, green infrastructure and critical biodiversity networks”.

The existing Cape Winelands Airport is within the Urban Development Edge, but the proposed extension is partly located outside of the edge line. The runway and its safety zone in particular, are largely outside of the urban development edge, which will require consideration of Policy 18.

Table. 4. Extract of CoCT MSDF 2023 Policy 18

<p><b>“Policy 18:</b> Increase efforts to protect and enhance natural resources such as biodiversity networks and agricultural / rural land at all levels of government in partnership with the public and the private sector. <sup>61</sup></p>	
<p><b>Strategic intent</b></p>	<p><b>P18.1</b> Support inward growth, the protection of Critical Natural Assets and the protection of Areas of Agricultural Significance through the implementation of the Urban Development Edge.</p> <p><b>P18.2</b> Protect agricultural areas and existing farmed areas from urban encroachment, and support urban agriculture to promote food security and mitigate increased food prices.</p> <p><b>P18.3</b> Land development proposals and decision-making to consider biodiversity connectivity, and protection and reinforcement of existing critical natural assets and biodiversity linkages, where possible.</p>
<p><b>Implementation intent</b></p>	<p><b>P18.4</b> Consolidate existing conservation and protected areas, especially where they provide buffering from climate change impacts.</p> <p><b>P18.5</b> Proactively plan and manage areas within and beyond the urban development edge and prevent urban encroachment and unlawful land use in agricultural areas.</p> <p><b>P18.6</b> Implement the Bioregional Plan to assess the impact of urban development on biodiversity areas and threatened species.</p> <p><b>P18.7</b> Support operational requirements of biodiversity areas to ensure their ongoing value in green infrastructure networks.”</p>

### 12.3 MSDF Thematic Maps

The MSDF contains a series of thematic maps as triggers for investigation, motivation and assessment of development proposals. These are then combined into the Consolidated Spatial Plan concept.

The proposed Cape Winelands Airport extension straddles the Urban Development Edge as shown on the Consolidated Spatial Concept below.

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<sup>61</sup> section 7.4, p 159, MSDF.

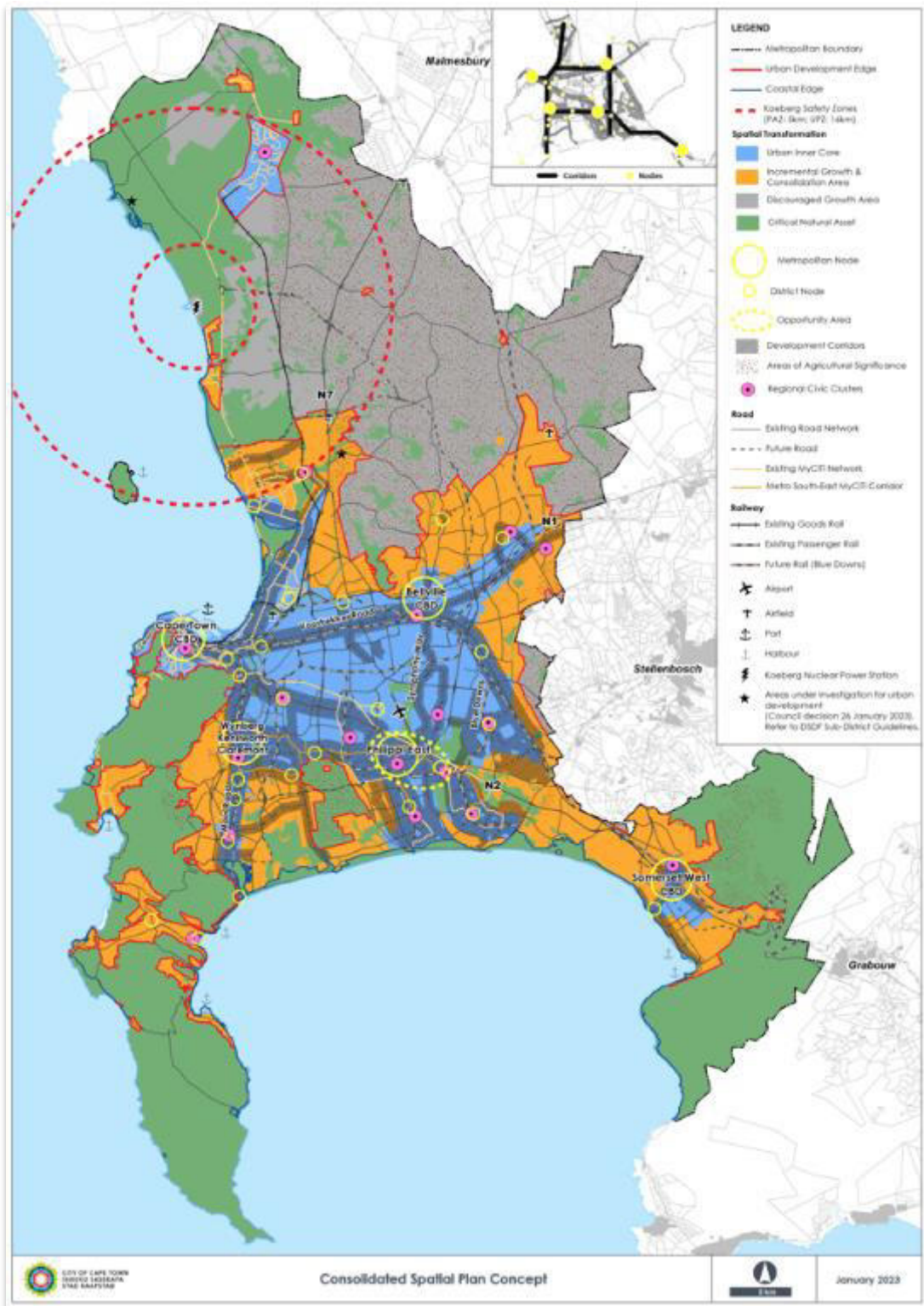


Fig. 13. MSDF Consolidated Spatial Concept  
 (Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

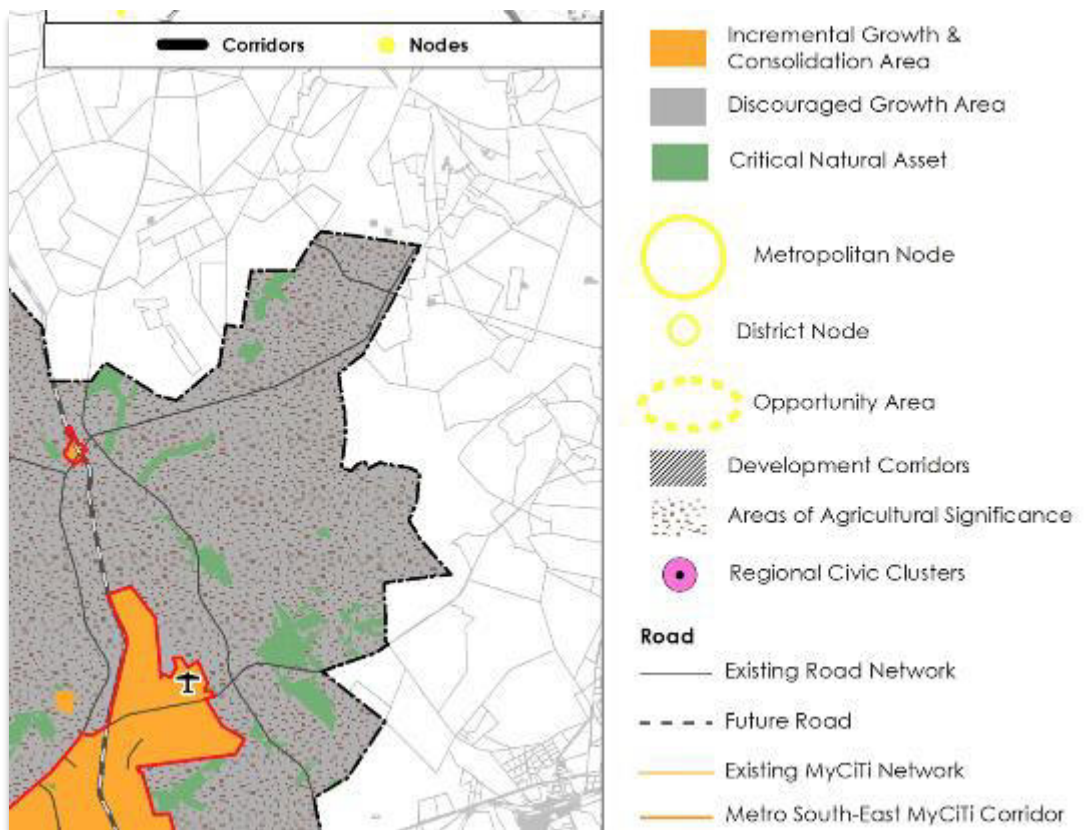


Fig. 14. Enlarged Extract from the MSDF Consolidated Spatial Concept (Source: MSDF Vol 1, approved January 2023 by City of Cape Town)



Fig. 15. The Current Urban Development Edge in Relation to the Existing Airport and its Proposed Extension.

The proposed CWA extension straddles the Urban Development Edge with the landside development west of the runway (indicated by two thin parallel lines in Fig. 14 above). The landside development is mostly within the Incremental Growth and

Consolidation Area and the airside (runway safety area) is mostly outside the Urban Development Edge and within the Discouraged Growth Area.

Section 9 of the City's Municipal Planning By-law (MPBL) allows a deviation from the provisions of the municipal spatial development framework if justified by site specific circumstances. The MPBL prescribes the statutory process to be followed in this regard which will include public participation and consultation with DEADP. However, the decision to deviate from the MSDF is the City's exclusive prerogative and does not fall within the ambit of NEMA and its EIA process.

The existing airport site (formerly known as Fisantekraal Airfield) reflects pockets of critically endangered biodiversity areas mapped in the MSDF. These areas have subsequently been ground-truthed and the botanical study will form part of the EIA.

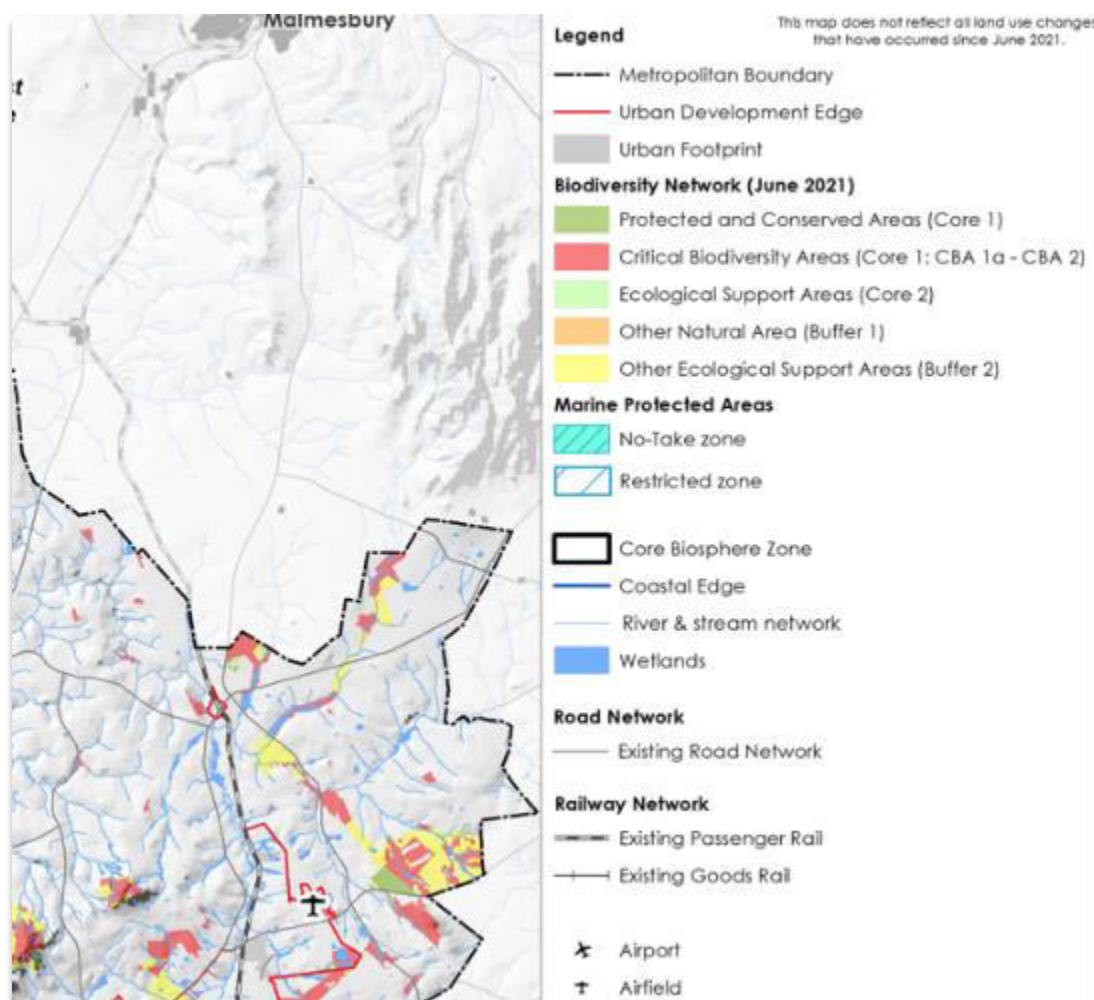


Fig.16. Map 5b: Biodiversity Network  
 (Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

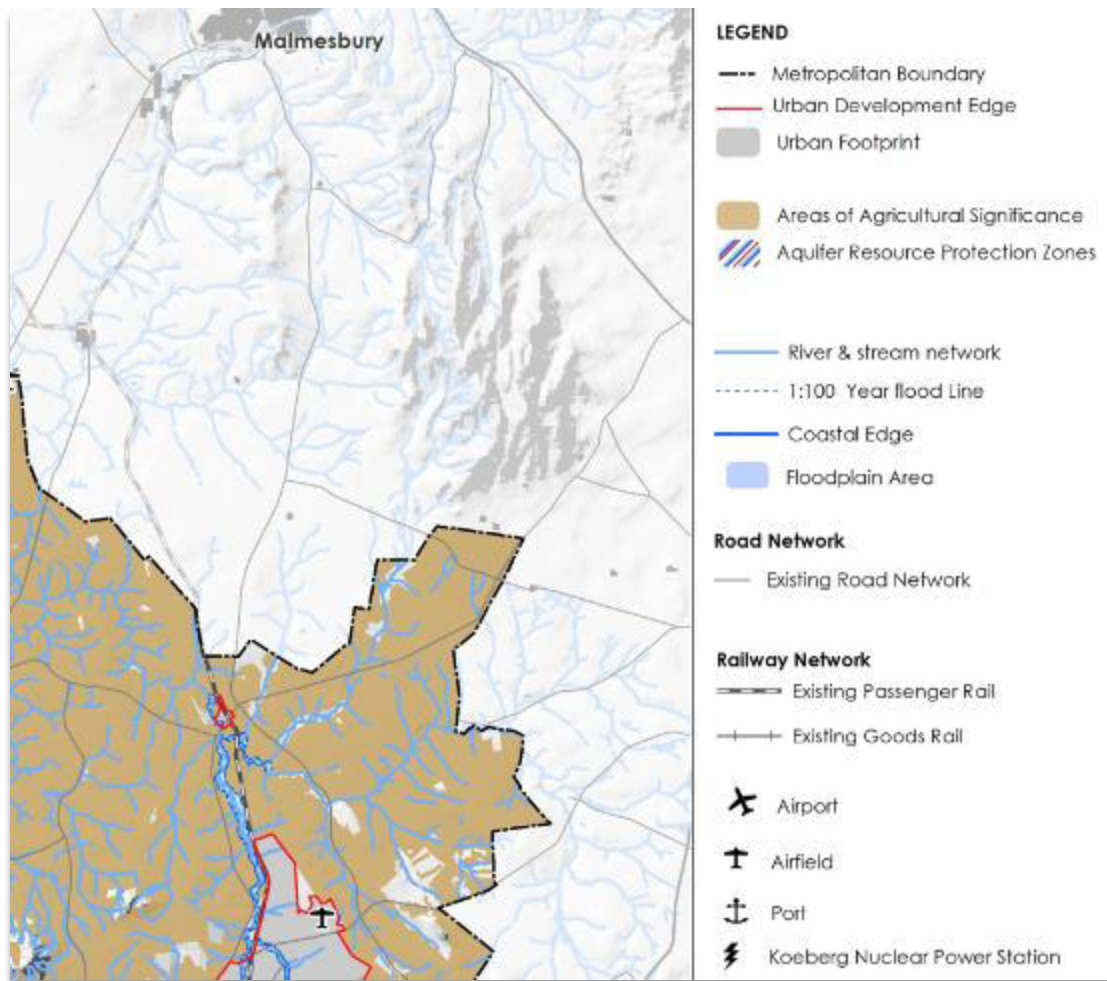


Fig.17. Map 5c: Areas of agricultural significance  
 (Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

The proposed CWA landside development does not encroach on areas of agricultural significance. The runway and the safety area does extend into an area mapped in the MSDF as being of agricultural significance. A considerable area (22.5 ha) of the area west of the runway mapped as being of agricultural significance is subject to a mineral lease linked to the “Corobrick” clay mine.

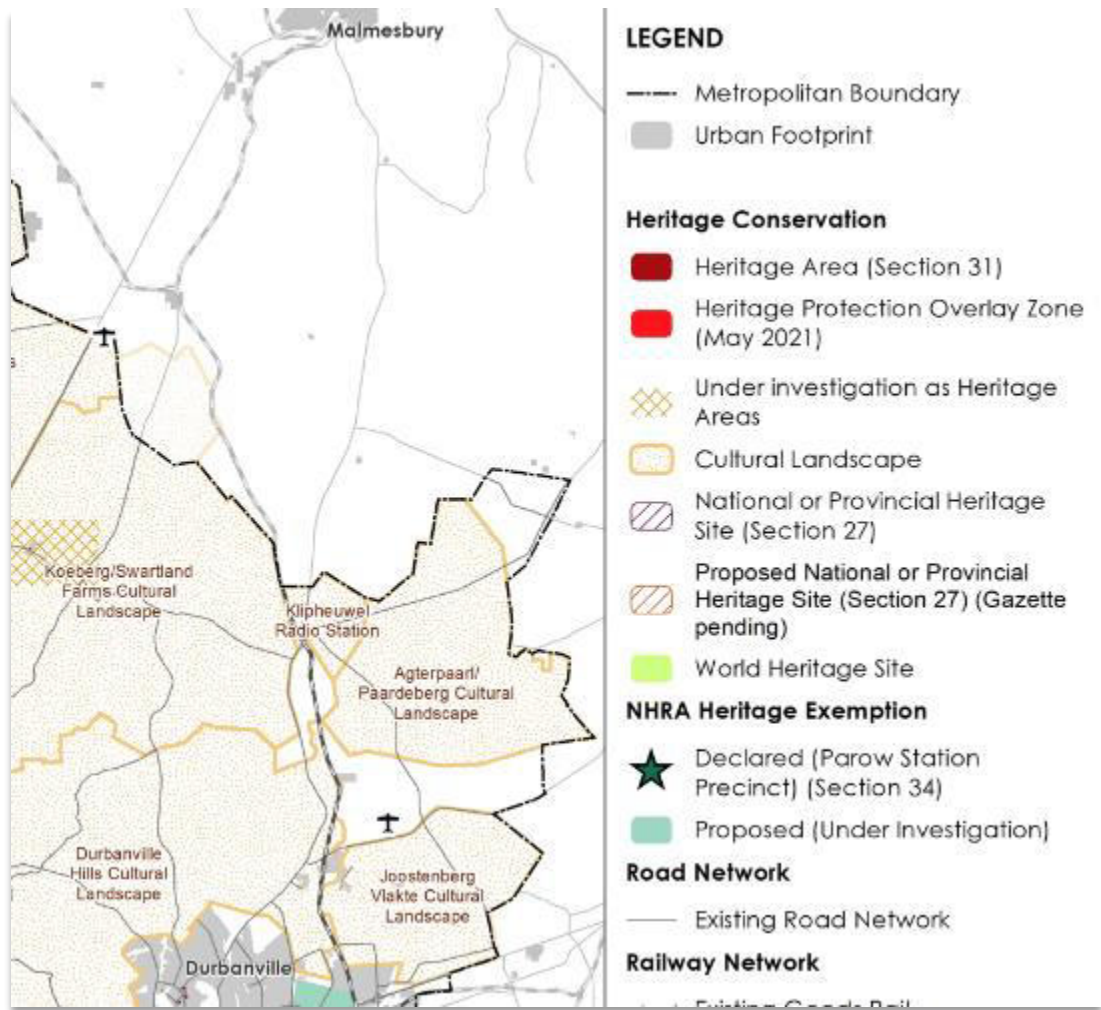


Fig. 18. Map 5f: Heritage Conservation Areas and Cultural Landscapes  
 (Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

As shown in Fig.18 above CWA does not fall within any heritage or cultural landscape areas designated in the MSDF and as shown in Fig. 19. below, CWA is located at a tourism gateway identified in the MSDF.

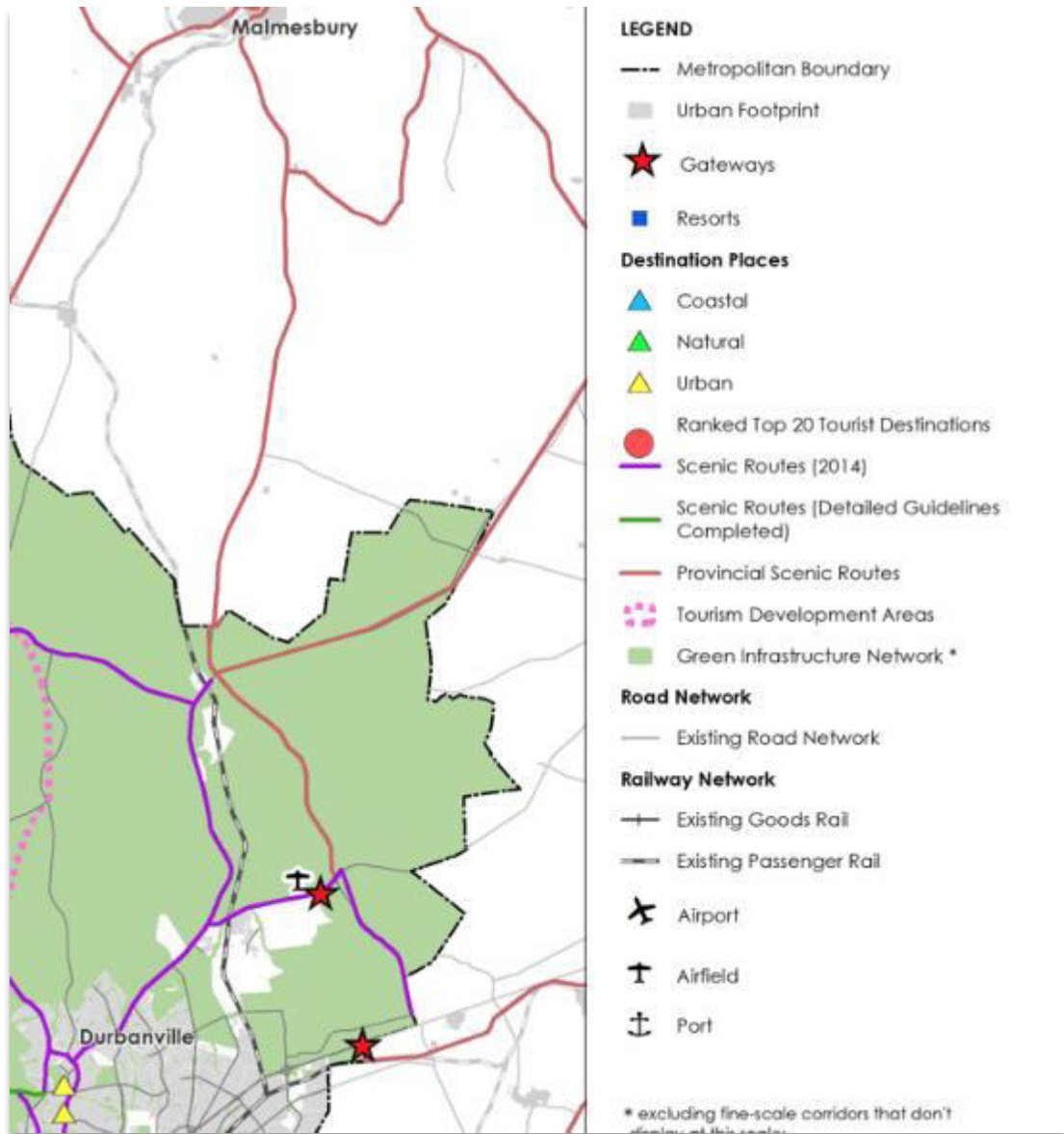


Fig. 19. Map 5g: Tourism Assets & Green Infrastructure Network  
 (Source: MSDf Vol 1, approved January 2023 by City of Cape Town)



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### 13. Northern District Plan 2023

How the Northern District Plan details the CoCT MSDF is described in the subsections below.

#### 13.1 Key Interventions of the Northern District Plan 2023

*“The following key intervention/ actions are proposed to facilitate the achievement of the spatial objectives through the spatial vision, the role of the district and the spatial concept: ...*

*10. Protect agricultural land from urban expansion*

*11. Amend urban development edge to provide for inclusion of Cape Winelands Airport as well as rounding off the urban development edge to the north of the R312 (Lichtenburg Road).”*

This amendment of the urban development edge includes the existing airport but does not cover the proposed expansion of the airport. Site-specific circumstances for deviation from the MSDF will have to be motivated in terms of the Municipal Planning By-law. See figure 10.

#### 13.2 Northern District Development Guidelines

The guidelines described below are relevant to the development of CWA.

- **Airports & other freight hubs**

The Northern District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. District development guidelines are set out at sub-district levels for New Development Areas.

The specific guidelines for transport infrastructure are tabulated under “*Spatial Development Framework categories*”. One of these specific guidelines is for Airport and freight hubs.

The Cape Winelands Airport is explicitly supported and encouraged to address the market needs in the areas. Inter-dependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around the airport property are encouraged.

The guidelines <sup>62</sup> for the Cape Winelands Airport are shown in Table 6 below.

Table. 5. Extract of Northern District Plan Guidelines for CWA

<b>SDF Route Categories</b>	<i>District Elements</i>	<i>District-Wide Development Guidelines</i>
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<sup>62</sup> Table 10, p 60, Northern District Plan Vol 2)

<b>Airports &amp; other freight hubs</b> Cape Winelands Airport		<ol style="list-style-type: none"> <li>1. Encourage and support the development of the airport in order to address market needs in the area.</li> <li>2. Encourage development of inter-dependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around the airport property, as appropriate.</li> </ol>
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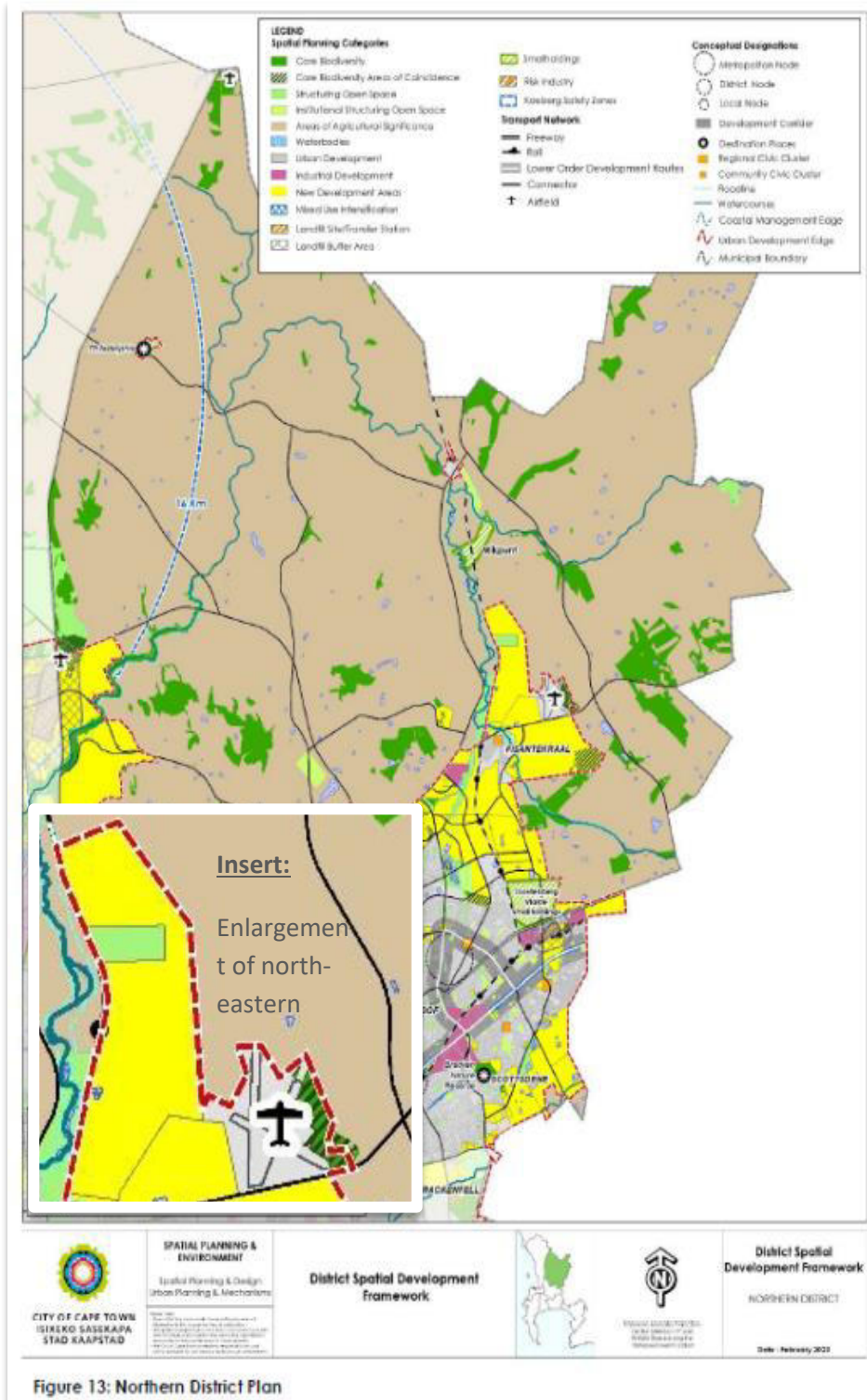


Fig. 20. Northern District Spatial Development Framework  
(Source: Northern District Plan Vol 2, approved January 2023 by City of Cape Town)

- **Urban Development Edge Guidelines**

Aligned with the broad guidance of the MSDF, the District Plan delineates a detailed urban development edge and provides detailed development guidelines <sup>63</sup>.

Table 6: Extract of Northern District Plan UDE Guidelines

Elements / Areas	Development Guidelines
<p>All areas beyond the urban development edge.</p>	<p>1. Land beyond the urban development edge should not be considered in general for any urban development normally associated with, and which should be accommodated within, city development. However, application can still be made for uses not accommodated under the Agricultural or Rural zoning in the MPBL, but site-specific circumstances will need to be motivated and argued. Note that financial distress or soils of low agricultural potential will, inter alia, not serve as motivation. Refer to Table 4.2 (section relating to Spatial Planning Category: Discouraged Growth Areas) in the MSDF, clarifying the principles, informants and guidelines relating to development in the Discouraged Growth Areas.</p> <p>2. In these areas support non-urban development and activities supportive of the recreational or tourism economy. However, limit the scale of such development, and restrict any sub-division, to maintain and consolidate the long-term integrity of these areas.</p> <p>Ensure any development is of limited visual impact from all significant roads, neighbours, and wider cultural landscape, with location, scale, form and screening key in this regard.</p>
<p>Urban development inside the urban-development edge abutting natural, agricultural, and rural areas / cultural landscapes.</p>	<p>3. Ensure urban development at the urban development edge interface results in a positive interface (re- building orientation and form, surveillance, boundary wall/fence etc.) with due regard for local considerations (e.g. fauna management, fire-risk, visual impact, slope) and Green Infrastructure Ecosystem services.</p>
<p><b>Possible future urban development areas outside the urban development edge.</b></p>	<p>4. The only <b>possible exceptions</b> to guidelines 1-3 above are:</p> <ul style="list-style-type: none"> <li>• <b>planned future large-scale utilities</b> (which includes renewable energy utilities such as solar farms) <b>which cannot be accommodated inside the urban development edge.</b></li> </ul>

[Accent added]

<sup>63</sup> Table 16, p 69, Northern District Plan Vol 2)

Similar to planned future large-scale utilities mentioned under point 4 in Table 6, airports by their very nature, cannot be accommodated within areas of consolidation. The runways with associated noise contours should preferably be in areas of low intensity land use such as outside the urban development edge. Yet the landside development of airports with its role in regional entry port and logistics growth opportunities should be inside the edge. As stated above, site-specific circumstances for deviation from the MSDF in respect of the urban development edge and developing partially in an area of discouraged growth will have to be motivated in terms of the Municipal Planning By-law.

### 13.3 Sub-district Development Guidelines

The Northern District is divided into five sub-districts to provide guidance for land use decision-making on a more localised scale. The Cape Winelands Airport's landside development falls predominantly in sub-district 3 and is indicated a New Development Area with the eastern boundary as a Core Biodiversity Area of Coincidence. The parts outside of the UDE falls within sub-district 4 and is shown as an Area of Agricultural Significance.

With most of the landside proposals falling under Sub-district 3, the Cape Winelands Airport receives special attention as one of three designated "New Development Areas" (NDAs).

The New Development Area includes the exiting Cape Winelands Airport and the two farm portions occupied by County Fair. See Fig. 20. These areas are indicated in purple directly to the west of Cape Winelands Airport.

The development proposal's landside development includes Portion 23 of Farm 724 Joostenbergs Vlakte, the Corobrick quarry and the Remainder of Farm 724 Joostenbergs Vlakte which is wedged between the Corobrick quarry, the existing airport and Bella Riva. These two portions are not described in the Northern District Plan as being part of the New Development Area. The airside development (runway and safety area) extends to north of the existing airport as set out elsewhere in this report.

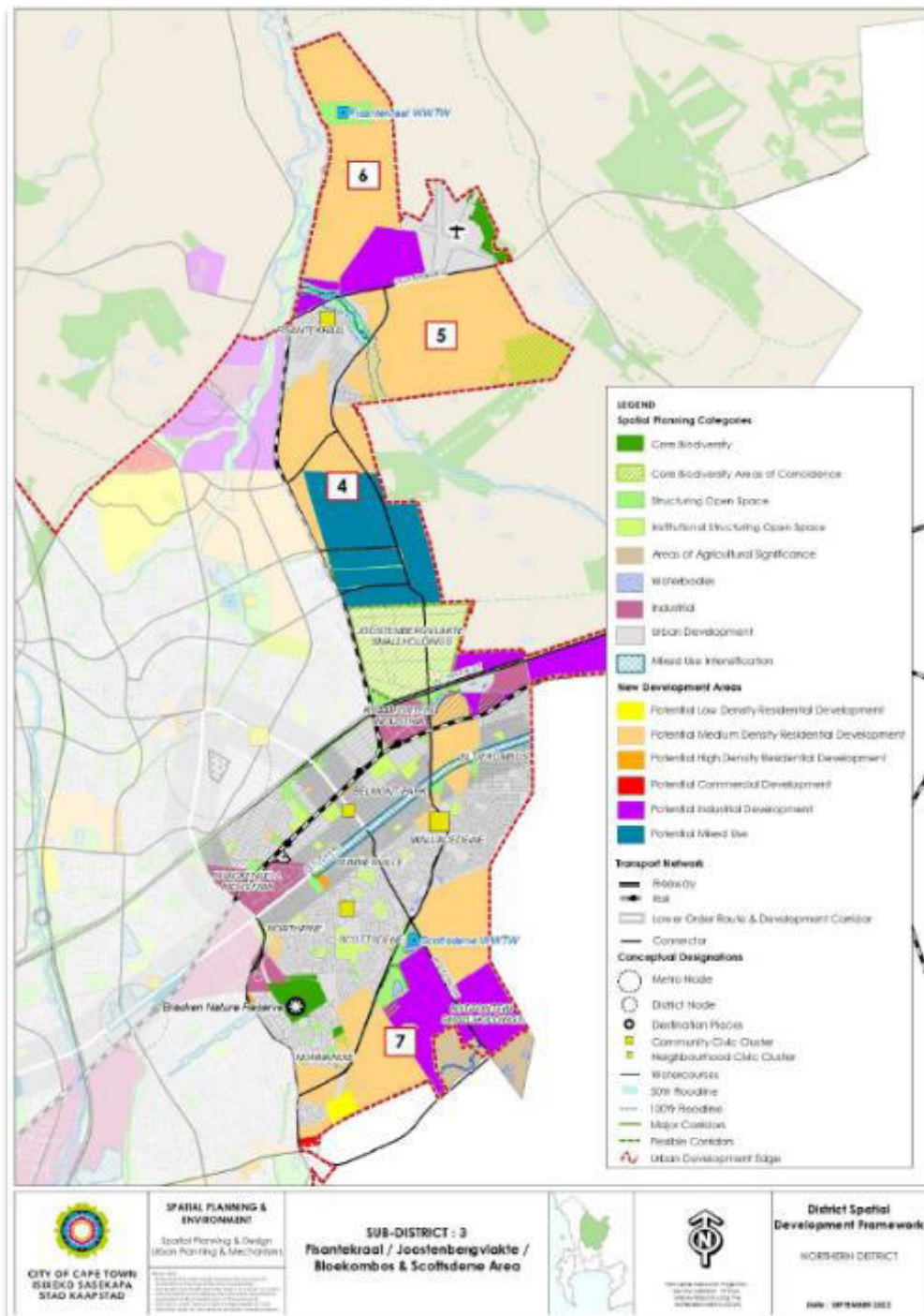


Fig. 21. Sub-district: 3 – Figure 19 in Northern District Plan  
 (Source: Northern District Plan Vol 2, approved January 2023 by City of Cape Town)

The development guidelines for this designated “New Development Area” are:<sup>64</sup>

**“b. Cape Winlands Airport (PA 474-4 & PA 724-10) and Farm portions to the west (PA 724-9 & CA 175-2)**

1. The airfield, located directly north of the R312 operates under private ownership. Any extension to the existing operations, or application for amendment of approvals (existing) need to follow due process, as may

<sup>64</sup> Section 4.3 b., p 94, Northern District Plan Vol 2)

be prescribed. Regarding the portions identified on the Biodiversity Map and SDF Plan areas of high biodiversity value, detailed ground-truthing needs to establish the extent and conservation value of those portions.

2. To round off the urban development edge in the area to the north of the R312, CA 175/2 & 724/9 are included inside the urban development edge, and may be considered for industrial development, together with CA 175/1, to increase employment for the Fisantekraal community. Access onto the R312 needs to be resolved by applicants prior to development of proposals, which should include pedestrian movement across the R312.
3. Note that for any development proposals located within the noise contour zones around the airfield, the relevant authority should be consulted with regards to the applicable noise regulations and the type of development (i.e. residential or non-residential) that could be permitted to ensure that appropriate mitigation measures are put in place, where necessary. The AOLS (Airport obstacle limitation services) limit building heights of developments located in proximity to the airport flight paths. These developments are subject to comment from the South African Civil Aviation Authority.”

## PART D: EXISTING AND PROPOSED ZONINGS

### 14. Existing Zoning

This section details the existing zoning of the site in and surrounds in various relevant directions.

- **The Existing Zoning of the Site**

Fig. 22 and Table. 7. below provide an indication of the CWA site's zoning.

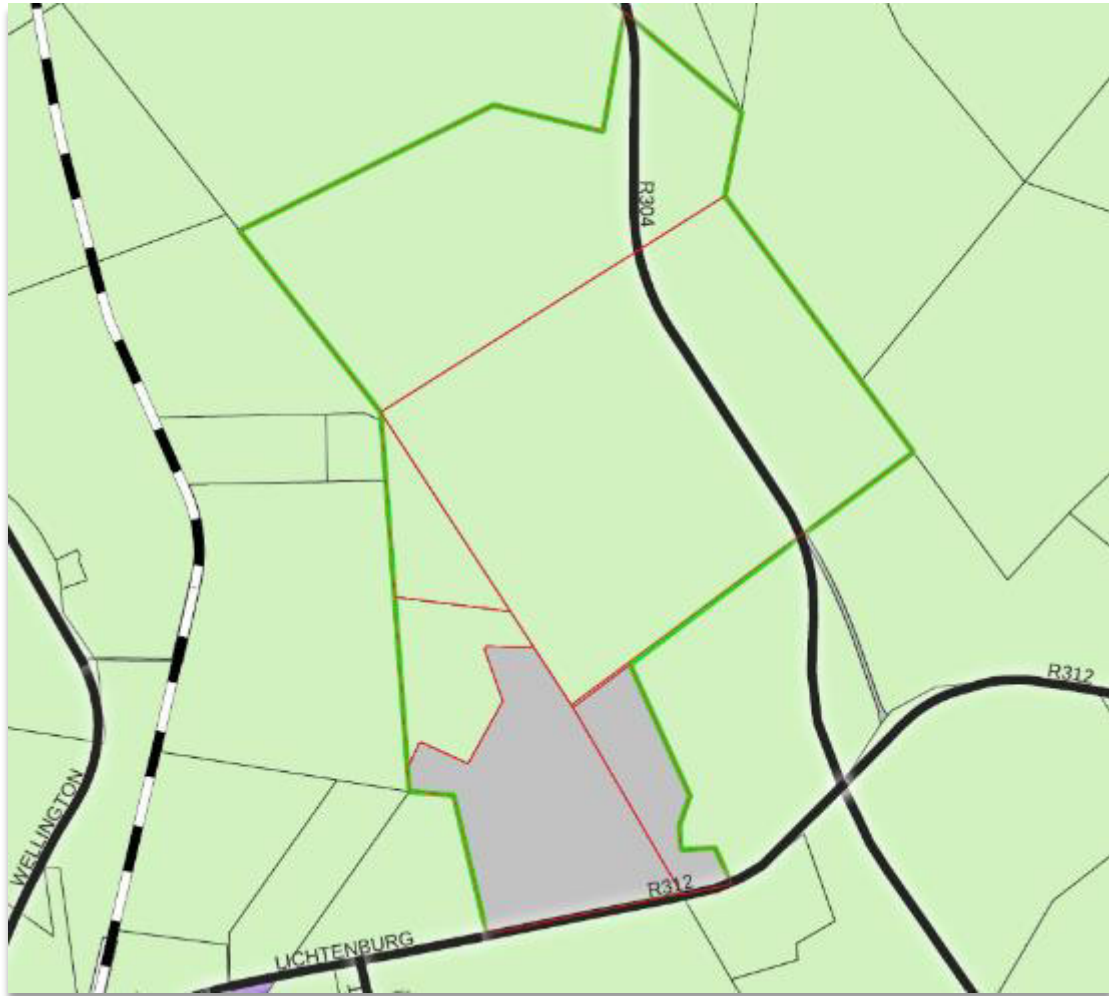


Fig. 22. Existing Zoning of the proposed development site  
(Source: <https://citymaps.capetown.gov.za/EGISViewer/>)

Table. 7. Extract of Northern District Plan Guidelines for CWA

Description	Zoning
Ptn 4 of Fm 474 Joostenbergs Kloof	Transport Zoning 1 (TR1) with consent for "Airport". Agriculture Zoning (AG)
Ptn 10 of Fm 724 Joostenbergs Vlake	
RE of Fm 724 Joostenbergs Vlake	
Ptn 23 of Fm 724 Joostenbergs Vlake	
Ptn 7 of Farm 942 Kliprug	
RE of Fm 474 Joostenbergs Kloof	
A portion of Ptn 3 of Fm 474 Joostenbergs Kloof	

The existing airport, formerly known as Fisantekraal Airfield, has now been in use as an airport for 80 years, as defined in the Development Management Scheme (DMS) of the Municipal planning By-law (MPBL). The lawful non-conforming use of 77 years was rezoned in 2020 to "Transport Zone 1 with the Council's Consent to permit an airport".

- **Existing Zoning of the Immediate Surrounds**

All properties abutting the site, as well as those directly across from and south of Lichtenburg Road (R312), are zoned Agriculture.

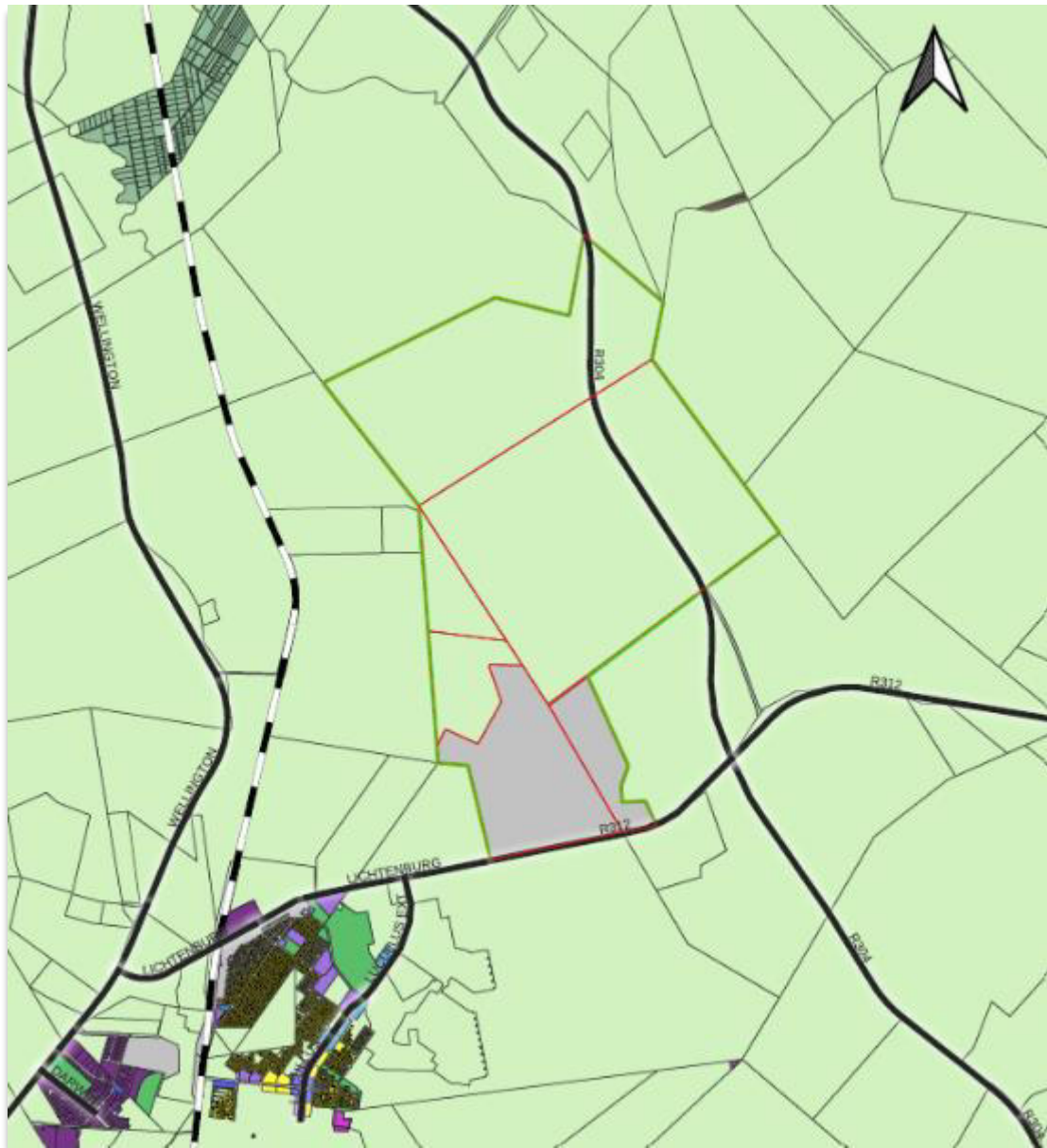


Fig. 23. Existing Zoning of surrounding properties  
(Source: <https://citymaps.capetown.gov.za/EGISViewer/>)

- **Existing Zoning Further Away to the Northwest:**

The settlement of Mikpunt, Klipheuvel is approximately 2 km northwest from the subject property and is zoned "Rural Zoning (RU)". Further northwest, some 4.5 km from



the site is the Klipheuwel Housing Scheme, zoned “Single Residential (SR1)” and an Informal Settlement on land zoned “Agriculture (AG)”.

- **Existing zoning Further Away to the North and East:**

To the north and east, land with “Agriculture (AG)” zoning extends for more than 15 km past the boundaries with Swartland and Drakenstein Municipalities.

- **Existing Zoning to the Southeast and South:**

Southeast and directly south of the site, all the land is zoned “Agriculture (AG)” up to the N1 Highway, some 6 km to the south.

Zooming in on the land directly south of the site and Lichtenburg Road (R312), Erf 4, Greenville was subdivided out of the larger Greenville Garden City development. The larger development was rezoned by the Western Cape Government (DEADP) on 03 November 2012 to ‘subdivisional area’ for a phased mixed-use development comprising of residential, business, industrial and institutional opportunities.

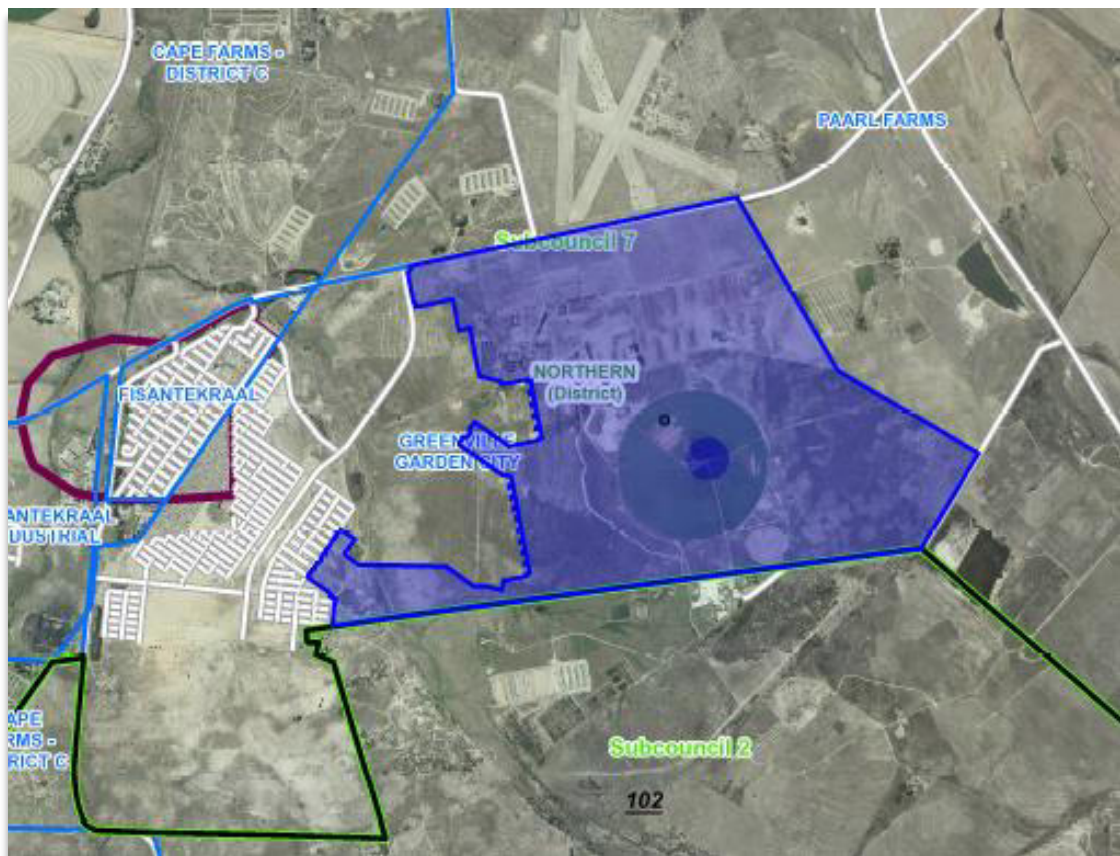


Fig. 24. Erf 4, Greenville  
(Source: Zoning Scheme Extract issued by City of Cape Town on 07 June 2022)

The Zoning Scheme Extract issued by City of Cape Town on 07 June 2022, states that Erf 4 Greenville is zoned as “AGRICULTURAL ZONE (AG)” and further notes that:

*“The rezoning of Erf 4, Greenville Garden City, issued under cover of the enclosed letter dated 3 December 2012, has lapsed. No submission has been made for the subdivision of Erf 4 within the 5-year time period allowed.”*

Both the 2018 and 2022 Valuation Roll of the City of Cape Town show the “use category” as being “Agricultural,” in line with the Zoning Extract issued.

- **Existing Zoning Further Away to the South-West:**

To the west of Erf 4 Greenville, and approximately 1 km southwest of Cape Winelands Airport, the zoning rights of Greenville’s 2012 phased rezoning to subdivisional area have been acted upon and vested. This is the area largely between the railway line and Lucullus Road Extension, south of Lichtenburg Road – see Fig. 13.

- **Existing Zoning Further Away to the West:**

Approximately 1.9 km west of Cape Winelands Airport, abutting the railway line and north of Lichtenburg Road, is a small area, Fisantekraal Industrial Park, zoned “General Industrial 1 (GI 1)” – see Fig. 13.

## **15. Known Third Parties’ Development Proposals**

There are multiple developments planned in the area surrounding CWA. The map in Fig. 25 below illustrates the status of identified development proposals. Following the map, each development is described according to its corresponding number, excluding the description for CWA.

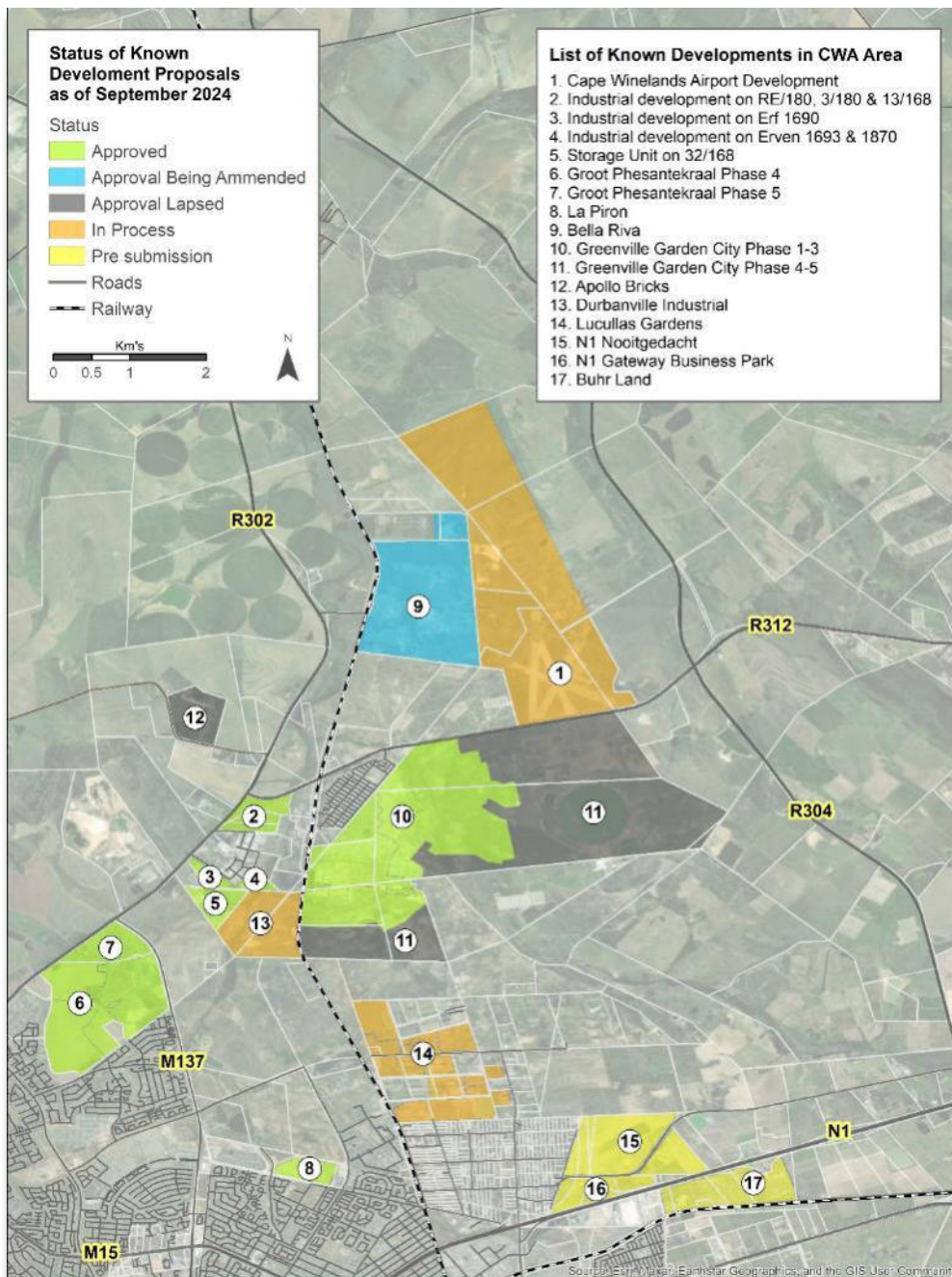


Fig. 25. Status of Known Third Parties' Developments around CWA

- **#2. Industrial Development on RE/180, 3/180 & 13/168**

Portion 13 of Farm 168 was approved in 2019, while Remainder Farm 180 and Portion 3 of Farm 180 were approved in 2022. Since these approvals are valid for only five years, an extension of time application was submitted and approved in November 2023 for Portion 13 of Farm 168. The latest proposal for the three erven includes a 135,867 m<sup>2</sup> GLA glass factory. The project has been approved, with the land designated for industrial and general business use, featuring a total GLA of 102,710 m<sup>2</sup>.



Fig. 26. Proposed Cape Specialty Glass (CSG) Development on Remainder Farm 180, Portion 3 of Farm 180 and Portion 13 of Farm 168  
(Source: Project Plus International)

- **#3. Industrial Development on Erf 1690**

Construction has already commenced on certain portions of the industrial development on Erf 1690, as observed through aerial imagery. The project has been approved, with the land designated for industrial use and a total GLA of 42,567 m<sup>2</sup>.

- **#4. Industrial Development on Erven 1693 and 1870**

Construction has already commenced on certain portions of the industrial development on Erven 1693 and 1870, as seen in aerial imagery. The project has been approved, with the land designated for industrial use and a total GLA of 19,016 m<sup>2</sup>.

- **#5. Storage Unit on 32/168**

The storage unit development on Portion 32 of Farm 168 has been approved, with the land designated for use as a storage facility. The GLA for the project is currently unknown.

- **#6. Groot Phesantekraal Phase 4**

The Groot Phesantekraal Phase 4 development, approved in 2019, consists of three subphases: Phase 4.1, 4.2, and 4.3. Portions of Phase 4.1 have already been built, while transfers for Phase 4.2 are currently being negotiated and signed between the

property owner and prospective developers. The approved uses for Phase 4.1 include educational facilities (independent schools, student apartments), residential (multi-level townhouses), medical, and retail. Phase 4.2 will feature residential (multi-level townhouses, a retirement village) and office spaces, while Phase 4.3 will include residential (multi-level townhouses) and retail. The total GLA for the development is 25,000 m<sup>2</sup>.

- **#7. Groot Phesantekraal Phase 5**

The development on RE/1165 has been approved, with the land designated for mixed-use purposes. These include a bulk trade centre, townhouses, an arms dealership, offices, a nursery, a shopping centre, fast food outlets, and a vehicle fitment centre. The total GLA for the project is 32,358 m<sup>2</sup>.

- **#8. La Piron**

The La Piron development on Portion 41 of Farm 725 has been approved, with the land designated for residential use, including single residential units and group housing. The GLA for the project is currently unknown.

- **#9. Bella Riva**

The Bella Riva development, shown in Fig 27, which includes multiple phases and proposed short- to long-term bulk infrastructure upgrades, was initially approved but has since undergone updates to the land use extents. According to transport consultants Sturgeon Consulting, Phase 1 of the development is expected to take place within a five-year horizon, while Phases 2 and 3 are likely to be completed in a 10- to 15-year horizon. Conditions related to the Cape Winelands Airport (CWA) include the closure of Minor Roads 6/8 and 59 in the east-west direction, with the East-West link road being constructed from Klipheuwel Road to the first access point for Phase 1. Mellish Road (Minor Road 6/8, north south) will serve as access from Lichtenburg Road (R312) until traffic signalization is required, which will coincide with the construction of the Lucullus Road northern extension during Phases 2 and 3.



Fig. 27. Bella Riva SDP  
(Source: Sturgeon Consulting, 2024)

The land use for the Bella Riva development includes a mix of residential (single dwelling units, apartments, townhouses), educational facilities (private school, pre-school), offices, and a shopping centre. The total GLA for the development is 10,000 m<sup>2</sup>. The project's approval is currently being amended to reflect the updated land use and infrastructure plans.

- **#10. Greenville Garden City Phase 1-3**

The Greenville Garden City development, shown in Fig. 28, is planned to be executed in multiple phases, with a subdivisional plan already established that indicates the alignment of Lucullus Road onto Lichtenburg Road (R312). Currently, only Phases 1 to 3 have been approved, and construction has already commenced.

The land use for the Greenville Garden City development is mixed-use, focusing on various phases that include residential, business, and community facilities. The total GLA for the project is currently unknown.

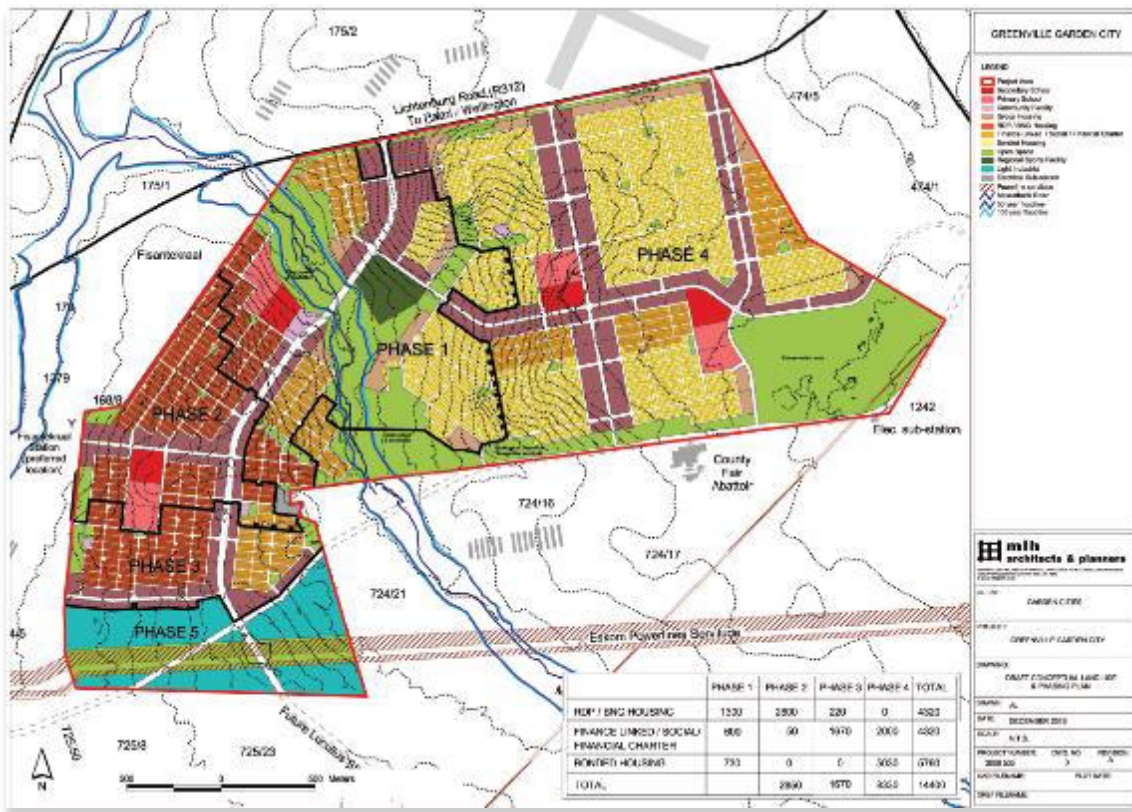


Fig. 28. Greenville Conceptual Land Use and Phasing Plan  
(Source: mlh architects and planners)

- **#11. Greenville Garden City Phase 4-5**

No submission has been made for the subdivision of Erf 4 within the allowed five-year time period, leading to the lapse of its approval. The upcoming Phase 4 of Greenville Garden City development will be swapped with Phase 5. The development will involve completing the construction of the Lucullus Road southern extension and the East-West link road connecting to the Darwin Road extension.

The land use for this development is mixed-use, with various phases focusing on residential, business, and community facilities. The total GLA for the project is currently unknown.

- **#12. Apollo Bricks**

The Apollo Bricks development on Portion 42 of Cape Farm 168 was approved for rezoning and subdivision in 2019. However, this approval has since lapsed. The development is designated for use as an industrial park, with a total GLA of 120,000 m<sup>2</sup>.

- **#13. Durbanville Industrial**

The Durbanville Industrial development application is currently in process according to comments by the CoCT and consists of multiple phases focusing on industrial use. The total GLA for the project is 207,198 m<sup>2</sup>.

- **#14. Lucullus Gardens**

Approval for the Lucullus Gardens mixed-use development has been granted by the Municipal Planning Tribunal (MPT) based on comments from the City of Cape Town (CoCT), although it is subject to appeal. The project will consist of various phases and will include residential, business, retail, institutional, life sciences, and industrial uses. The total GLA for the development is 418,880 m<sup>2</sup>.

- **#15. N1 Nooitgedacht**

The N1 Nooitgedacht development application is currently in process as per recent CoCT comments. The land is designated for warehousing use, specifically on Portion 373 and the Remainder Portion 4 of Farm 728. The total GLA for the project is 321,543 m<sup>2</sup>.

- **#16. N1 Gateway Business Park**

The N1 Gateway Business Park development is currently in process and pending amended Environmental Authorization (EA) and appeal. The land is designated for use as an industrial area (park), including warehousing and distribution, covering Portions 29, 30, 32, 374, 375, and 377 of Farm 728. The total GLA for the project is 144,526 m<sup>2</sup>.<sup>17</sup>.

- **#17. Buhr Land**

The Buhr Land development application is currently in process as per CoCT's recent comments and is designated for industrial use. It encompasses Portions 27, 327, and 407 of Farm 728, with a total area of 49 hectares.

## **16. Proposed Zoning for Cape Winelands Airport**

The development proposal to accommodate a 3.5 km runway to act *inter alia* as a reliever / diversion airport for Cape Town International Airport requires an elongated shape for the runway safety area. The landside development is located to the west of the runway (See Fig. 29). These areas need to be rezoned to "Transport Zone 1 with consent to permit an airport".



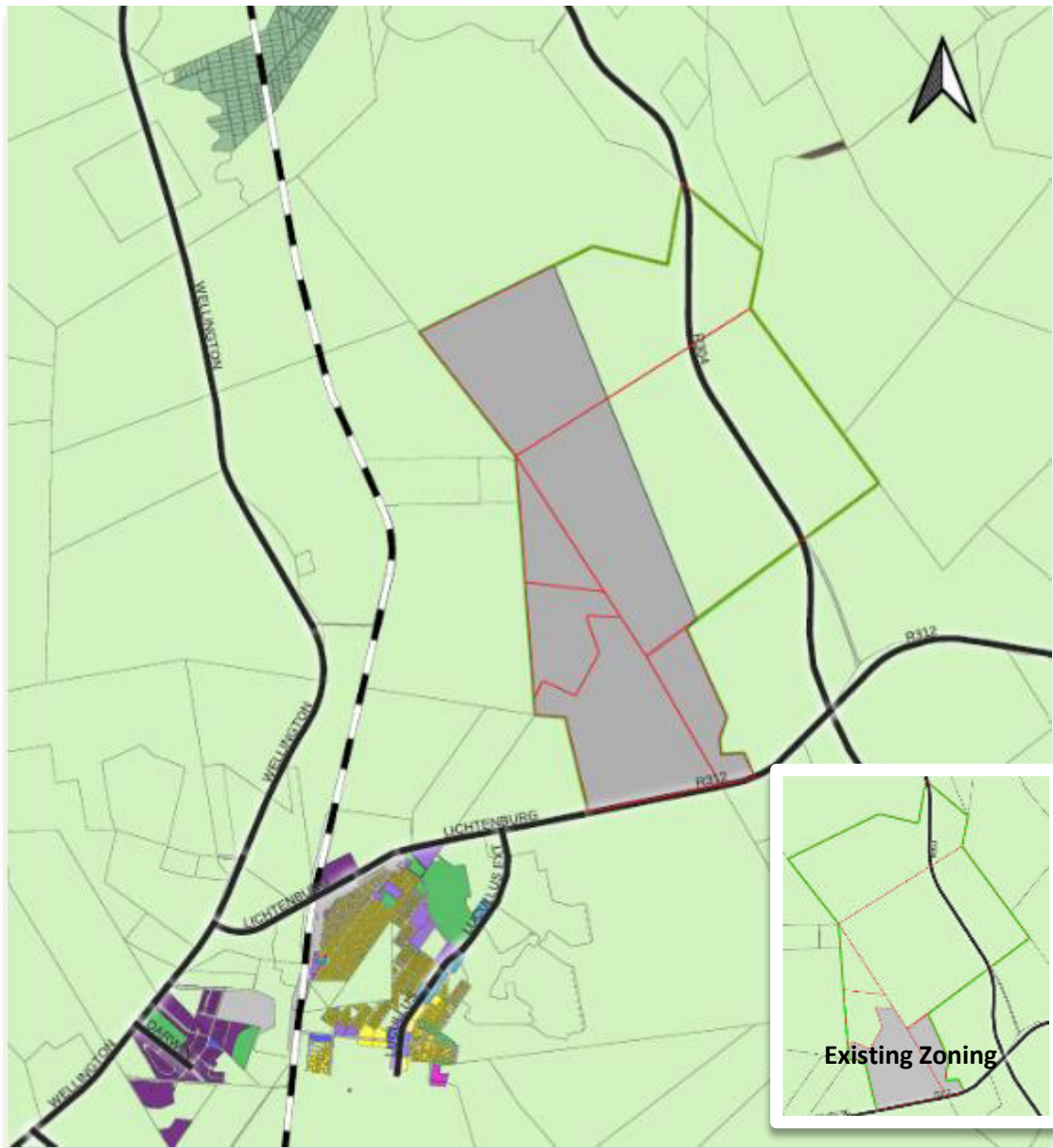


Fig. 29. Proposed Zoning for Cape Winelands Airport

The proposal is to retain the existing “Agriculture (AG)” zoning on the areas east of the runway safety zone. A split zoning is proposed for the two large farm portions, Portion 7 of Farm 942 Kliprug (257 ha) and the Remainder of Farm 474 Joostenbergs Kloof (398 ha). Only the runway safety area and the area west of the runway is proposed to be rezoned to Transport Zone 1 (TR1).

The most appropriate use zone to accommodate the current activities at the existing Cape Winelands Airport and its future extension is “Transport Zoning 1 (TR1)” with a permanent consent use for “airport”. The DMS definition of “airport”:

**‘airport’** means a complex comprising aircraft runways and associated buildings for the take-off and landing of civilian aircraft, as well as facilities for the handling and storage of air freight.

The use “*airport*” is only permitted as a consent use under “*Transport Zoning 1 (TR1)*” and under Utility Zoning. The land-use “*Airport*” is not permitted as a consent or a primary use under any other use zone.

Under TR1 zoning the Primary Uses include transport use, multiple parking garage, utility service, shop, restaurant, service trade, office, warehouse, rooftop base telecommunication station, minor freestanding base telecommunication station, minor rooftop base telecommunication station and container site.

In addition to these Primary Uses, consent use may also be applied for, inter alia, business premises, flats, place of assembly, place of entertainment, hotel, conference facility, service station, airport, helicopter landing pad and industry. However, such consent uses should not detract from transport use as the dominant use.

The standard development parameters for TR1 are:

**Item 83 Development rules**

The following development rules apply:

- (a) Floor factor  
The floor factor on a land unit shall not exceed 2,0.
- (b) Coverage  
The coverage of all buildings on a land unit shall not exceed 75%.
- (c) Height
  - (i) The maximum height of a building shall be 18 m measured from existing ground level to the top of the roof;
  - (ii) Earth banks and retaining structures are subject to item 126; and
  - (iii) Shipping or transport containers when stored or stacked outside a building, may not extend higher than 15 m above existing ground level.
- (d) Building lines
  - (i) The street boundary building line is 0 m.
  - (ii) The common boundary building lines are 3,0 m.
  - (iii) The general building line encroachments in item 121 shall apply.
- (e) Parking and access  
Parking on and access to a land unit to be provided in accordance with Chapter 15.

The proposed floor space of 420,000 m<sup>2</sup> rights will be detailed in the land use application related SDPs. The uses include aircraft hangars, cold storage, logistics & warehousing, a terminal building, light-manufacturing & industrial, food processing, commercial office space, retail, events & conferencing, hotel and guest accommodation, bulk aviation fuel farm and a filling station. In addition, provision is made for a parking garage of 72,000 m<sup>2</sup> which is not classified as floor space in the DMS. These uses will be in support of the airport as the dominant Transport Use.

## PART E: CONCEPTUAL LAYOUT

### 17. The Conceptual Layout

The site is parceled into five distinct functional precincts, for which detailed SDPs will be developed and submitted to the City for approval.



Fig. 30. Proposed Precinct Delineation  
(Source Vivid Architects & CAPEX Projects)

The precincts are divided as follows:

- a) the Agricultural Precinct
- b) the Airport Airside Precinct
- c) the Airport Terminal Precinct
- d) the General Aviation Precinct
- e) the Services Precinct.

These precincts have different accessibility, security and functional requirements which dictate the overarching layout.

### 17.1 The Agricultural Precinct

At 463 ha, the Agricultural Precinct is the largest precinct and makes up 53% of the site. This precinct straddles the R304 (Stellenbosch-Klipheuwel Road) and will be used for active farming. The land is large enough to be farmed on its own but will most likely be rented out to nearby farmers in response to interest already shown. Apart from the airside fence along its western boundary, the Agricultural Precinct will remain unchanged.

Access to the farmland will remain from the existing access points on the R304. No vehicular or pedestrian access will be permitted from the airport side.



Fig. 31. The Agricultural Precinct

## 17.2 The Airport Airside Precinct

The Airport Airside Precinct is a secured area, fenced off for safety, with strictly controlled vehicular and pedestrian access. All activities are focused on aircraft movement, including freight and passenger operations. Designed by NACO (Netherlands Airport Consultants), the layout meets international aviation standards with input from operators.

The precinct will include a 3.5 km runway, oriented 01-19, serving up to Code 4F instrument operations. The runway will support both scheduled commercial and general aviation, with intersection take-off points to enhance efficiency. Essential systems such as CAT III Instrument Landing Systems (ILS), airfield lighting, and a Remote Digital Control Tower System (RDTS) will be implemented.

Covering 248.41 ha (28% of the site), the precinct includes grassed safety areas. Built structures are limited to about 2,500 m<sup>2</sup>, housing substations, a Remote Digital Control Tower System (RDTS) and the Precision Approach Path Indicator (PAPI). Parking aprons for aircraft, from ICAO Code B to Code F, will be introduced, including flexible MARS stands for up to Code F aircraft.

Airside service roads and a security fence will also be constructed, adhering to aviation security standards. Noise and Obstacle Limitation Surfaces will be addressed through specialized assessments.

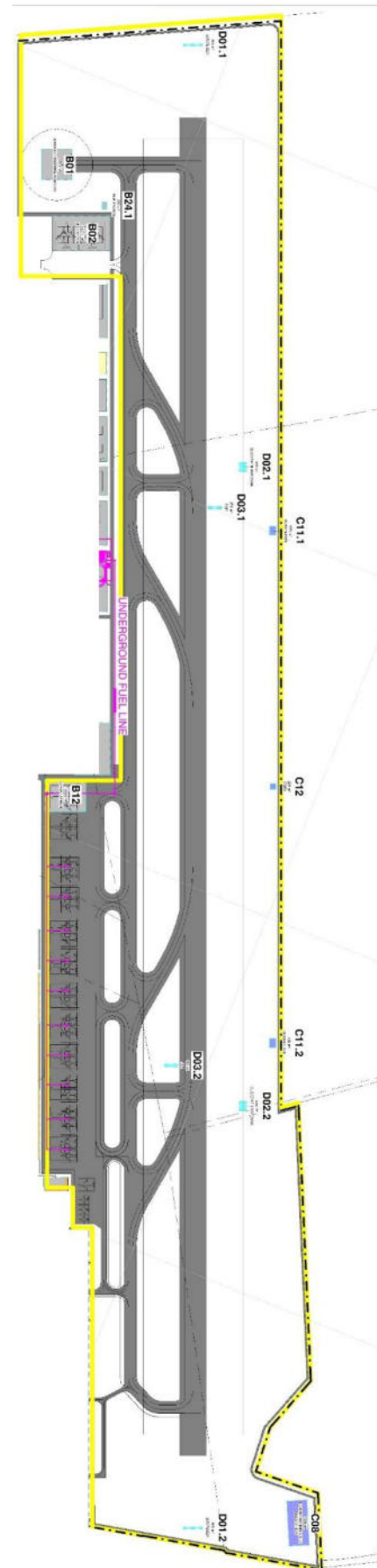


Fig. 32. Airport Airside Precinct

### 17.3 The Airport Terminal Precinct

The Airport Terminal Precinct includes a Passenger Terminal Building (PTB) designed to process 5.2 million passengers per annum (MPPA), meeting ICAO and IATA standards. The terminal will serve both domestic and international passengers and provide facilities for VIP and commercial important person (CIP) processing with direct airside access.

Access is via a re-aligned Mellish Road along the western boundary of the site from where access is in direct line of site with the terminal building.



Fig. 33. Airport Terminal Precinct

Being the publicly accessible precinct, special attention will be given to the urban design and landscaping of this precinct as part of the detailed land use processes to follow.



Fig. 34. Artist's impression of the Airport Terminal Precinct (Source: Vivid Architects)

This 56.54 ha precinct is not being subdivided into individual erven but has a development area (plot) allocation of c. 350 000 m<sup>2</sup> with a total DMS Floor Space of approximately 260 000 m<sup>2</sup>. Commercial development will include hotels, an aviation museum, and a range of aeronautical facilities such as hangars, aviation clubs, and workshops. Additional infrastructure includes a service station, pedestrian walkways, substations, a droneport, vertiports, and public transport facilities. In addition, land is allocated for surface parking and parking garages to accommodate 7 580 parking bays when fully developed.

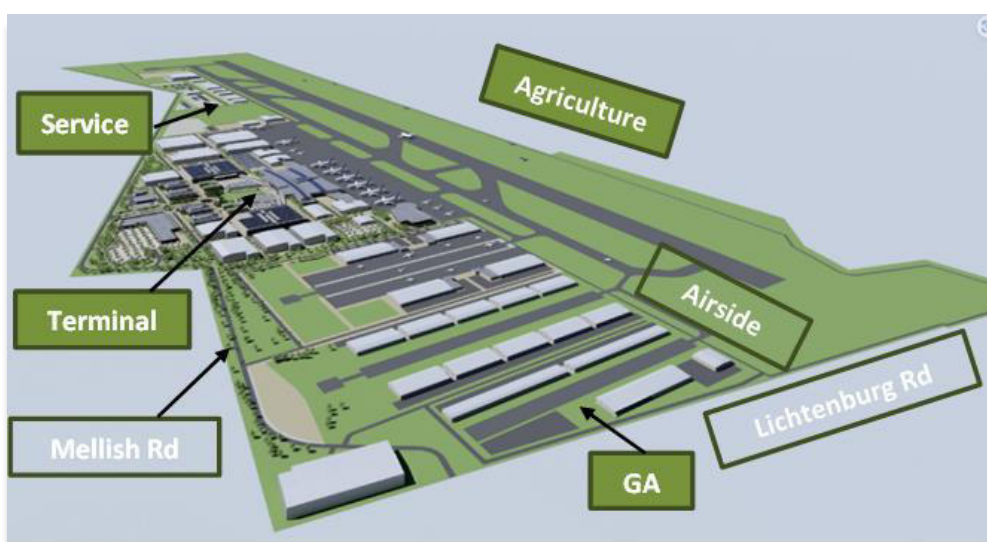


Fig. 35. Artist's impression of the Airport Terminal Precinct (Source: Vivid Architects)

## 17.4 The General Aviation Precinct

The General Aviation Precinct is strategically located to provide safe, controlled aircraft access to the runway. It services non-scheduled aviation such as recreational flying, training, charters, crop spraying, firefighting, and private business, including helicopter operations. This 49.10 ha precinct, accessed via Mellish Road, is designated for development rather than individual erven subdivision, with 145,000 m<sup>2</sup> of development area and a DMS Floor Space of 110,000 m<sup>2</sup>.



Fig. 36. The General Aviation Precinct

Planned facilities include four Fixed Base Operators (FBOs), a VIP terminal, a heliport with dedicated Final Approach and Take-off areas (FATOs), a clubhouse with airside views, and grass parking for visiting aircraft. The southern portion of the site features a dedicated taxi lane connecting to the main runway and a GA refueling station. Additional proposed developments include General Aviation hangars, a substation, a remote digital control tower, and landscaping along Lichtenburg Road, which will form part of subsequent detailed land use submissions to the CoCT.



## 17.5 The Services Precinct

The Services Precinct supports key airport operations, including Aircraft Rescue and Fire Fighting (ARFF), airport maintenance, ground support equipment (GSE) staging, and cargo handling and is not open to the public. This 64.49 ha precinct, with 47,000 m<sup>2</sup> of floor space, is located around and north of the existing quarry. It has restricted access via Mellish Road and internally from the Airport Terminal Precinct.

Phase 1 includes a bulk fuel depot, a general aviation kerbside refueling station, and a commercial service station, with an underground fuel line to the aprons planned for Phase 2.

The ARFF will meet ICAO Category 9 standards and be positioned centrally to the runway for optimal response times. A cargo facility for both belly and freighter cargo will be located near the passenger terminal, initially using the main apron. The Maintenance, Repair, and Overhaul (MRO) facility in the north will accommodate widebody aircraft.

Other Phase 1 developments include ground support equipment staging areas, a solar PV and biodigester system for renewable energy, and an Airport Operations Centre housing essential services like police, a clinic, and air traffic control. Phase 2 adds a catering building, additional cargo aprons, and further water and waste infrastructure.

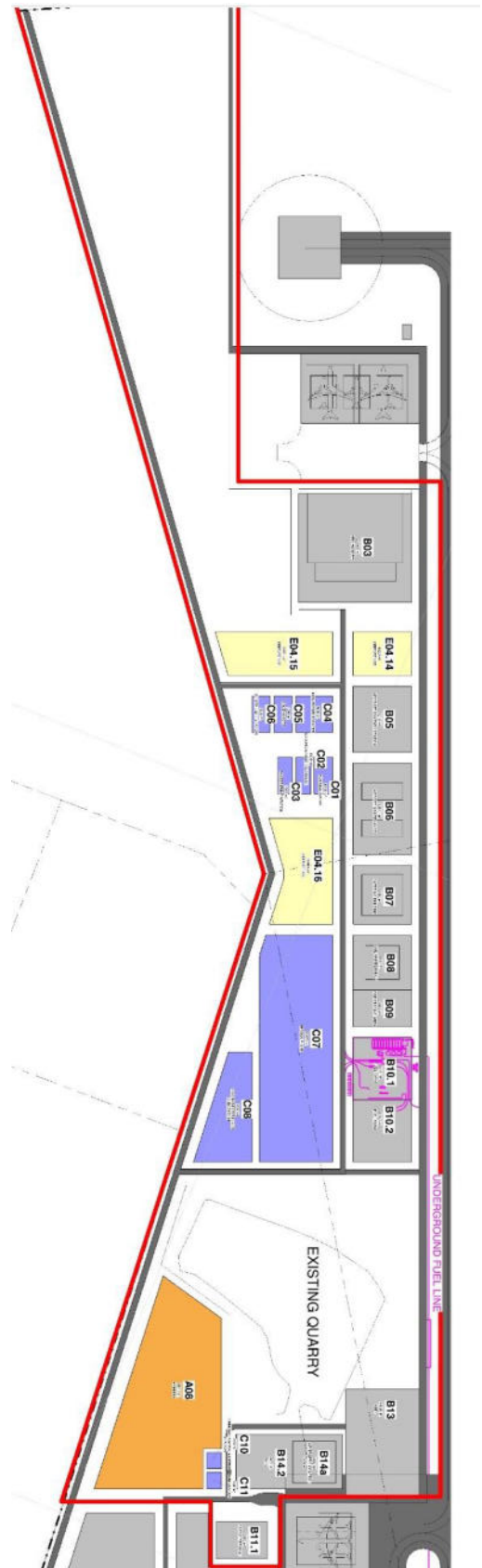


Fig. 37. The Services Precinct