



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

Phumeza Wellem
 Senior Clerk

T: 021 444 1055
 E: Phumeza.Wellem@capetown.gov.za
 BLUM010

26 August 2025

To the Owner/s

Dear Sir/Madam

PROPOSED CONSOLIDATION, REZONING, CONSENT, APPROVAL OF THE CITY, DELETION OF CONDITIONS AND A DEVIATION IN RESPECT OF PORTION 4 OF FARM 474, PORTION 10 OF FARM 724, REMAINDER FARM 724, PORTION 23 OF FARM 724, PORTION 7 OF FARM 942, PORTION 11 FARM 474, PAARL FARMS

The City of Cape Town has received the following planning application for consideration:

Application number

1500147905

Applicant/owner's details

Capewinlands Aero Proprietary Limited

Erf number(s)

Portion 4 of Farm 474, Portion 10 of Farm 724, Remainder Farm 724, Portion 23 of Farm 724, Portion 7 of Farm 942, Portion 11 Farm 474, Paarl Farms

Description and physical address

The properties are situated along the R312 and R304, just 10.5 km northeast of Durbanville and bordered by Lichtenburg - and Mellish Road. Formerly known as Fisantekraal Airfield (as shown on the attached locality plan)

Purpose of the application

- Application for consolidation of Portion 4 of Farm 474, Portion 10 of Farm 724, Remainder Farm 724, Portion 23 of Farm 724, Portion 7 of Farm 942, Portion 11 Farm 474, Paarl Farms in terms of Section 42(f) of the Municipal Planning By-Law.
- Application for the rezoning of portions 23 and remainder of Farm 724, a portion of portion 7 of Farm 942 and a portion of portion 11 of Farms 474 from Agricultural (AG) to Transport zone 1 (TR1) and Transport zone 2 (TR2) in terms of Section 42(a) of the Municipal Planning By-Law.
- Application for Council's Consent to accommodate an airport in terms of Section 42(i) of the Municipal Planning By-Law.
- Application for Council's Consent to accommodate a hotel, in terms of Section 42(i) of the Municipal Planning By-Law.
- Application for Council's Consent to accommodate a Business premises, in terms of Section 42(i) of the Municipal Planning By-Law.
- Application for Council's Consent to accommodate a Service Station, in terms of Section 42(i) of the Municipal Planning By-Law.

- Application for Council's Consent to accommodate a Place of assembly, in terms of Section 42(i) of the Municipal Planning By-Law.
- Application for Council's approval as depicted in item 126 of the Development Management Scheme to construct a earth bank higher than 2m, in terms of Section 42(i) of the Municipal Planning By-Law.
- Application for the deletion of conditions in respect of an existing approval, in terms of Section 42(j) of the Municipal Planning By-Law.
- Deviations from the 2023 Metropolitan Spatial Development Framework (MSDF) and the 2023 Northern District Plan (NDP).

Enquiries

The full application with supporting documentation is available at the following link:

<https://www.capetown.gov.za/general/redevelopment-and-expansion-of-cape-winelands-airport>

The application may be inspected during public counter operating hours (08:00 - 14:30 Mondays to Fridays) at the relevant District Office. Should you wish to arrange an appointment with a specific case officer or to discuss a specific aspect relating to an application, such request can be submitted via the following email:

Northern.hub@capetown.gov.za

Objections, comments or representations

Any objection, comment or representation about the proposal **must be submitted on the prescribed form** with reasons therefor and may be submitted to the following email address: comments_objections.northern@capetown.gov.za

or

submitted in writing to the office of the abovementioned District Office to be received before or on the closing date mentioned below.

You can download the prescribed form at the following link:

<http://www.capetown.gov.za/LandUseObjections>

Closing date for objections, comments or representations 29 October 2025

No late comment or objection will be considered unless the City Manager has agreed thereto in writing.

Relevant legislation

This notice is given in terms of section 82 of the City of Cape Town Municipal Planning By-law (MPBL), 2015.

General

An objection, comment or representation which does not meet the requirements in this notice may be disregarded.

Objections, comments or representations form part of public documents and are forwarded to the applicant for a response.

Any person who cannot write, may come to the district office mentioned above during office hours where they will be assisted with transcribing any comment or objection and the reasons therefor. Please arrange an appointment with the District hub mentioned above.

By lodging an objection, comment or representation, the person doing so acknowledges that information may be made available to the public and to the applicant. An objector may request that the City Manager keep their full name, address and contact details confidential on good cause shown. Such request must be submitted together with the objection, comment or representation.

Any petition must comply with the requirements of section 91 of the City of Cape Town Municipal Planning By-law, 2015.

Please note that in terms of section 85 of the City of Cape Town's Municipal Planning By-law, 2015, where there is a sectional title development constituted under the Sectional Titles Act, notification to the Body Corporate concerned is deemed to be notification to all owners in that sectional title development. In such case, the Chairperson of the Body Corporate must ensure that all owners in the sectional title development are notified.

Neem asseblief kennis dat ingevolge artikel 82(4) van die Stad Kaapstad: Verordening op Munisipale Beplanning, 2015, hierdie kennisgewing ook op skriftelike versoek in Afrikaans of Xhosa beskikbaar is. Stuur die versoek na comments_objections.northern@capetown.gov.za binne sewe dae van die datum van hierdie kennisgewing.

Nceda uqaphele ukuba ngokwecandelo 82(4) loMthetho kaMasipala woCwangciso lukaMasipala weSixeko saseKapa, wango-2015, esi saziso siyafumaneka ngesiXhosa nange-Afrikansi ngesicelo esibhalwe phantsi. Eso sicelo masingeniswe comments_objections.northern@capetown.gov.za kwiintsuku ezisixhenxe ukususela ngomhla wokukhutshwa kwesi saziso.

Yours faithfully

Digitally signed
by Llewellyn Van
Blerk
Date: 2025.08.20
09:02:23 +02'00'

for DIRECTOR: DEVELOPMENT MANAGEMENT

MOTIVATION SUMMARY– CASE ID 1500147905

Land Use Application in terms of the Municipal Planning By-law for the Cape Winelands Airport (CWA)

Table A. Summary of Information Related to this Application

Basic Summary	Redevelop and expand an existing general aviation airport (82 years in use), with existing aviation rights at this location, into a secondary commercial airport with energy-efficient design, accommodating 2.5 mil annual passengers by 2033 & 5.2 million by 2050.
Flight Operations by 2050	Non-scheduled general aviation, fixed-base operations, scheduled domestic and international flights, as well as domestic and international diversions.
Estimated Jobs	Construction activities, including ongoing capital expenditure over 22 years, could sustain approximately 32,433 jobs (direct, indirect, and induced).
Locality	66 Mellish Rd, Fisantekraal 25km northeast of CTIA - Abutting Lichtenburg Road (R312/MR213) and Koelenhof Road (R304/MR174).
Properties (Existing 150 ha airport site in bold already zoned Transport Zone 1 (TR 1) with consent for an airport)	Portion 4 of Farm 474 Joostenbergs Kloof (36.1 ha) Portion 10 of Farm 724 Joostenbergs Vlake (114.2 ha) - RE Farm 724 Joostenbergs Vlake (42.7 ha) - Portion 23 of Farm 724 Joostenbergs Vlake (30.9 ha) - Portion 7 of Farm 942 Kliprug (250.7 ha) - Portion 11 Farm 474 Joostenbergs Kloof (405.1 ha)
Site Extent as per SG Consolidation Diagram	± 879.59 ha
Current TR 1	150 ha
Current Agriculture Zoning	729.59 ha (83% of the site)
Applications being made (excl CoCT MPBL)	- EIA - WULA - LUPA - Immovable Property By-law (separated from MPBL apps) - Mellish Road re-alignment
CoCT MPBL Applications	- Consolidation of all properties (but no subdivisions) - Rezoning of properties 3-6 above to TR1 requiring deviations from the MSDF and District Plan based on site-specific reasons - Consent for Airport over the entire TR1 zoned area - Consent for Hotel, Business Premises, Place of Assembly and Service Station - Approval of Item 126 MPBL earth banks > 2 m above existing ground level – for runway
Area to be rezoned to TR 1	±275 ha (31% of title deed area) – mainly for runway and runway safety area.
Total TR1 and TR 2 after rezoning	- TR 1: 425.24 ha - TR 2: 10.7 ha
Remaining Agri Zoning	±444 ha (±50% of site).
Proposed Runway	Single 3,500-meter Code F Runway, with southeast/northwest orientation 01-19 degrees
Access Phases	- Mellish Rd / Lichtenburg Rd as interim main access (rezoning to TR2). - East West Link through Bella Riva. - Class 3 Lucullus Road Extension.
Total GLA and Floor Space Across 2 Phases	- GLA ± 350,000 m² - Floor Space ± 366,000 m² (Rounded)
Phase 1 GLA and Floor Space by 2032	- GLA ± 176,900 m² - Floor Space ± 186,000 m² (Rounded)
Phase 2 additional GLA and Floor Space by 2050	- GLA ± 173,100 m² - Floor Space ± 180,000 m² (Rounded)
Water supply	Beginning with groundwater use - transitioning to include municipal infrastructure in the Spes Bona Reservoir supply zone as it becomes available in the medium to long term.
Sewage & Wastewater	On-site packaged sewage treatment plant with permanent connection to Fisantekraal WWTW, including internal sewer network, allowing treated effluent reuse for irrigation, toilet flushing, and biodigester needs.
Energy Supply	20MW of solar energy and energy from biodigester for private, on-site use only, without feeding power into the Eskom grid.

PROPERTY DETAILS AND PROPOSAL

1.1. Current and proposed Zoning

The proposal is to upgrade CWA from a general aviation airfield to a commercial airport capable of handling global long-haul, wide-body flights. Development will occur in phases based on projected passenger volumes. Phase 1 deals with passenger numbers from 1.7 million passengers by 2029 to 2.5 million by 2032, while Phase 2 targets 5.2 million passengers by 2050.

Fig. 4 displays the cadastral and farm portions included in the proposed development, totalling ± 880 ha. Fig. 5 shows the current and proposed zoning of the sites. An existing zoning map is provided in Annex 2. The existing 150 ha site is currently zoned as Transport Zone 1 (grey) with consent for an airport, while the green areas are zoned for agriculture.

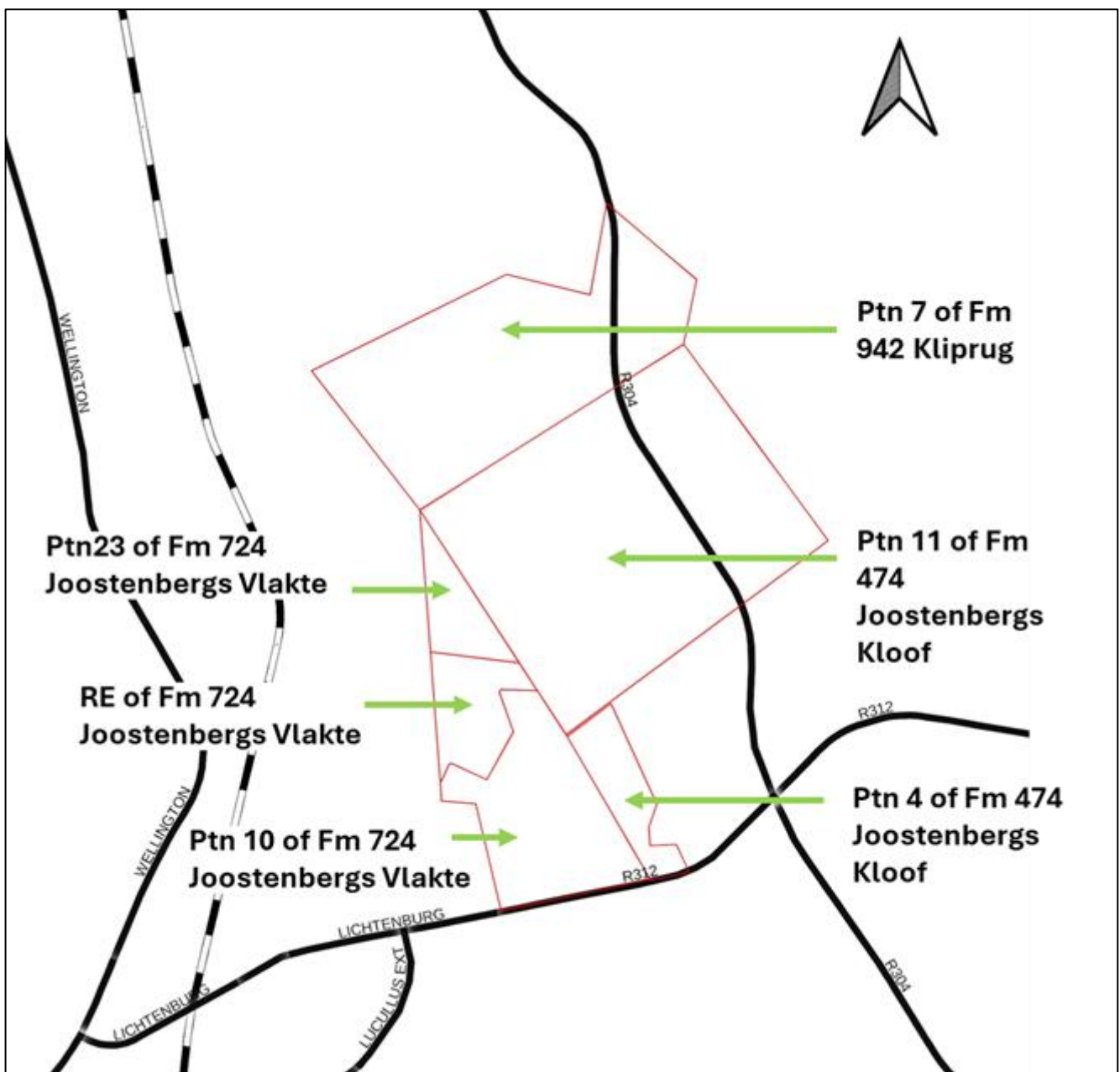


Fig.4 Summary of CWA Farm Portions

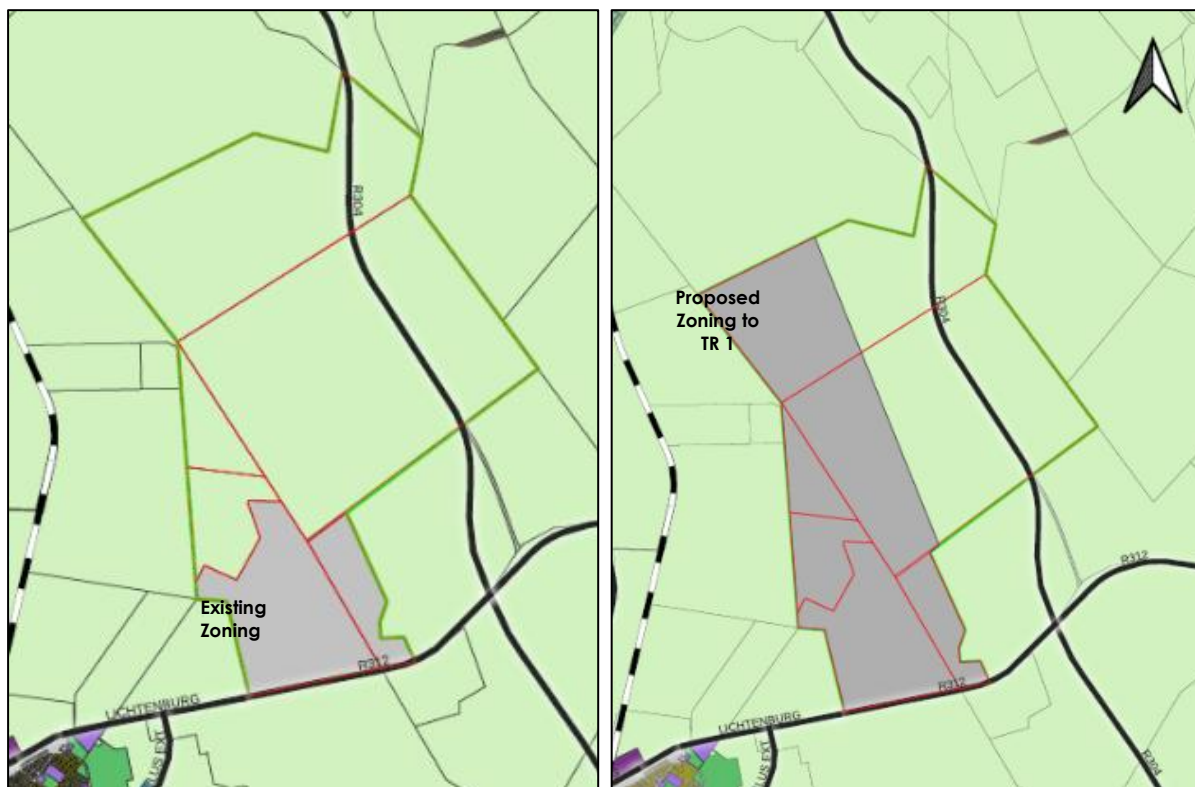


Fig.5 Existing and Proposed Zoning of CWA land Parcels

The ownership details and the proposed rezoning areas are shown in Table 1.

Table 1: Summary of Rezoning Areas as of the 24th July 2025

Description	Owner	Title Deed	LS Diagram Area	Area to remain Agriculture (AG1) zone	Area already zoned Transport Zone 1 (TR1)	Area to be rezoned to Transport Zone 1 (TR1)
Portion 4 of Farm 474 Joostenbergs Kloof	Capewinlands Aero (Pty) Ltd	T36552/25 dd 2025/06/17	36.1 ha		150.3 ha	
Portion 10 of Farm 724 Joostenbergs Vlake			114.2 ha			
The Remainder of Farm 724 Joostenbergs Vlake	Capewinlands Aero (Pty) Ltd	T14190/22 dd 2022/04/05	42.7 ha			275.0 ha
Portion 23 of Farm 724 Joostenbergs Vlake	Corobrik	T13778/09 dd 2009/03/30	30.9 ha			
Portion 7 of Farm 942 Kliprug	Capewinlands Aero (Pty) Ltd	T55171/24 dd 2024/09/02	250.7 ha	443.6 ha		
Portion 11 of Farm 474 Joostenbergs Kloof	Buurmanskraal Boerdery (Pty) Ltd	T43767/25 dd 2025/07/24	405.1 ha			
Area rezoned to TR2 for existing Mellish Road and Lichtenburg Road				10.7 ha		
Total Hectares			879.6 ha	443.6 ha	150.3 ha	275.0 ha

The area to be rezoned to TR1 with consent of "Airport" is ± 274.96 ha in addition to the 150 ha already zoned TR1 with consent of "Airport". The proposed uses within this TR1-zoned total area of ± 425.4 hectares have been slightly reduced since the EIA scoping phase.

A total of ± 275 hectares of agricultural land is proposed to be rezoned to Transport Zone 1 with a permanent consent use for "Airport". A proposal is made for a split zoning between "TR1" and "Agriculture" for Portion 7 of Farm 942, and Portion 11 of Farm 474 because not the entire cadastral area will entail development i.e. parts of these land parcels will be outside the proposed development area and will remain with agricultural zoning and land use. Approximately 10.7 ha of the land is to be rezoned to Transport Zone 2 to provide for the existing road reserves of Mellish Road and Lichtenburg Road.

Regarding access phasing, a proposal is made for the realignment and phasing of Mellish Road at its intersection with Lichtenburg Road (See Fig. 6). The existing section of Mellish Road will need to be closed and this will be applied for after the rezoning approval as the proposed re-alignment must be approved first. The realignment of Mellish road is to accommodate minimum access spacing for signalised intersections from the future Lucullus and Lichtenberg Road intersection.

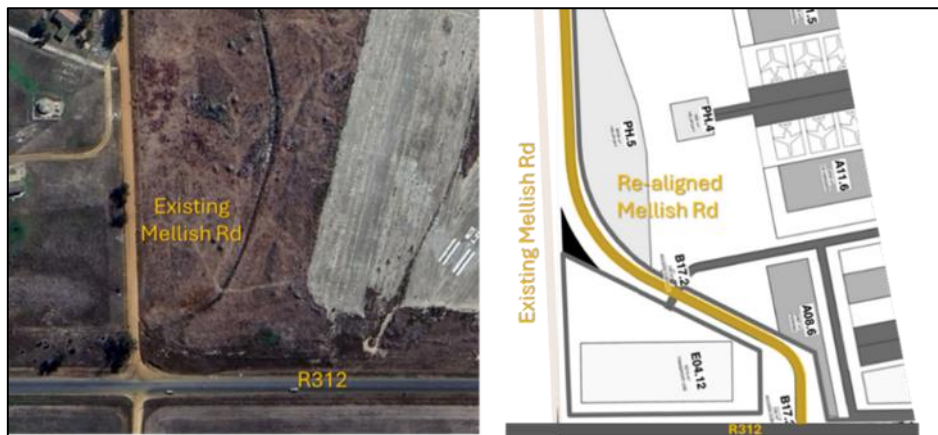


Fig. 6. Realigned Mellish Road

The re-aligned Mellish Road (highlighted in yellow above) is to be rezoned to TR2. The existing section of Mellish Road within the CWA property is currently zoned as Agriculture, will remain unchanged until the construction of the re-aligned dogleg and its rezoning to TR2. Afterwards, an application for a road closure of the redundant section of Mellish Road will be submitted in accordance with the Immovable Property By-law and Item 16(8) of the DMS apply.

The reserve for the future Lucullus Road extension to the west of the site is also proposed to be a split zone (TR2) to be transferred to the CoCT as and when required with a s.67(1)(k) exemption from subdivision. This can become a condition of rezoning.

1.2. Summary of rights applied for.

Application is made for a consent use for an "airport" over the areas that are to be zoned to TR1.

The DMS definition of "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 following definitions apply to Transport Zone 1:

- Primary uses include: *Transport use, multiple parking garage, utility service, warehouse and container sites.*
- Consent uses include: *Business premises, places of assembly, place of entertainment, hotel, conference facility and service station.*

This application seeks consent for the inclusion of additional uses namely, hotels, service station, place of assembly and business premises, within the framework of the TR1 zoning. Whereas the base TR1 zone permits shops, consent for business premises is required should the floor space for any shop exceed 400 m². In summary, the development shall be limited to the following:

Transport Zone 1 (TR1):

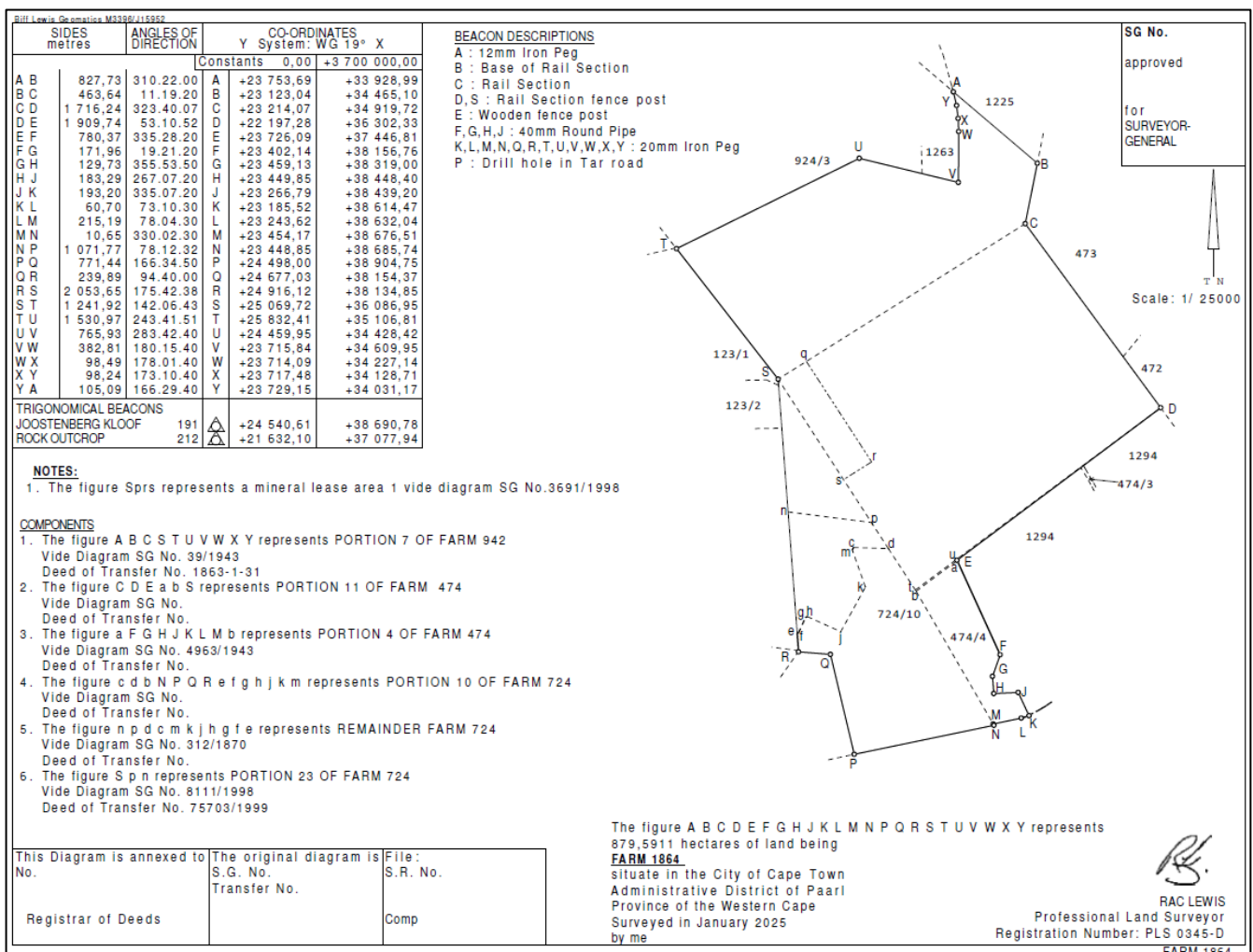
- The total Floor Space of 366 000 m².
- Consent for "Airport" with 185 000 m² Floor Space inclusive of terminal buildings, aviation services, avionics support infrastructure and utility services and 58 000 m² Floor Space for hangars.
- Floor Space of 24 000 m² for warehousing (Transport and Airport use).
- Floor Space of 64 000 m² for offices (Transport and Airport use) with a G.L.A. of 54 000 m².

- Consent for "Business Premises" with Floor Space of 18 500 m² and a G.L.A. of 15 500 m² inclusive of "retail" and "restaurants".
- Consent for "hotels" with Floor Space of 11 000 m² and a G.L.A. of 9 400 m² inclusive of 300 guest rooms (Phase 1 and 2).
- Consent for "Service Station" with Floor Space of 2 000 m² and a G.L.A. of 1 400 m².
- Consent for "Place of Assembly" to permit a club house with Floor Space of 3 500 m² and a G.L.A. of 3 000 m²,

Transport Zone (TR2)

- Two elongated portions on the western side of the consolidated site to accommodate a re-aligned Mellish Road reserve of 16 m and half of the road reserve width (20 m out of 40 m) for the future Lucullus Road.
- Along the southern boundary, the road reserve for Lichtenburg Road taken 16 m from the centerline.

All the farm portions that make up the application are to be consolidated into a single cadastral entity as per the land surveyor's diagram below:



2. CWA's Conceptual Layout

Table 4. Total CWA Precinct GLA and Floor Space (Phase 1 and 2)

Projected Horizon Year and Phases	Precinct	Precinct Size ha (approx)	G.L.A. (rounded)	Floor Space (rounded)
2050 Planning Activity Level PAL 4 5 million passengers p.a.	Airport Terminal Precinct	57	217,000 m ² G.L.A.	229,000 m ² F.S.
	Airport Airside Precinct	249	500 m ² G.L.A.	1,000 m ² F.S.
	General Aviation Precinct	50	81,000 m ² G.L.A.	84,000 m ² F.S.
	Services Precinct	65	51,500 m ² G.L.A.	52,000 m ² F.S.
	Agricultural Precinct	444	0	0
Total Phase 2 including earlier phases			350,000 m² G.L.A.	366,000 m² F.S.



Fig. 7. Layout and Proposed Precinct Delineation - orientated north
(Source Vivid Architects & CAPEX Projects)



Fig. 8. Artist's impression of the overall Airport layout
(Source: Vivid Architects)

2.1 The Airport Terminal Precinct

This 57-ha precinct (GLA $\pm$ 217 000 m² and FS 229 000 m²) includes a Passenger Terminal Building (PTB), designed to latest ICAO Annexes and the IATA Airport Development Reference Manual (12th edition, May 2022). The PTB will be a double-level building with a handling capacity of 5.2 million passengers per annum and designed to process both domestic and international passengers. The PTB will include specialised equipment and areas to facilitate check-in and bag-drop, security screening, and customs and emigration/immigration.

The terminal precinct will have landscaping, hotels, an aviation museum, retail, cargo facilities, ground support equipment (GSE), an energy center and aircraft sanitary station, landside substation (LS SS); restaurants; pedestrian walkways; multi-storey and at-grade parking with designated drop-and-go facilities; car rental facilities; petrol and diesel service station, droneport and vertiports; internal road and services configurations; access and egress roads; billboards (indoor and outdoor, static and electronic).

In terms of the Bylaw, consent is required for 'Airport' over the Airport Terminal Precinct as well as for 'Hotel', 'Business premises', 'Service station'.



Fig. 9. Airport Terminal Precinct
(Source: Vivid Architects & CAPEX Projects)



Fig. 10. Artist's impression of the Airport Terminal Precinct
(Source: Vivid Architects)

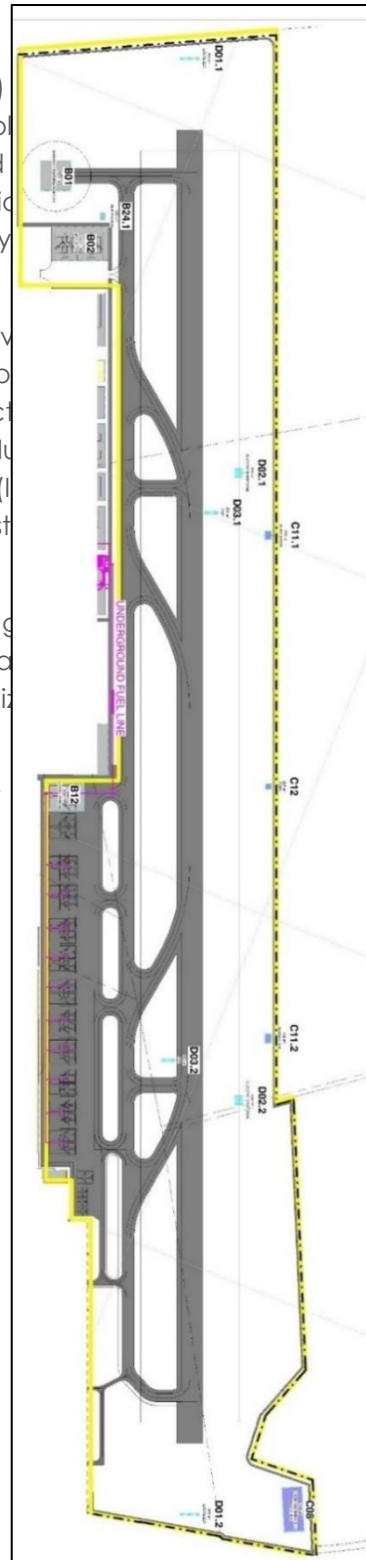
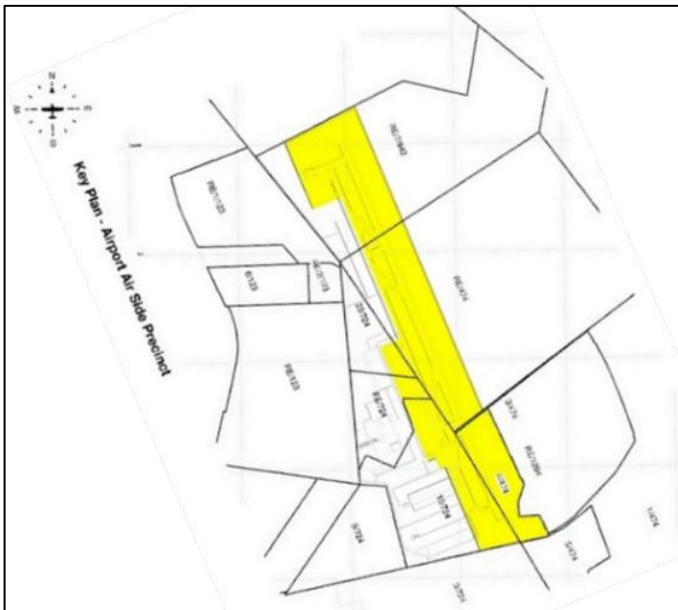
2.2 Airport Airside Precinct

This 249-ha precinct (GLA $\pm 500 \text{ m}^2$ and Floor Space $\pm 1000 \text{ m}^2$) 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.

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 intersecting take-off points to enhance efficiency. Essential systems will include parking aprons for aircraft, CAT III Instrument Landing Systems (ILS), airfield lighting, substations, a Remote Digital Control Tower System (RDTS) and Precision Approach Path Indicator (PAPI).

Airside service roads and security fence are included, adhering to aviation security standards. Moreover, noise and Obstacle Limitation Surfaces (OLS) are addressed through specialized assessments.

In terms of the By-Law, consent is required for 'Airport' over the Airport Airside Precinct.



2.3 The General Aviation Precinct

This ± 50 ha precinct (GLA $\pm 81\,000\text{m}^2$ and FS $84\,000\text{m}^2$) 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. The precinct, accessed via Mellish Road, is designated for modular development rather than individually subdivided even. The areas provided for aircraft moving from taxi to runway take up most of the space.

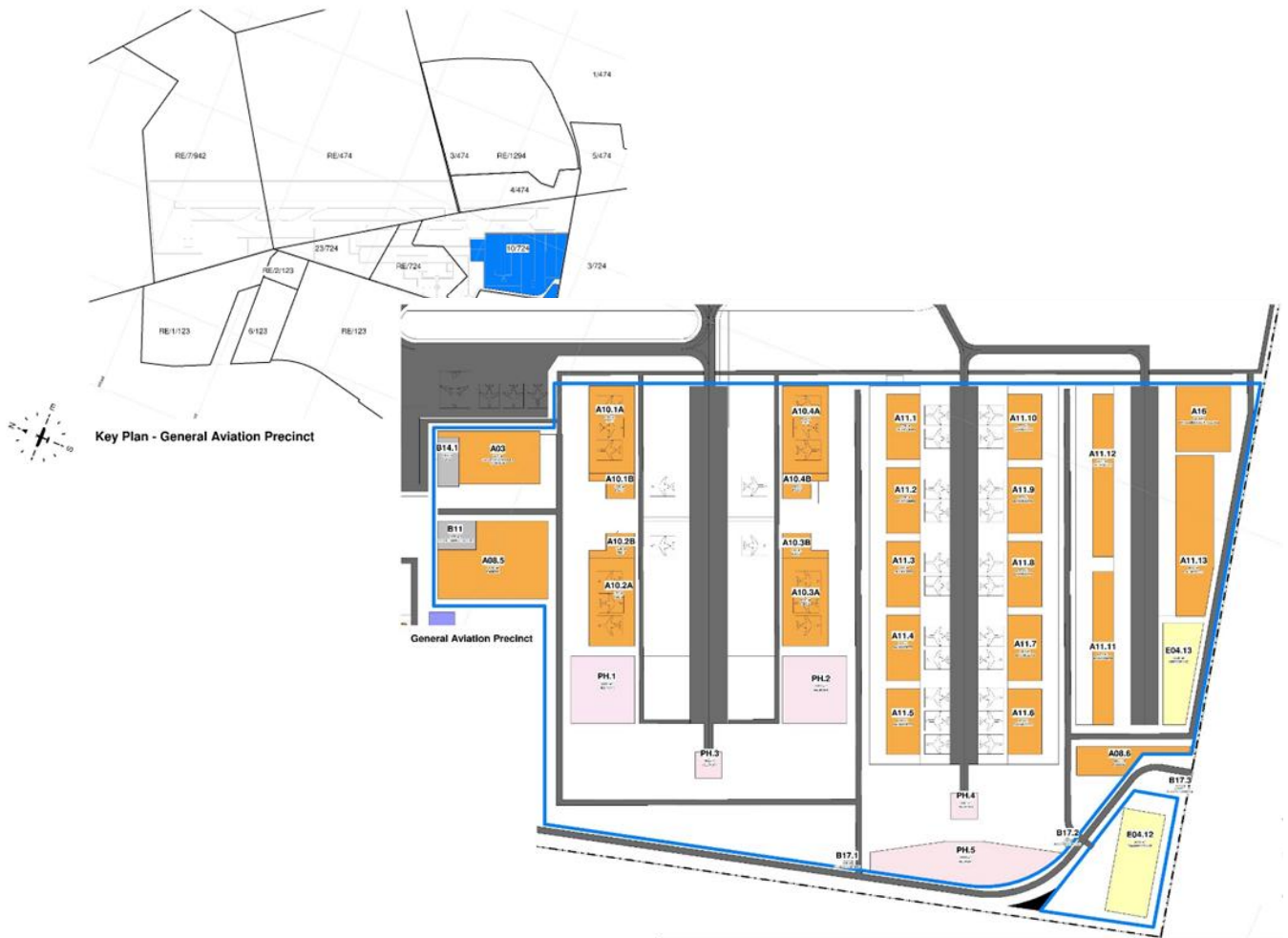


Fig. 12 The General Aviation Precinct

Planned facilities include four Fixed Base Operators (FBOs), a niche VIP terminal aimed predominantly for general aviation and government officials, a heliport with dedicated Final Approach and Take-off areas (FATOs), a general aviation clubhouse with airside views, and parking for visiting aircraft. Additional proposed developments include General Aviation hangars, a substation, a remote digital control tower, a value retail store for and landscaping along Lichtenburg Road.

In terms of the By-Law, consent is required for 'Airport' over the General Aviation Precinct as well as for 'Business Premises' and 'Place of Assembly' for the club house.

2.4 The Services Precinct

This ± 65 ha precinct (GLA ± 51 500 m² and FS ± 52 000 m²) supports non-public airport operations, including Aircraft Rescue and Fire Fighting (ARFF), airport maintenance, ground support equipment (GSE) staging, and cargo handling. Located around and north of the quarry, it has restricted access via Mellish Road and internally from the Terminal Precinct.

Phase 1 includes a bulk fuel depot, general aviation curbside refueling station, and commercial service station. Phase 2 will have an underground fuel line to the aprons.

The ARFF will meet ICAO Category 9 standards and be positioned adjacent 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.

In terms of the By-Law, consent is required for 'Airport' over the Services Precinct.

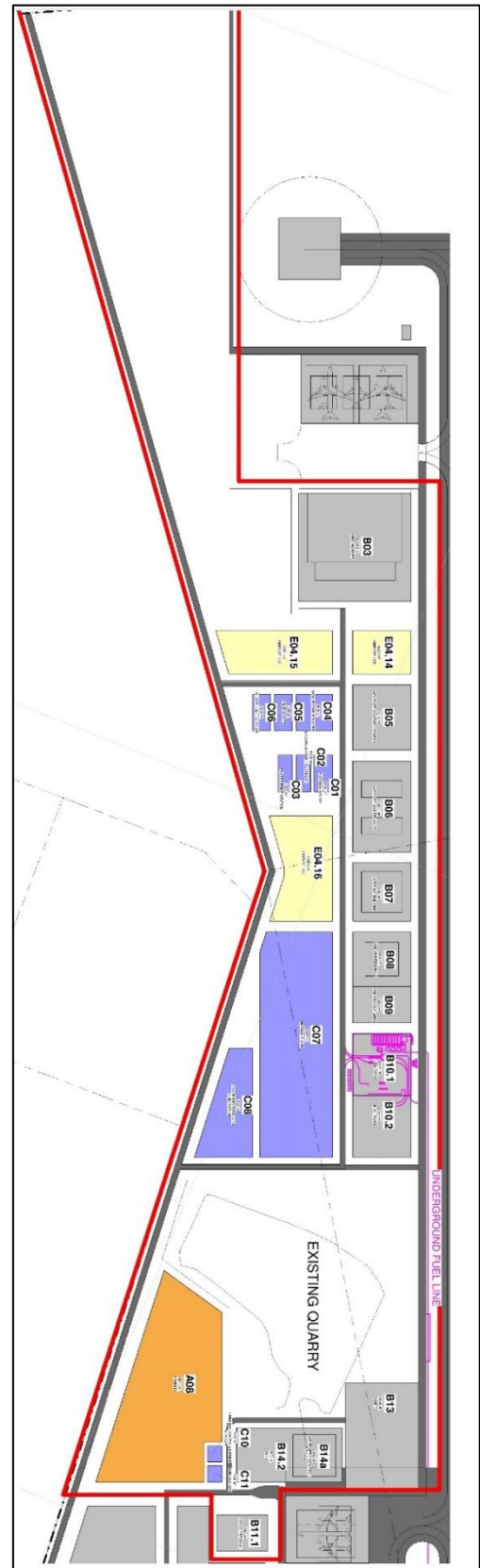


Fig. 13. The Services Precinct

2.5 The Agricultural Precinct

At 443.6 ha, the Agricultural Precinct straddles the R304 (Stellenbosch-Klipheuwel Road). The primary use will be General farming practices to continue with rehabilitation & conservation of wetlands and conservation of intact indigenous vegetation.

The land is large enough to be farmed on its own but will be rented out to nearby farmers in response to interest already shown. CWA has also been admitted as a member of the Durbanville Farmers Association.

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 vehicle or pedestrian access will be permitted from the airport side.

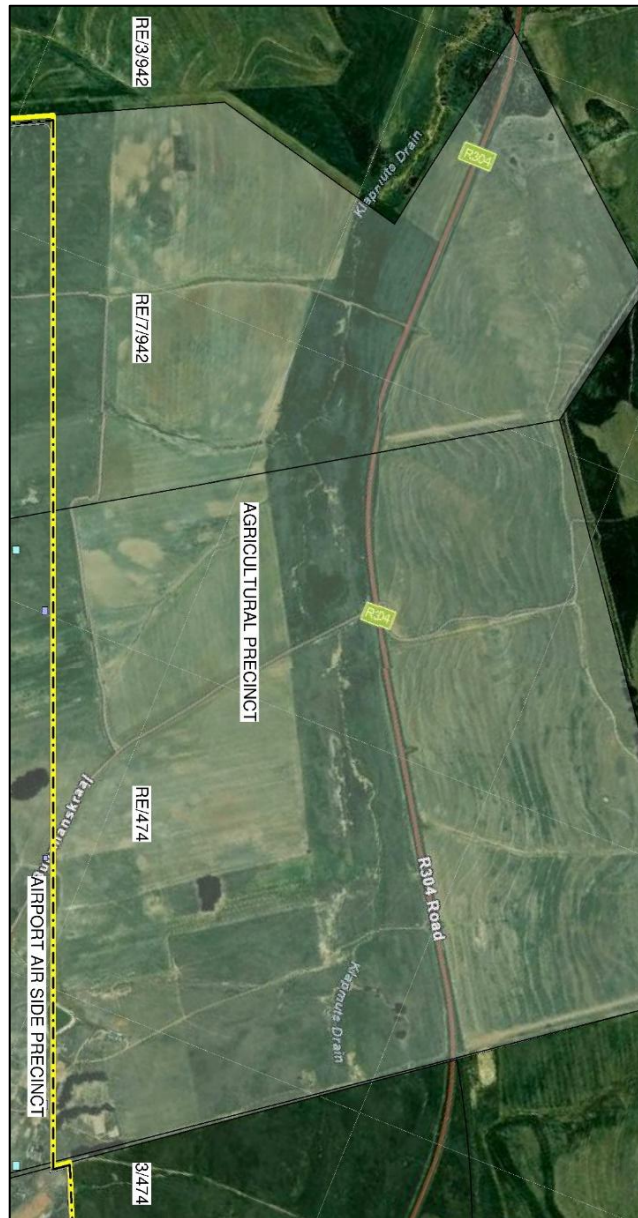


Fig. 14. The Agricultural Precinct

3.1 Motivation for Site Specific Circumstances

Section 9 of the CoCT's MPBL reads as follows:

9 Status of the Municipal Spatial Development Framework

- (1) Subject to section 22, the City may deviate from the provisions of the municipal spatial development framework only if site specific circumstances justify the deviation.
- (2) In determining whether the site-specific circumstances exist, the City must have regard to the development application that has been submitted and any other relevant considerations.
- (3) If an application is inconsistent with the municipal spatial development framework, the applicant must describe the inconsistency in –
 - (a) the application; and
 - (b) the advertisement of the application.
- (4) The municipal spatial development framework does not confer or take away rights.

3.2 How the Proposal Deviates from the CoCT's MSDF 2023

CWA's development proposal deviates from the CoCT MSDF in three aspects:

- a) Firstly, the proposed runway and runway safety area and parts of the landside development extend beyond the Urban Development Edge (UDE):



Fig. 21. Current CoCT UDE in relation to CWA and Proposed extension.

- b) Secondly, the section that is outside of the UDE includes land indicated in the MSDF as being of 'Agricultural Significance' and as a Discouraged Growth Area (outside the UDE):

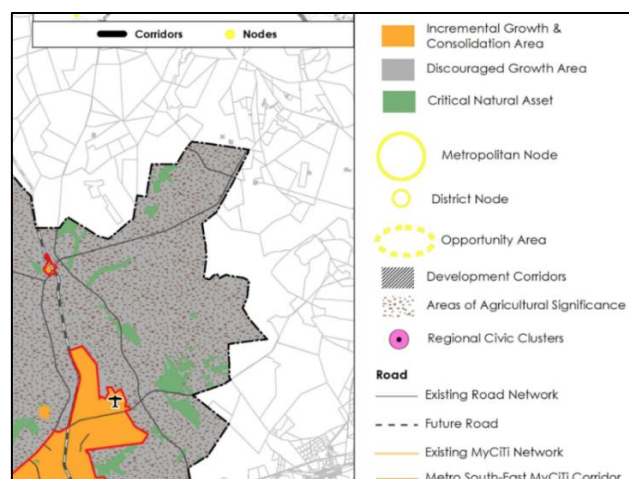


Fig. 22. Enlarged extract from the MSDF Consolidated Spatial Concept

- c) Lastly, the southeastern area of the site (Portion 4 of Farm 474 Joostenbergs Kloof) of the proposed development, which lies within the UDE, is partly identified as Core Biodiversity Area within both the CoCT's MSDF and Northern District Plan.

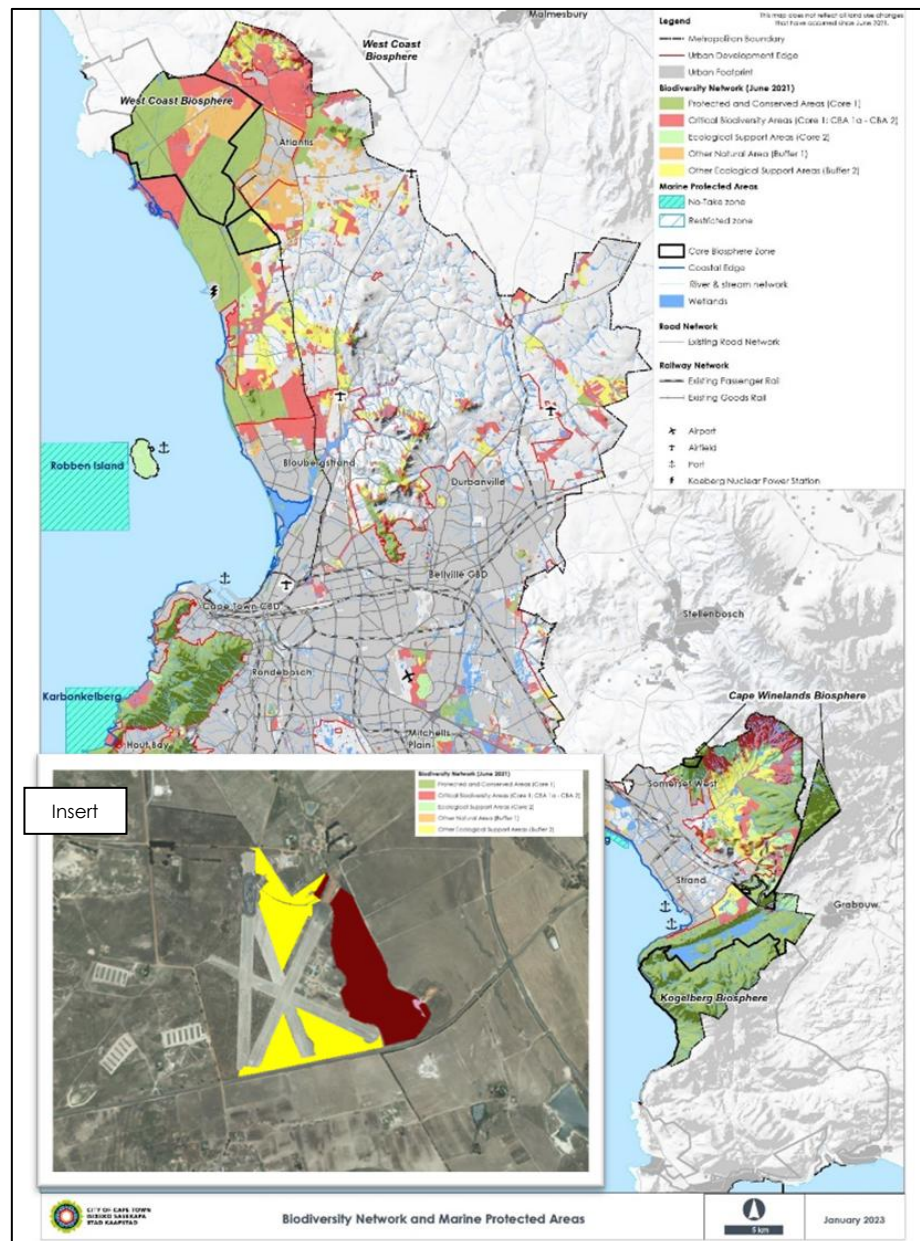


Fig. 25 CWA in CoCT MSDF BioNet 2023

3.3 Summary of the applicant's submission on Site-Specific Circumstances regarding the application submitted for Airport Development

As shown in Fig. 33, the northwestern section of the MSDF includes some of the few viable airport locations within the municipal boundary. However, these sites are either situated along river courses or far from essential bulk infrastructure like transportation networks, to be feasible from a demand side.

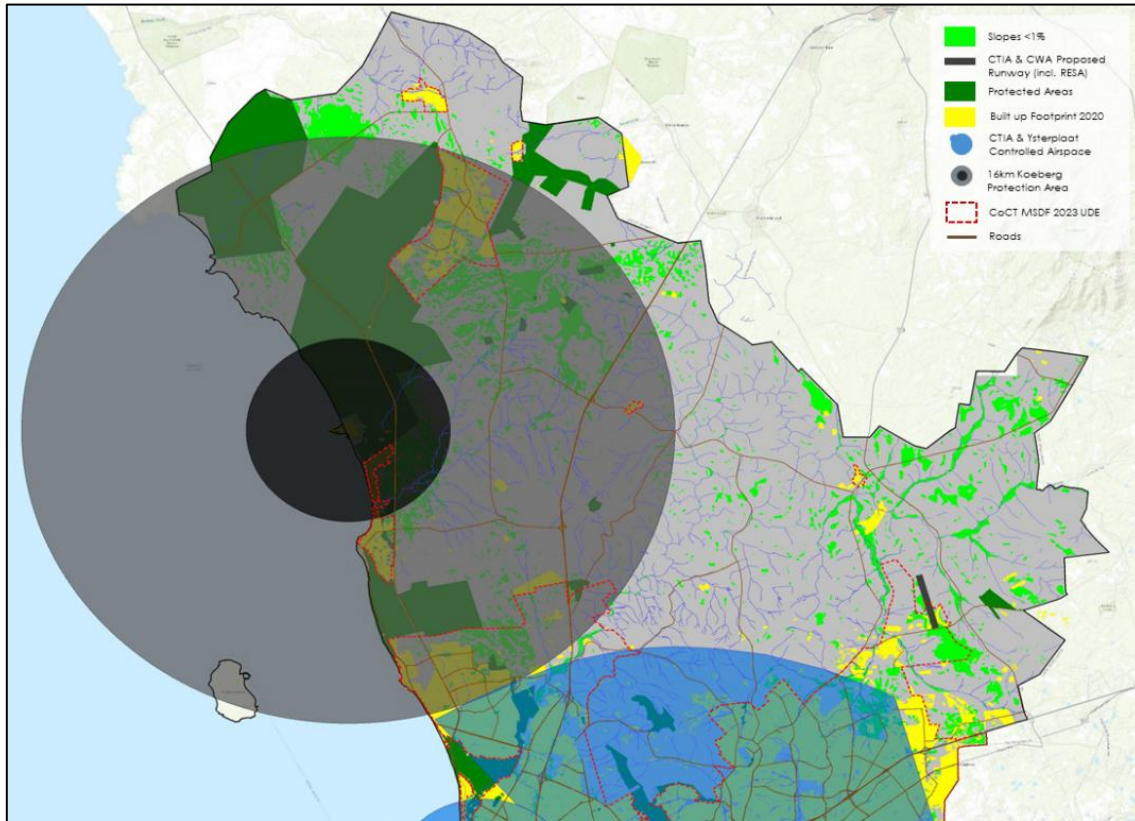


Fig 33. Overlay of spatial constraints demonstrating the uniqueness of the CWA Site for an airport development application
(Source: Aerstone GeoSpatial, 2023)

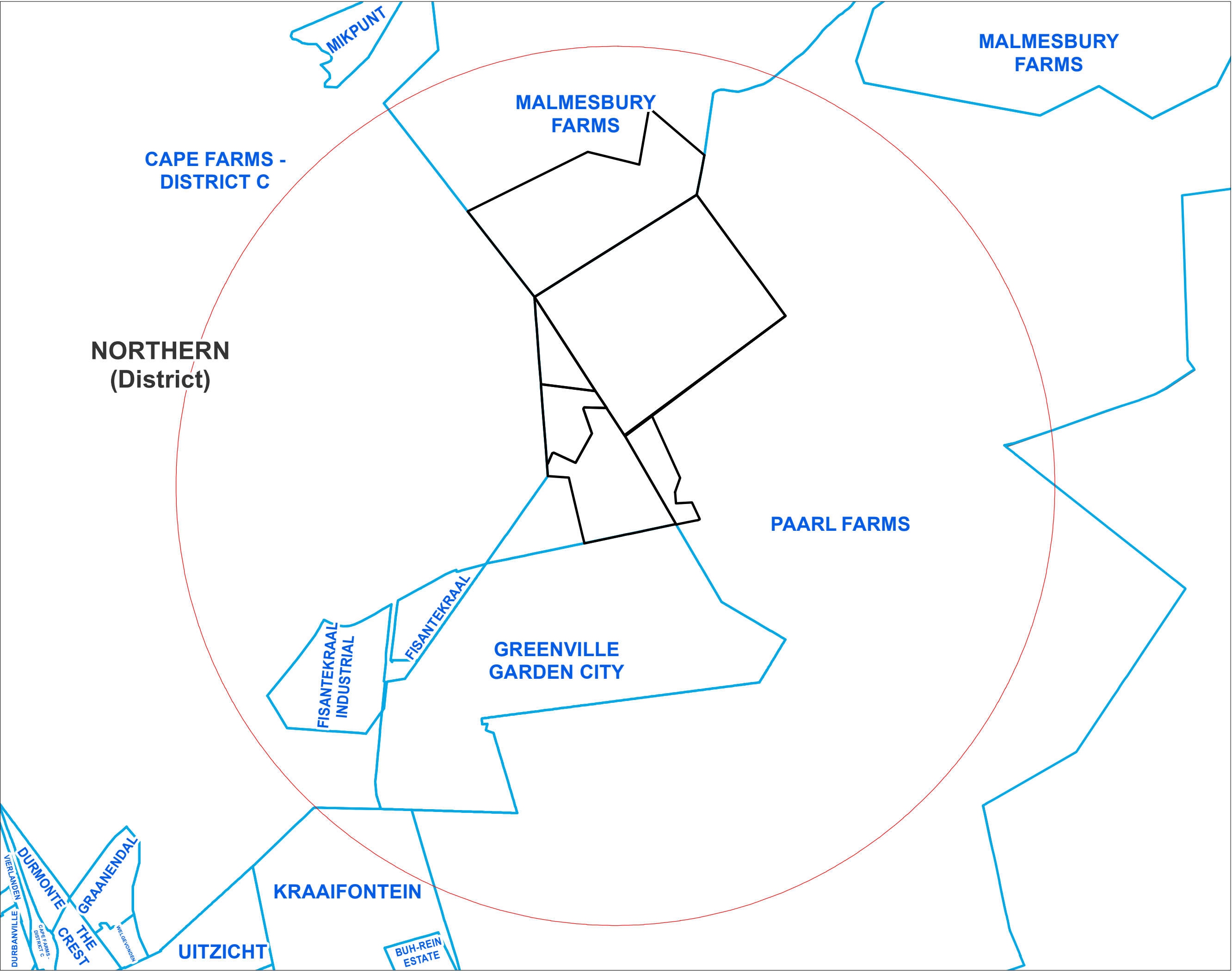
The applicant contends that this site possesses unique attributes that distinguish it from other potential locations within and outside the CoCT's UDE.

No other site could be identified by the applicant within the MSDP area that is:

- already used for general aviation;
- situated at the right elevation;
- has a slope of less than 1 % over 4.2 km and in the direction of the prevailing winds;
- not in close proximity to a nature reserve;
- not in a physically built-up area, or so close that landings and take-offs will be problematic;
- falls outside of the FACT controlled airspace;
- is outside of the Koeberg UPZ exclusion zones;
- has direct access to existing Municipal, Provincial and National infrastructure, in particular road and rail networks.

The applicant submits that this unique combination of factors justifies a deviation from the MSDP and District Plan based on site-specific circumstances, as this is the only suitable site within the MSDP-area given existing constraints. A secondary airport like CWA should ideally be located near or just outside the urban edge to balance accessibility, minimize disruption in densely populated areas, and support regional connectivity and economic integration. Proximity to urban infrastructure, freight and passenger accessibility, a robust road network, and nearby rail connections are essential for such airports.

The applicant concludes that not only is CWA uniquely positioned in terms of geography but is also already suitable given its existing rights. There is an existing use right (as defined in the MPBL) for 150-hectare of the site as Transport Zone 1, with consent for an airport. Acknowledging these rights aligns with the LUPA principle of Spatial Justice and demonstrates that no other site meets all the necessary criteria while also having legal use rights in place in parts.



LOCALITY MAP

DIRECTORATE : Spatial Planning and Environment
DEPARTMENT : Development Management
BRANCH : Business Systems

Map Compiled By :
Telephone :
Date Compiled : 2025/08/06

Legend

- Landparcels
- 5km Radius
- Planning Suburbs
- Planning Districts

Scale - 1:40 000
Spheroid: WGS_1984
Projection:
Transverse Mercator
Linear Unit:
Meter (1,000000)

COPYRIGHT:
ALL RIGHTS RESERVED. No part of this data map may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage or retrieval systems, without written permission from the Development Management Department of the City of Cape Town. Where the data is used as basis for -or as an insertion- in a plan, acknowledgement must be made of the source of such data as well as the copyright of the Council.

DISCLAIMER:
The City of Cape Town makes no warranties as to the correctness of the information supplied. Persons relying on this information do so entirely at their own risk. The City of Cape Town will not be liable for any claims whatsoever, whether for damages or otherwise, which may arise as a result of inaccuracies in the information supplied.

PLEASE NOTE:
Zoning is to be verified by means of an Official Zoning Certificate requested from relevant District Office. All cadastral is to be verified at the Office of the Surveyor General.

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.

