



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

AMITEV
SENIOR PROFESSIONAL OFFICER

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BLUM010

6 APRIL 2023

Dear Sir/Madam

PROPOSED APPLICATION: CAPE TOWN MUNICIPAL PLANNING BY LAW: REZONING, SUBDIVISION AND CONSOLIDATION: ERVEN 32403, 2197-RE AND 112629-RE CAPE TOWN, 5A, 10 AND 12 VIKING ROAD, THORNTON

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

Case ID

1500004582

Applicant/owner's details

NIGEL BURLS AND ASSOCIATES/ CITY OF CAPE TOWN

Erf number(s)

ERVEN 32403, 2197-RE AND 112629-RE CAPE TOWN

Description and physical address

5A, 10 AND 12 VIKING ROAD, THORNTON (as shown on the attached locality plan)

Purpose of the application: The proposal is for the rezoning, subdivision and consolidation of a portion of City owned land as described below, in order to allow for the development of a truck stop and associated facilities. The following applications have been applied for:

1. **Rezoning** of Erven 2197-RE, 32403 and 112629-RE Cape Town to Subdivisional Area for General Industry 1, Transport Zoning 1 and Transport Zoning 2 purposes.
2. **Subdivision** of Erf 32403 Cape Town into three portions.
3. **Subdivision** of Erf 2197-RE Cape Town into two portions.
4. **Subdivision** of Erf 112629-RE Cape Town into two portions.
5. **Consolidation** of proposed Portion 1 of Erf 2197-RE, proposed Portion 1 of Erf 32403 and proposed Portion 1 of Erf 112629-RE Cape Town.

The application may be inspected at the office of the District Manager at [2nd Floor, Media City cnr Hertzog Boulevard & Heerengracht Cape Town], please arrange an appointment with the Table Bay District Secretary Roslind Butterson telephone number 021: 400 6444 during office hours.

Objections, comments or representations

MEDIA CITY BUILDING, 2ND FLOOR,
CNR ADDERLEY STREET AND HERTZOG BOULEVARD CAPE TOWN, 8001
www.capetown.gov.za

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Any objection, comment or representation on the proposal must be submitted on the prescribed form with reasons therefor and may be submitted to the following e-mail address: comments_objections.tablebay@capetown.gov.za (or submitted in writing to the office of the abovementioned District Manager) 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

15 May 2023

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, 83 and 85 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 response.

Any person who cannot write, may come to the district office mentioned above during office hours where he or she will be assisted with transcribing any comment or objection and the reasons therefor.

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.

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

Nceda uqaphele ukuba ngokungqinelana necandelo 82(4) loMthetho kaMasipala ongoCwangciso waseKapa, 2015, esi saziso siyafumaneka ngesiXhosa nangesiBhulu ngesicelo esibhalwe phantsi. Eso sicelo masingeniswe comments_objections.tablebay@capetown.gov.za kwiintsuku ezisixhenxe ukusuka kumhla wokukhutshwa kwesi saziso.

Yours faithfully

Andreas Mitev

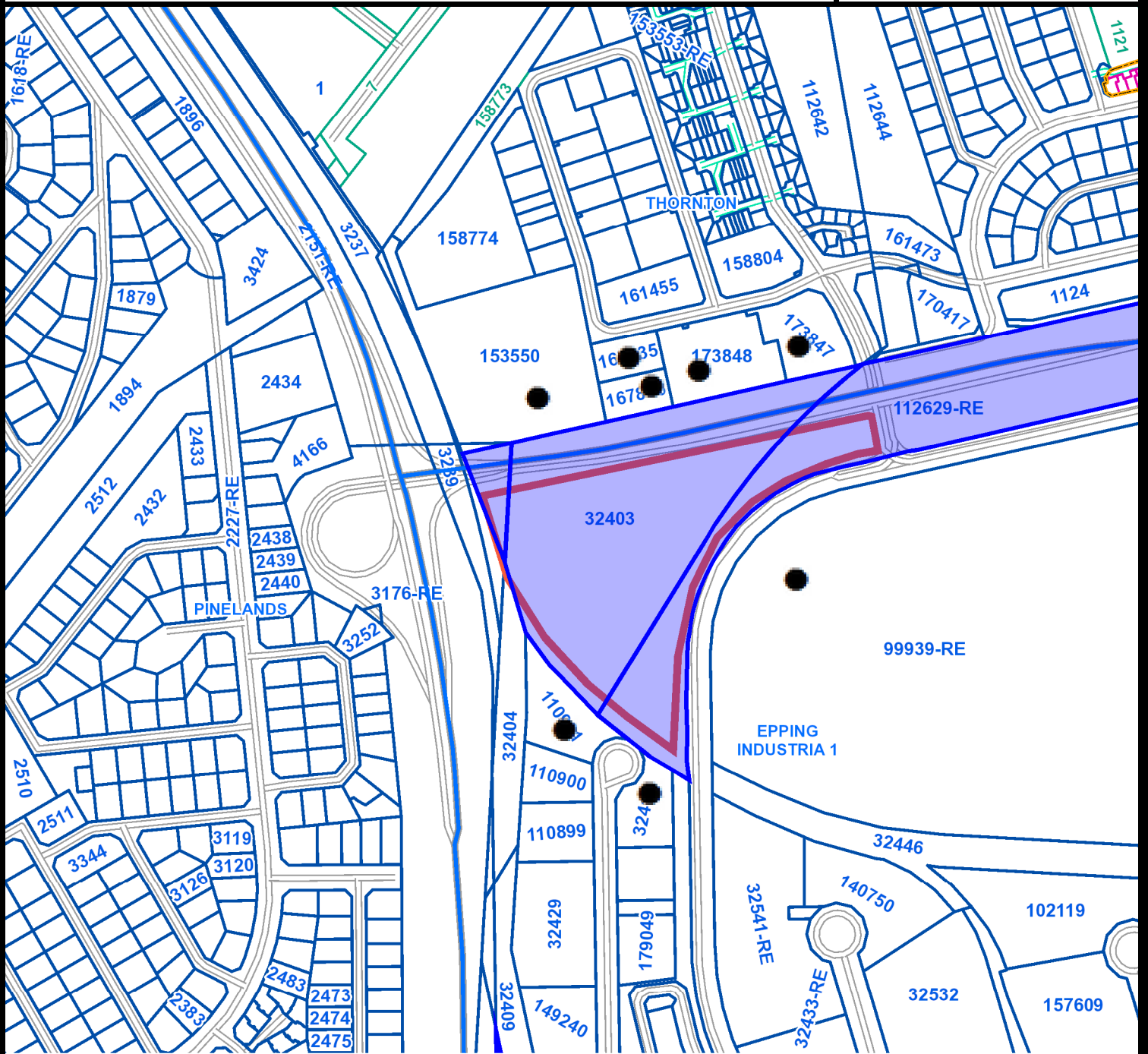
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For DIRECTOR: DEVELOPMENT MANAGEMENT

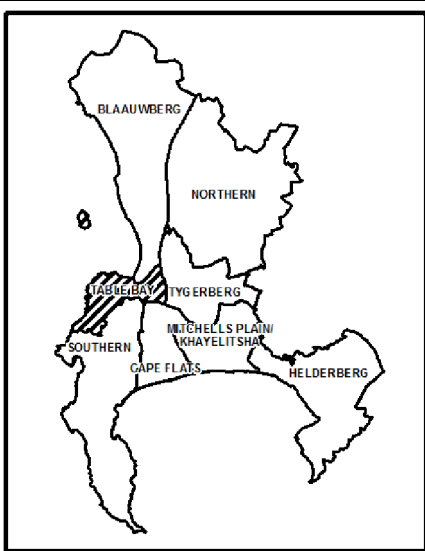
**MEDIA CITY BUILDING, 2ND FLOOR,
CNR ADDERLEY STREET AND HERTZOG BOULEVARD CAPE TOWN, 8001**

**LOCALITY MAP
DEVELOPMENT MANAGEMENT**

ANNEXURE :



Overview



Erf: 32403,2197-RE,112629-RE

District: TYGERBERG

Allotment: CAPE TOWN

Suburb: EPPING INDUSTRIA 2

Ward: 53

Sub Council: 4



1:5 580

Notices Served	●	Support Received	✓
Petition Signatory	■	Objections Received	✗

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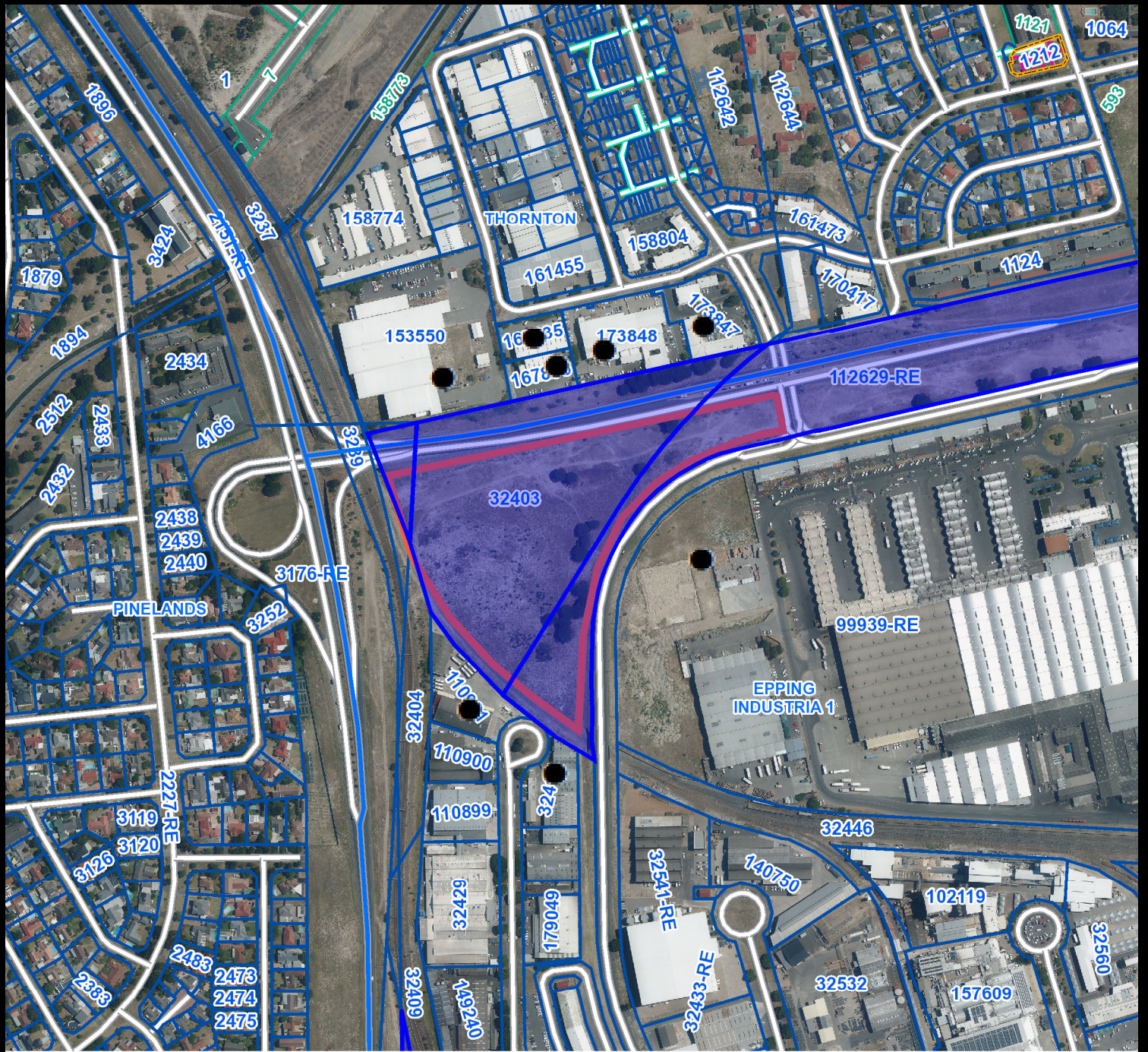
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LOCALITY MAP
DEVELOPMENT MANAGEMENT

ANNEXURE :



Overview

Erf: 32403,2197-RE,112629-RE

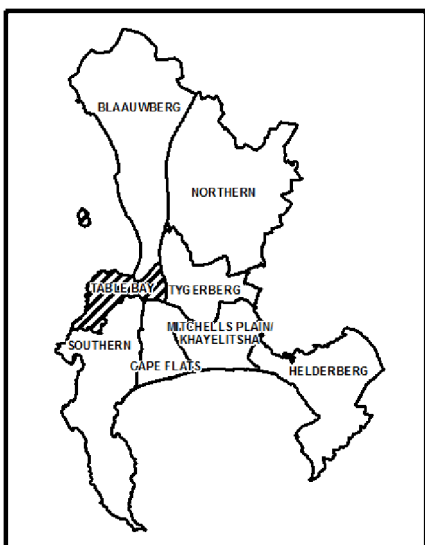
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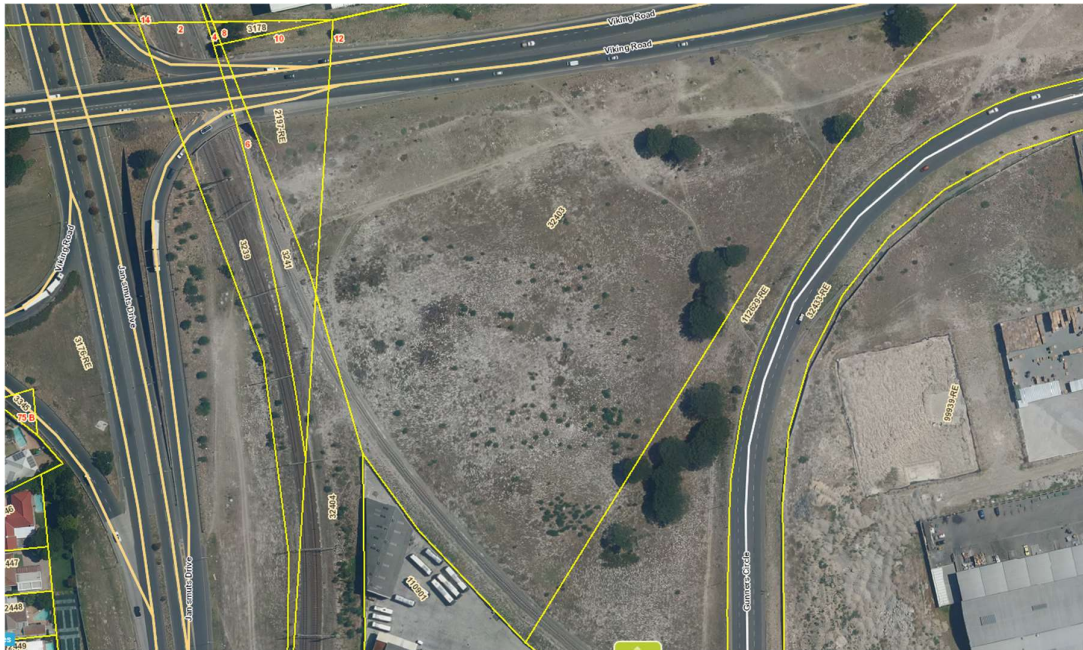
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PORTION OF ERVEN 32403, 2197-RE and 112629-RE

Land Use Application



**&NIGEL BURLS
ASSOCIATES**

March 2023

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Annexure K:	Plans of Subdivision and Consolidation

EXECUTIVE SUMMARY

The properties which make up the site are owned by the City of Cape Town and are zoned Limited Use, TR1 and a portion, TR2.

It is proposed to subdivide the road zoned portions off all three erven, consolidate the remainder portions zoned LU into one erf and rezone the resultant property to General Industry (GI1) to allow for the development of a truck stop and associated facilities.

1. INTRODUCTION AND APPLICATION DETAILS

1.1. Background

The full extent of the properties under consideration are indicated on Figure 1. The combined area of the erven is approximately 4.3ha.



Figure 1: Property extent.

1.2. Application Detail and Process

The application involves various distinct components, as outlined hereunder. Approval of the various components will result in the establishment of a single erf zoned General Industry (GI1).

Application is being made for the following:

1. In terms of section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015, the **rezoning** of erven 2197-RE, 32403 and 112629-RE to Subdivisional Area for General Industrial 1, TR1 and TR2 purposes;
2. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 32403 into 3 portions as indicated on drawing no. SP-02-01 dated 01/11/2022;
3. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 2197-RE into 2 portions as indicated on drawing no. SP-02-02 dated 01/11/2022;
4. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 112629-RE into 2 portions as indicated on drawing no. SP-02-03 dated 01/11/2022;
5. In terms of section 42(f) of the City of Cape Town Municipal Planning By-Law, 2015, the **consolidation** of Ptn. 1 of erf 2197-RE, Ptn. 1 of erf 32403 and Ptn. 1 of erf 112629-RE as indicated on drawing no. CP-02-01 dated 01/11/2022.

The services reports and TIA which have been prepared in support of this application are based on a hypothetical indicative development of the site comprising a truck stop for 100 trucks, a filling

station with a convenience store, a fast-food outlet and a braai area for the drivers. Note, the current application merely seeks to secure approval for an appropriately zoned site to accommodate this. The details of how the site is developed should be assessed through a subsequent SDP application process. Any environmental authorisation required for the service station will be dealt with as a separate exercise and at the prerogative of the future developer to secure.

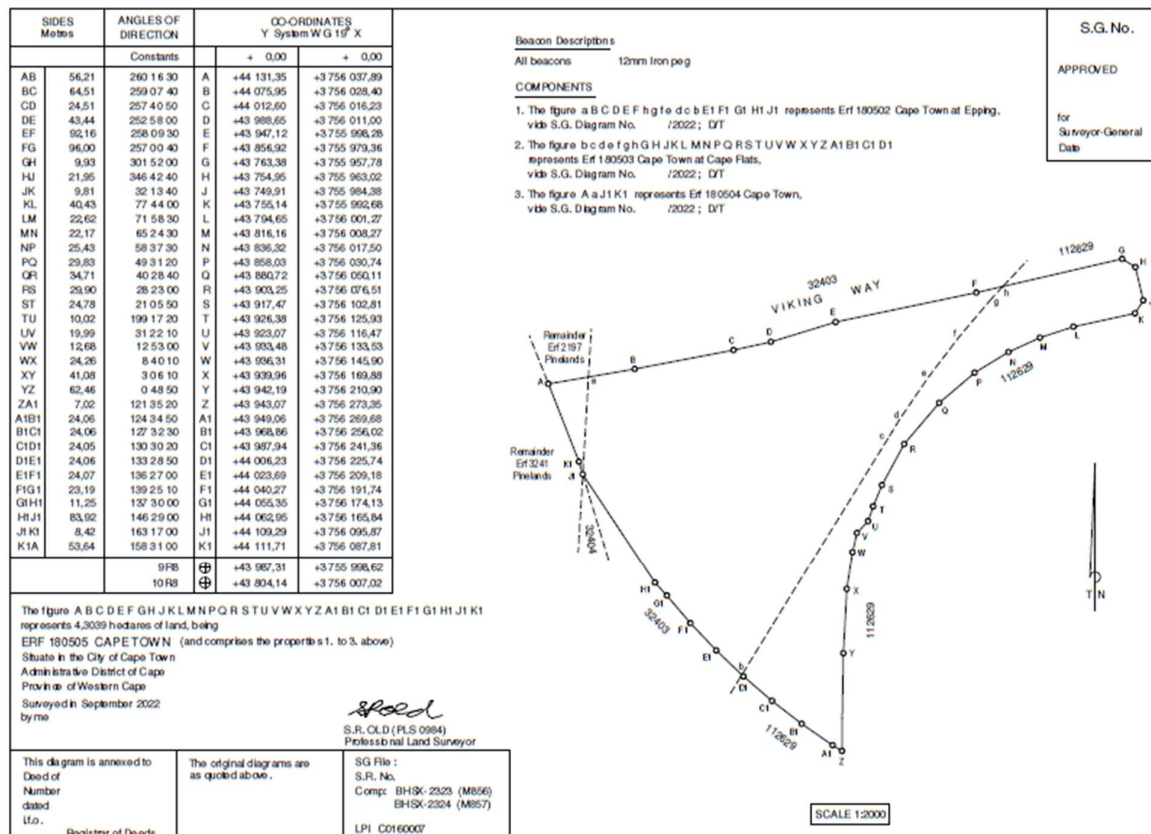


Figure 2: Subdivision and Consolidation Application Process.

1.3. Desirability of the application and proposed development

The property is City owned and the consolidated erf would result in a large undeveloped property adjacent to the Epping Industrial area. This represents a significant development opportunity in the industrial area to address the desperate need for a truck stop and associated facilities.

The proposed subdivision, consolidation and rezoning will provide for a development opportunity comprising a site of 4.3ha with an appropriate zone. It is intended to dispose of this site to allow for its development for a truck stop and associated facilities in close proximity to the Epping Industrial area. For a range of reasons discussed later in this application, many trucks delivering to Epping end up parked in the streets and often overnight. This creates a significant burden on the street network and is clearly not ideal for the drivers. The provisions of a properly managed and developed truck stop, with a full range of attendant facilities and features, will provide a much needed function in the Epping Area, to the benefit of the local industry as well as the trucking fraternity.

Both the approved Municipal Spatial Development Framework and City's Table Bay District Plan acknowledge that the site falls within the Urban Inner Core, is part of a structuring corridor as well as within an economic area as per ECAMP.

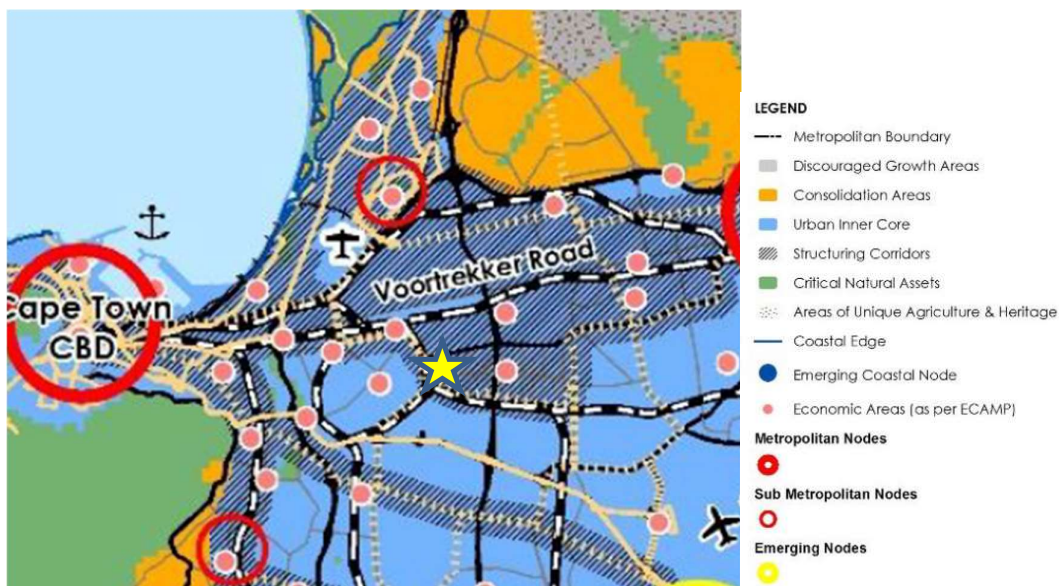


Figure 3: Extract from the Cape Town MSDF (2018).

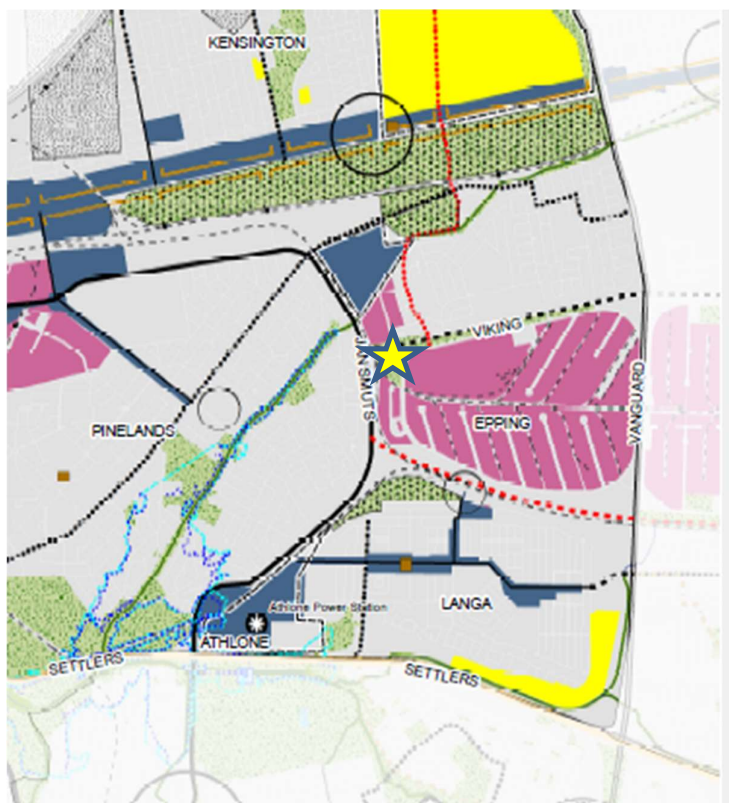


Figure 4: Extract from the Southern District Plan (2012).

The District Plan recognises the need for the support of General Industrial uses within the district. The site is located on a Development Route and adjacent to a Connector Route and proposed District Structuring Route.

2. PROJECT CONTEXT

2.1. Urban Context

The property is ideally located for a truck stop on the periphery of the Epping Industrial area. As one of the largest industrial areas in Cape Town, the roads in and around Epping are heavily trafficked by trucks servicing the Epping industrial area.

As the industrial area grew and rail transport which historically serviced the area, failed, so the road based transport to and in the area has increased dramatically. Many of the original industrial developments were not geared for the increasing numbers of trucks on site and this has resulted in the road system being severely stressed with heavy truck deliveries.

Many of the trucks which cannot easily be accommodated on site, park in the surrounding road network which is now heavily congested.

The site is surrounded by road and rail with easy road access to the broader road network and Epping in general.

2.2. Legal Context

The site is made up of portions of erven 32403, 2197-RE and 112629-RE owned by the City of Cape Town. The conveyancer's certificate in Annexure E confirms that there are no restrictive title deed conditions that impact the current proposal.

2.3. Existing and Surrounding Zoning

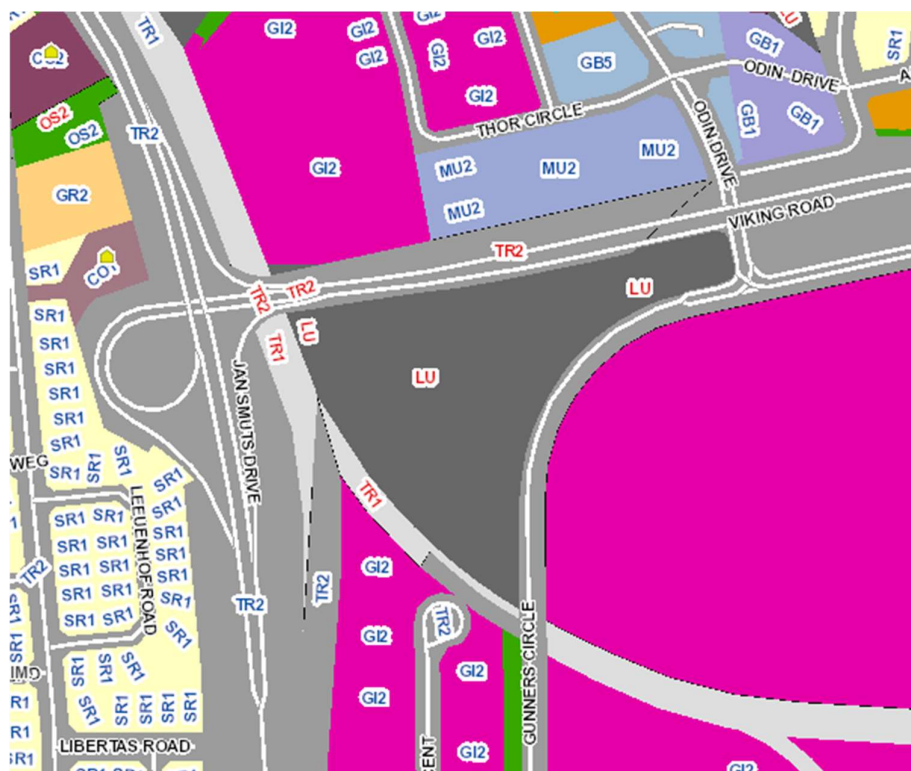


Figure 5: Existing zoning.

The properties are currently zoned limited Use (LU) and a combination of TR1 and TR2. Properties to the north are zoned General Industry and Mixed Use while to the east and south of the site the properties are all zoned General Industry GI2. To the west of the site across the rail line and Jan Smuts Drive is the suburb of Pinelands with residential land zoned primarily SR1.

2.4. Existing and Surrounding Land Use & Site Conditions

Refer to **Figure 6**: Existing land use and site conditions.

The site to be created is currently vacant. It is bounded by large scale transport infrastructure on all sides.



Figure 6: Existing land use and site conditions.

2.5. Heritage considerations

The site is not encumbered with any heritage issues.

2.6. Environmental Considerations

Refer to Annexure H: Environmental Feasibility Report. The report indicates that the proposal will require a Basic Assessment Process in terms of NEMA and a General Authorisation in terms of the National Water Act.

2.7. Planning Context

The application conforms to the planning requirements of a number of applicable higher level planning frameworks at a macro scale, i.e. the Provincial Spatial Development Framework (PSDF) and the Municipal Spatial Development Framework (MSDF).

2.7.1. Provincial Spatial Development Framework (PSDF)

The PSDF dictates to the local City-scale Spatial Development Framework in terms of socio-economic development, urban restructuring and environmentally sustainable development, to which the current MSDF has responded (see section 2.6.2 below).

The proposed development which would result from the subdivision, consolidation and rezoning can be regarded as fully compliant with the basic principles of the PSDF. The development proposal creates an economic development opportunity in an industrial area and where supporting infrastructure exists, and will provide a solution to the problem of truck parking in the street network of the industrial area.

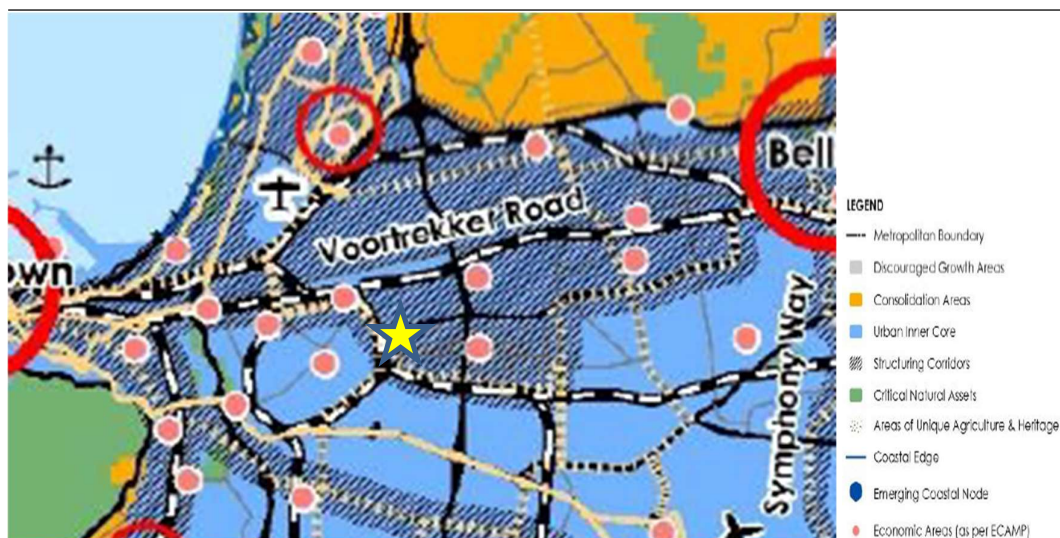
2.7.2. Municipal Spatial Development Framework

The Municipal Spatial Development Framework (MSDF) identifies the area within which the property is located as within the urban inner core and within a structuring corridor zone. The development of the property as envisaged is entirely in accordance with the policies related to development within the inner core.

The proposal supports Key strategy 1 viz: to build an inclusive, integrated and vibrant city. The subdivision, consolidation and rezoning will result in the development of the site and will achieve this objective.

In terms of key strategy 2 of the SDF, i.e. "Manage urban growth and create a balance between urban development and environmental protection", it is noted that the proposal will result in the development of the site for a truck stop with associated facilities, within the existing Epping Industrial node and does not put pressure on vacant land elsewhere for this purpose. The facility will also result in a safe and convenient place for trucks to stop rather than the current situation of on street parking in the area.

In terms of key strategy 3 of the MSDF, viz. planning for employment and to improve access to economic opportunities, the site is ideally located in an area where Council should seek to facilitate private sector investment and development. The proposal will facilitate the appropriate engagement with this strategy.



2.7.3. Southern District Plan

The property is situated within the Table Bay District of the Spatial Development Framework for the City of Cape Town. The District Plan identifies the property for Open Space as part of the structuring open space that separates Epping from Thornton. This designation is clearly a reflection of the vacant status of the site rather than its practical and realistic function as a buffer between the two areas. In fact, the entire length of the designated Structural Open Space along the northern edge of Epping between the industrial land and Thornton is either zoned Limited Use or Transport Zone (with Viking Road itself being a designated Connector Route). The designation of this vacant land as structural open space is in direct conflict with the Connector Route designation of Viking Road, and as shown below, the site itself falls between two areas of industrial development.

Land to the north of Viking Way opposite the site comprises a light industrial area and not the residential area of Thornton which lies further east. Its function as a buffer (assuming that this is the intention of the district plan) as part of the structuring open space separating Epping from Thornton is of no value. The DMS zoning designation of this land as Limited Use reflects this understanding.

There are very clear site-specific circumstances as discussed above, which demonstrate that the designation of the site as part of a structural open space system makes no practical sense. In addition, this area is not recognised as part of the conservation and biodiversity or protected and conservation areas within the District Plan.

The district plan notes under “Industrial Development” that these areas should be governed by the following guidelines:

1. General industrial uses should generally be supported in these areas.
2. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these areas should generally be reserved to optimise this infrastructure and mitigate potential impacts
3. Allowance could be made for limited forms of non-industrial activity, but these activities should not compromise the general use of the areas zoned for industry.
4. Focus on the development of specialised high value small and medium-scale light industrial activities within the existing industrial areas.
5. Where industrial areas are surrounded by proposed mixed use development (e.g. at Ndabeni, Salt river and Paarden Eiland) consideration has to be given to the social, health and safety impacts of proposed industries.

The application supports and is supported by these guidelines.

Sub district 4 of the District Plan covers the property and notes that development in the area must offer a wide range of urban forms and opportunities for an increasing number of people.

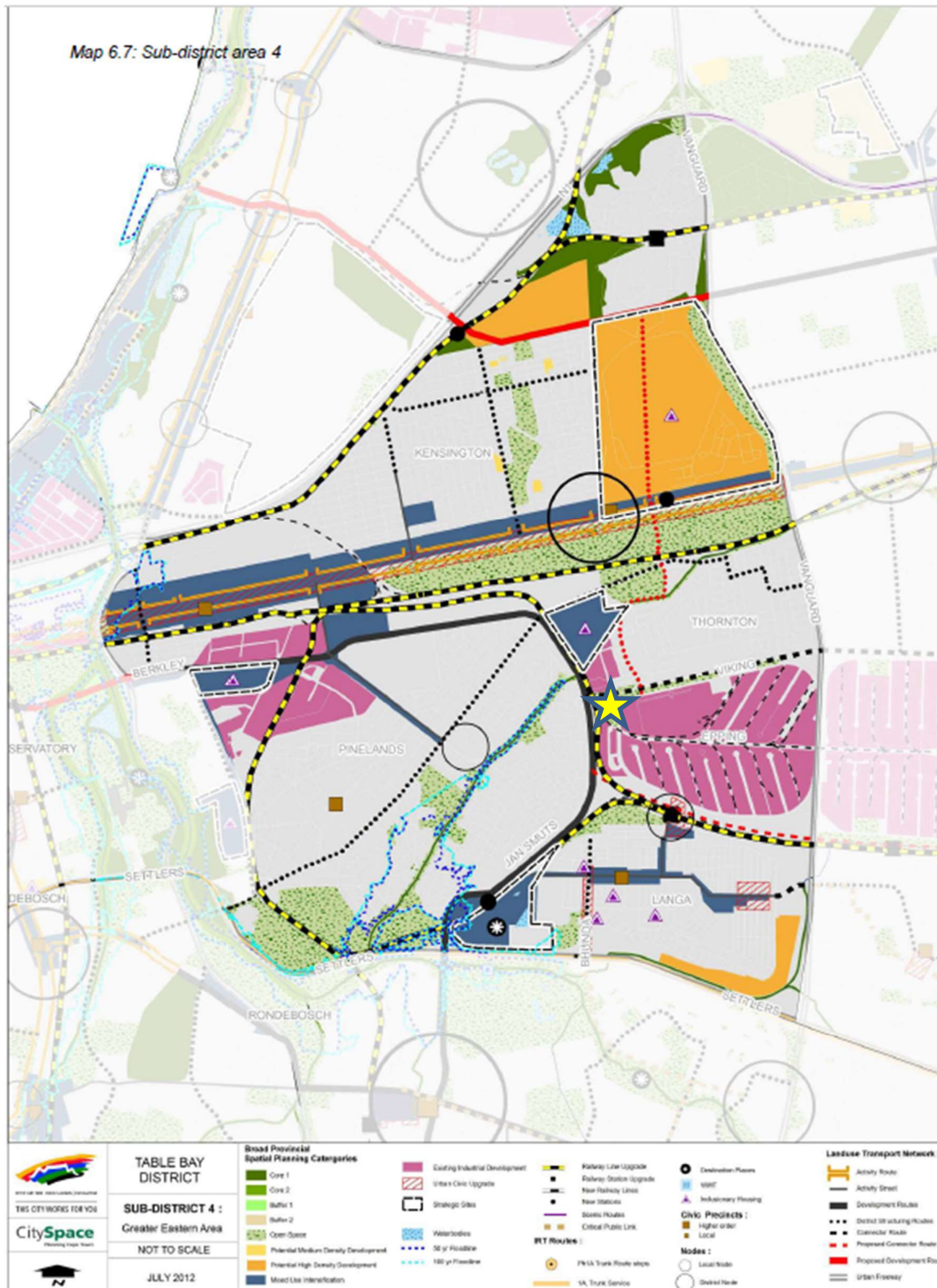


Figure 7: Table Bay District Plan - Sub-district 4.

2.7.4. TOD Strategic Framework

The TOD Strategic Framework sees TOD as a planning, design and implementation approach that can be employed to address inefficiencies in the urban form of the city by optimising movement patterns to enable social equality and economic development. The Strategic Framework describes the process of achieving this as a transversal one, addressing urbanisation, urban growth and service delivery, and regards transport as the catalyst to achieving operational efficiencies in the urban environment.

The Strategic Framework identifies tools and mechanisms that can be employed by various role players at various scales to ensure that the city moves towards a more sustainable, compact and equitable urban form. In particular, it focuses on the imperative to influence the land use distribution across the metropolitan area to achieve a balanced multi-directional flow through the appropriate distribution of attractors and generators of traffic. Development of the property for a truck stop with associated facilities in this location will support the desired imperative of appropriate land use distribution, and particularly in supporting a proposal which will assist in resolving the issue of trucks parking in the surrounding street network.

2.7.5. Social Development Strategy

The City's Social Development Strategy seeks to maximise income generating opportunities for people who are excluded or at risk of exclusion; build and promote safe communities; support the vulnerable through enhancing access to infrastructure and services; promote and foster social integration; and mobilise resources for social development.

The proposed development will result in income generating opportunities both during the construction and subsequent lifetime of the development and is therefore in alignment with this strategy.

2.7.6. Economic Development Strategy

The proposed development will contribute a number of employment opportunities across a range of skill levels, both during and after construction.

3. LAND USE APPLICATION

The combined sites have a split zone of Limited Use, with a strip of Transport (1 and 2) zone over road and rail lines and reserves to the north west and south west.

It is proposed to subdivide the Transport zoned parts of the sites off all of the erven which make up the site, and to consolidate this subdivided portions to create one erf which is to be rezoned to General Industrial (GI1) and which can then be disposed of for development purposes. The General Industrial 1 zone was selected as the most appropriate for the site as it permits "transport use", "multiple parking garage" and "service station" as primary rights without the need to make additional applications for consent of Council.

Application is being made for the following:

1. In terms of section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015, the **rezoning** of erven 2197-RE, 32403 and 112629-RE to Subdivisional Area for General Industrial 1, TR1 and TR2 purposes;
2. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 32403 into 3 portions as indicated on drawing no. SP-02-01 dated 01/11/2022;

- In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 2197-RE into 2 portions as indicated on drawing no. SP-02-02 dated 01/11/2022;
- In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 112629-RE into 2 portions as indicated on drawing no. SP-02-03 dated 01/11/2022;
- In terms of section 42(f) of the City of Cape Town Municipal Planning By-Law, 2015, the **consolidation** of Ptn. 1 of erf 2197-RE, Ptn. 1 of erf 32403 and Ptn. 1 of erf 112629-RE as indicated on drawing no. CP-02-01 dated 01/11/2022.

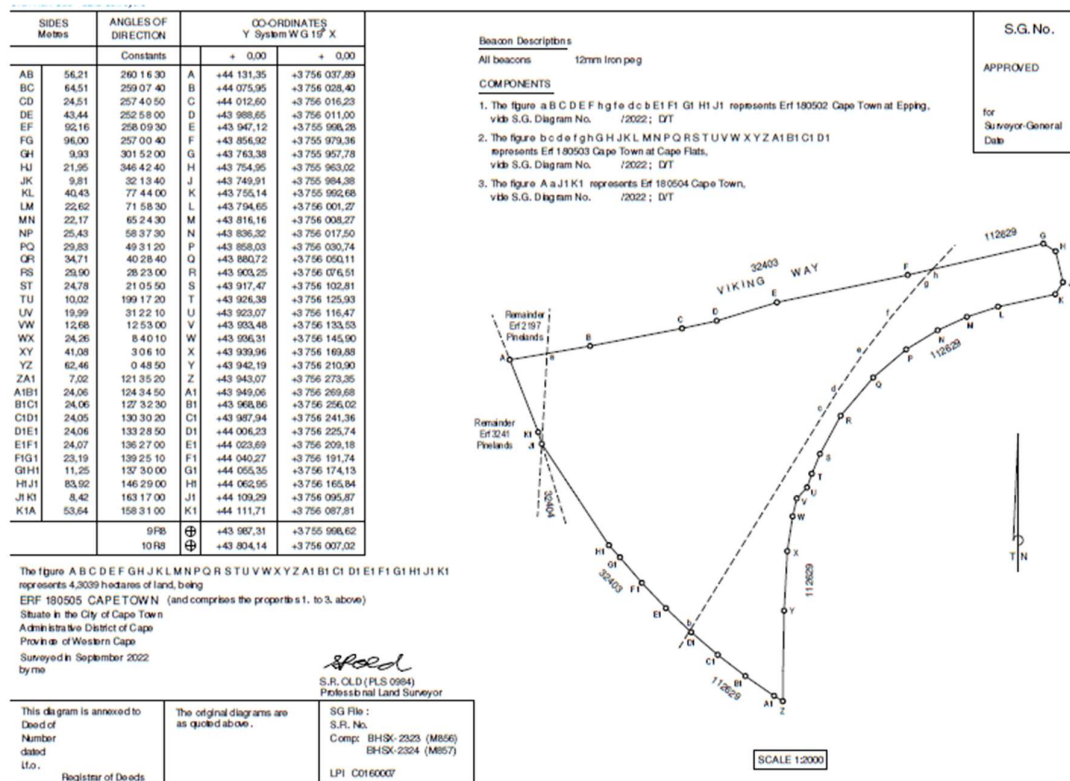
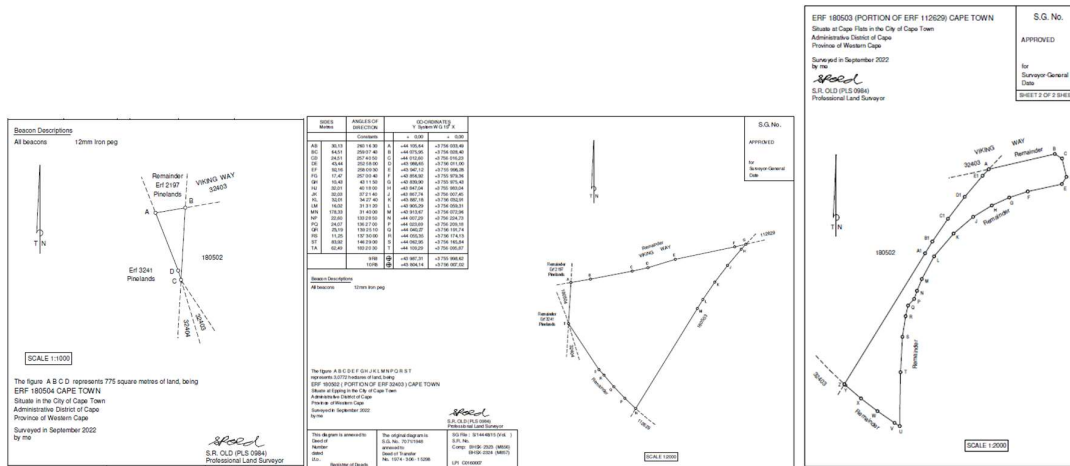


Figure 8: Proposed subdivision and consolidation.

3.1. Engineering Services

Refer to Annexure G: Civil Engineering Services

3.1.1. Storm Water

Based on the GIS information provided by the City of Cape Town the site is situated in an already developed area with surrounding existing stormwater drainage infrastructure. The discharge from the development can be via the existing 375mm diameter pipe which traverses along the Northern part of the site and connects to a 450mm diameter pipe in Gunners Circle. The proposed site has sufficient open area within a rezoned site development plan to accommodate and delay additional stormwater runoff during high stormwater events.

3.1.2. Water

There is an existing 150mm water line in Gunners Circle that provides potable water to the area. The City of Cape Town has indicated that the surrounding water network has sufficient capacity to accommodate the proposed rezoning of the site.

An instantaneous peak flow (peak AADD) for the proposed development site amounts to approximately 2.31l/s. This type of development will likely be considered as a high-risk fire risk category. Hence, a minimum fire flow requirement of 25 l/s at a 15m residual pressure head is applicable.

3.1.3. Sewer

The Peak Wet Weather Flow (PWWF) for the proposed development amounts to approximately 1.85l/s. The derivation of this value is given below. The internal networks, including pipe gradients, manholes, pipelines and erf connections will be designed according to City of Cape Town design standards.

3.1.4. Electrical

Bulk electrical supply to the area is provided by the City of Cape Town. This rezoning of the site to General Business will require 244.4 kVA supply from the City of Cape Town. Verbal confirmation from the City Electricity Directorate indicates that there is adequate power available for a GB1 development in their planning. During a site development proposal there would be a requirement to confirm the size of supply required and show what energy saving measures have been adopted in the design.

3.2. Traffic

The Traffic Impact Assessment contained in Annexure F assesses a hypothetical development scenario that could arise as a result of the application, being that of a truck stop for 100 trucks, a filling station with a convenience store, a fast-food outlet and a braai area for the drivers. Note, the current application merely seeks to secure approval for an appropriately zoned site to accommodate this. The details of how the site is developed should be assessed through a subsequent SDP application process.

The TIA reviews traffic operations of the critical intersection which is Viking Way/ Gunners Circle intersection and analyses the access to the indicative development located on Gunners Circle which has a left turn slip-way from Gunners Circle south approach into the site.

The report concludes that the development will not generate a significant volume of traffic as there are only 100 trips that are expected to be generated by the facility. It is concluded that this development will not generate any significant transport impact and the access and parking layouts comply with City requirements, thus there are no transportation issues that should prevent this development from proceeding.

4. MOTIVATION

4.1. Desirability of the proposed development

The site falls within the urban inner core and structuring corridor as designated by the Spatial Development Framework Plan. The District Plan identifies the site for structuring open space adjacent to the Epping Industrial area, but this designation has been shown to be inappropriate and particularly in the case of the site in question which is located between two industrial zones which are fully developed.

The desirability of the site's development as proposed is recognised at the higher level of City planning and has been conclusively shown to be appropriate at all other levels of planning.

4.1.1. Socio-Economic Impact

The application allows for the creation of an appropriately zoned site which the city can sell for development purposes as a truck stop with associated facilities, in an ideal location within the Epping Industrial area.

The development of the site in accordance with this zone will provide employment both during and after construction in an area which is in close proximity to both industrial and residential areas.

4.1.2. Compatibility with surrounding land uses

The proposed development will complement and expand the existing range of uses in the surrounding area which include both heavy and light industry, commercial and residential. The truck stop is entirely compatible with the industrial area within which it is located and it will provide a much needed function in this area.

4.1.3. Impact on external engineering services

The property is located within an industrial area and serviced accordingly. The development as proposed will have no adverse impact on the services to the area and the site.

4.1.4. Impact on safety, health and wellbeing of surrounding community

Redevelopment of the property as proposed will result in the rehabilitation of a site which has been vacant and poorly maintained and inappropriately utilised for a number of years. This will significantly improve on the current situation. The wellbeing of the surrounding community will be improved by ensuring that trucks have a dedicated space to stop, rather than haphazardly in the surrounding road network.

4.1.5. *Impact on heritage and the biophysical environment*

The subdivision, consolidation and rezoning as proposed will allow for the redevelopment of a vacant site located within the Epping Industrial area and surrounded by a rail line and roads. The redevelopment as envisaged will have no negative impact on either heritage or biophysical resources.

4.1.6. *Traffic, access and transport related considerations*

The property is well located in the Epping Industrial area and will take access off Gunners Circle, which connects directly to Viking Road. This connector route links to Jan Smuts Drive to the west and Jakes Gerwel Drive to the east and via these to the N1 in the north and the N2 in the south. The area is centrally located and extremely well connected to the broader metropolitan area. The proposed truck stop will alleviate congestion in the area, as trucks which now park within the surrounding road network will have a dedicated area and thereby relieve congestion on the roads.

4.2. Impact of the application on existing rights

The application as submitted will have no impact on existing rights. The rezoning of the site from to General Industrial will allow for a use which is entirely consistent with the surrounding zoning and uses.

4.3. Alignment with Policy

The application is fully consistent with the upper levels of policy planning, viz. the Provincial SDF and Cape Town SDF and while inconsistent with the designation in the Table Bay District Plan, this application has clearly shown why the site-specific circumstances would permit a deviation from this. The proposal is broadly consistent with the strategies and detailed policies contained within these documents.

4.4. Motivation i.t.o. s7 of SPLUMA and s59 of LUPA

Section 7 of SPLUMA and section 59 of LUPA require that land use planning be guided a number of broad land use planning principles. The principles of spatial justice, spatial sustainability and efficiency are of relevance to land use applications. The proposed development is aligned with these principles as demonstrated below:

4.4.1. *Spatial Justice*

The proposed development will provide a development opportunity in an extremely well located area relative to potential employees and users. It will provide a much needed function in an area where facilities such as that proposed have traditionally been ignored at the expense of both the local community and the trucking fraternity.

4.4.2. *Spatial Sustainability*

The proposed development will allow for appropriate development within the urban area. It will tap into existing engineering infrastructure and services. The proposal does not constitute urban sprawl and will not have an impact on prime and unique agricultural land or environmentally sensitive areas, and as such promotes spatial sustainability.

4.4.3. Efficiency

Being an truck stop with associated facilities in a well-located area, the proposed development optimises the use of valuable and scarce land to the benefit of a range of income levels and socio-economic groups.

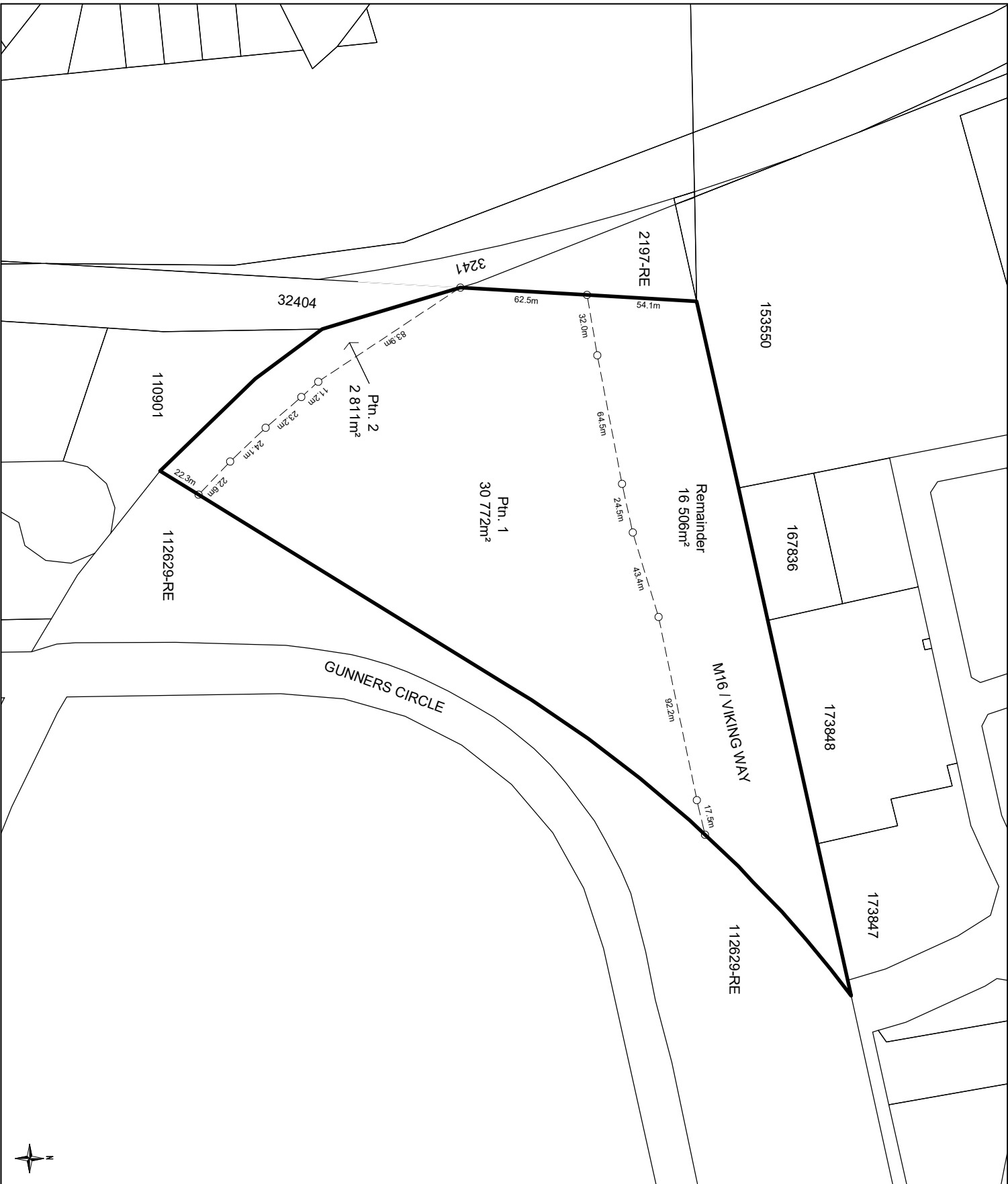
5. CONCLUSION AND RECOMMENDATIONS

The site represents over 4.3 ha of City owned land which is proposed to be sold for redevelopment. As such, careful consideration should be given to its possible redevelopment for housing in the first instance. In this case, it is noted that the property is located such that it is surrounded on three sides by fully developed and functional industrial sites while the fourth side lies adjacent to a rail line and Jan Smuts drive. Furthermore, any residential development on the site would jeopardise the integrity of the adjacent industrial area, which is of crucial importance to the economy of the city. The site is thus not ideally suited for residential purposes, and its proposed redevelopment as a truck stop with associated facilities, it will be answering a desperate need for this in the area.

The application for the subdivision and consolidation as well as the rezoning as envisaged should be fully supported by the City of Cape Town as it complies with all of the current planning policies applicable to this area.

It is therefore recommended that the following applications be approved:

1. In terms of section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015, the **rezoning** of erven 2197-RE, 32403 and 112629-RE to Subdivisional Area for General Industrial 1, TR1 and TR2 purposes;
2. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 32403 into 3 portions as indicated on drawing no. SP-02-01 dated 01/11/2022;
3. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 2197-RE into 2 portions as indicated on drawing no. SP-02-02 dated 01/11/2022;
4. In terms of section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015, the **subdivision** of erf 112629-RE into 2 portions as indicated on drawing no. SP-02-03 dated 01/11/2022;
5. In terms of section 42(f) of the City of Cape Town Municipal Planning By-Law, 2015, the **consolidation** of Ptn. 1 of erf 2197-RE, Ptn. 1 of erf 32403 and Ptn. 1 of erf 112629-RE as indicated on drawing no. CP-02-01 dated 01/11/2022.



ERF 32403, CAPE TOWN AT EPPING

Land Use Table		Area (m ²)
Pin. 1	Zoning General Industrial 1	30 776
2	TR1*	2 811
Rem.	TR2*	16 456
Total		50 043

* Existing zoning.

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Project: ERF 32403, CAPE TOWN

Drawing: PLAN OF SUBDIVISION

Drawn: MK

Date: OCTOBER 2022

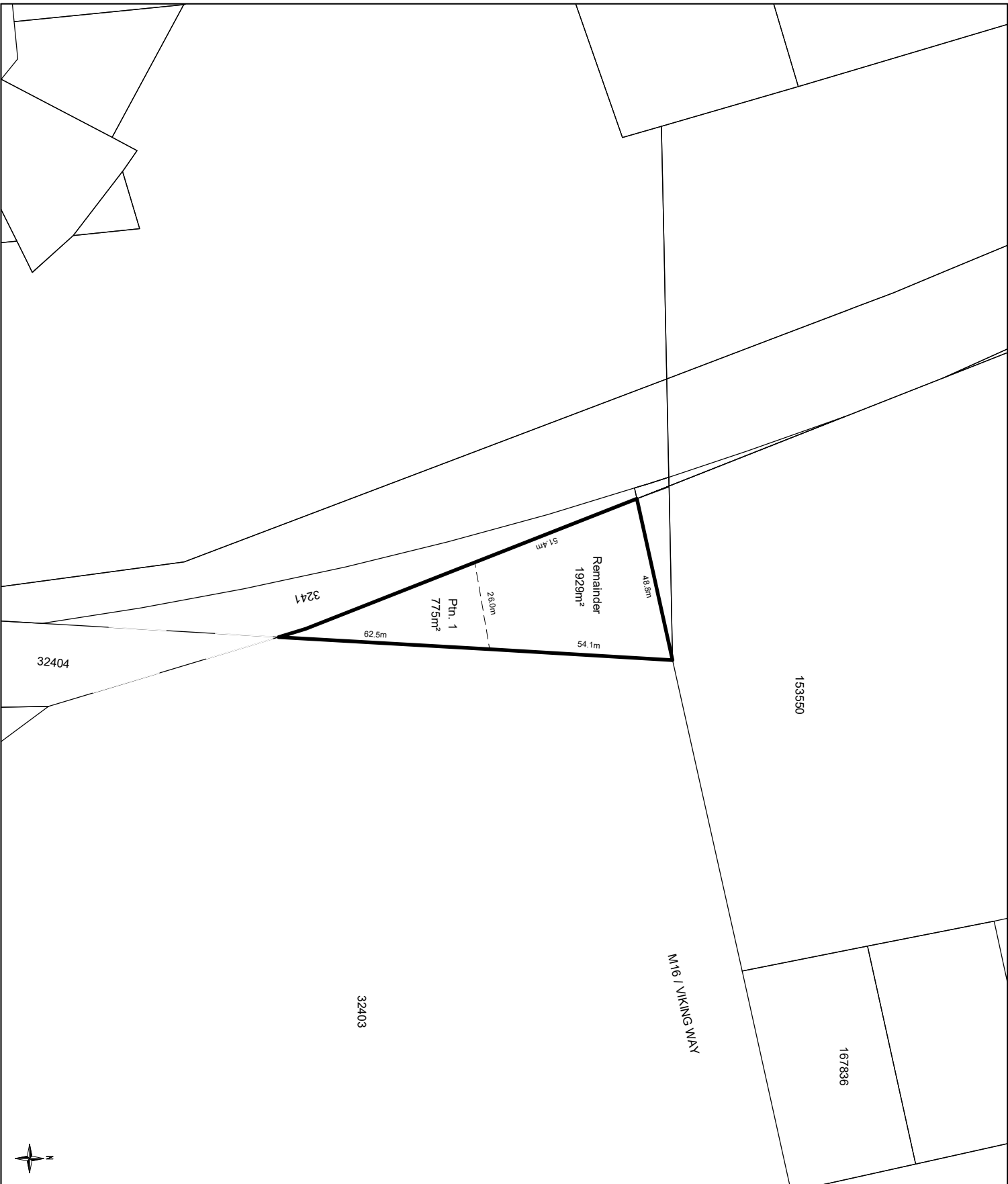
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Project Number	Drawing Number	Revision
SP-02-01		

CAD Filename: 01/11/2022

Plot Date: 01/11/2022

Client Reference:



ERF 2197-RE, CAPE TOWN AT EPPING

Land Use Table

Pin.	Zoning	Area (m ²)
1	General Industrial 1	775
Rem.	TR2*	1 929
Total		2 704

* Existing zoning.

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Drawn:

Drawn: MK

PLAN OF SUBDIVISION

Date: OCTOBER 2022

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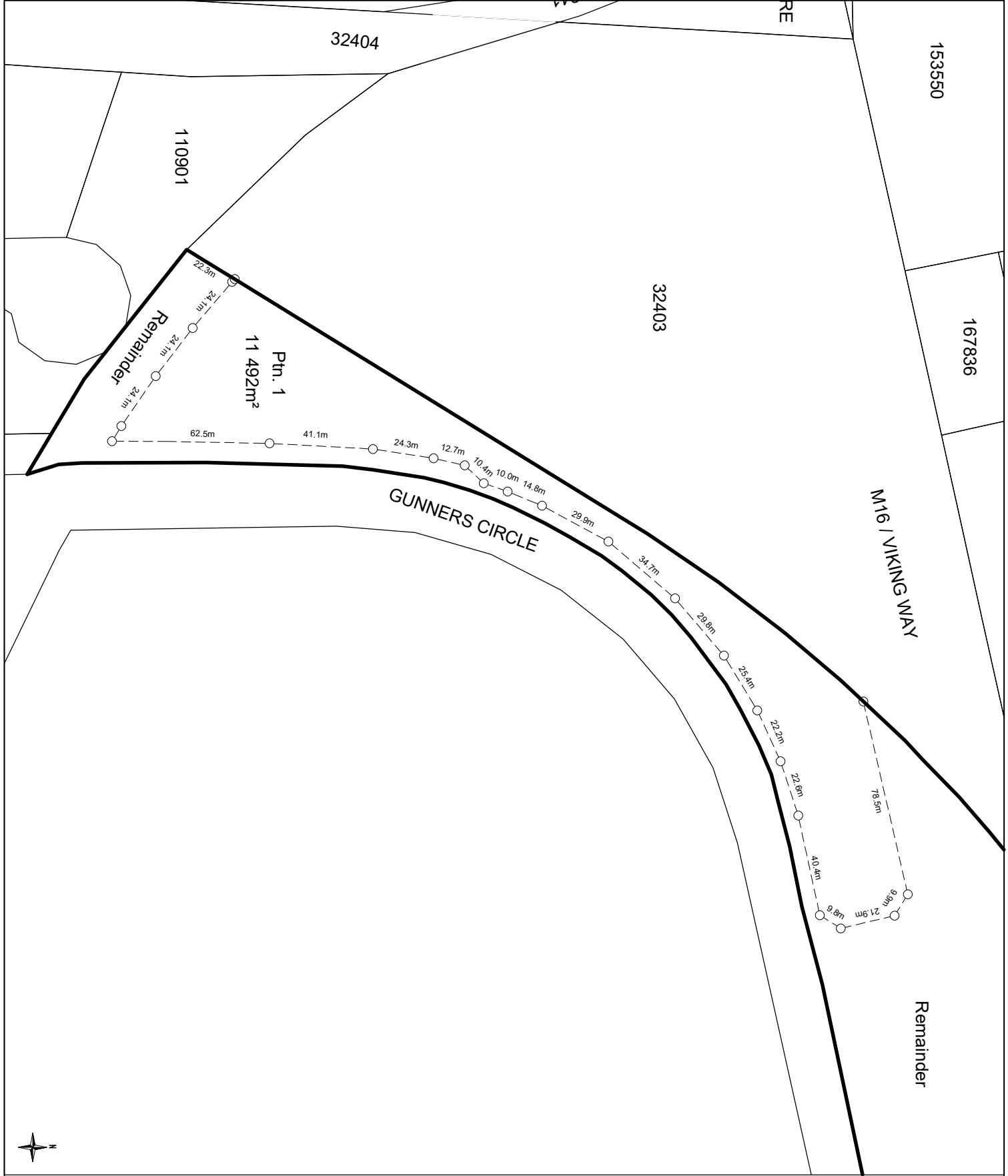
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Drawing Number

Revision

CAD Filename: 01/11/2022

Sheet Filename:



ERF 112629-RE, CAPE TOWN AT EPPING

Land Use Table	
Ptn.	Zoning
1	General Industrial 1
Rem.	TR1* and TR2*
Total	

* Existing zoning.

Ptn.	Zoning	Area (m²)
1	General Industrial 1	11 492
Rem.	TR1* and TR2*	
Total		

ERF 112629-RE, CAPE TOWN

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Owner: PLAN OF SUBDIVISION

Drawn: MK

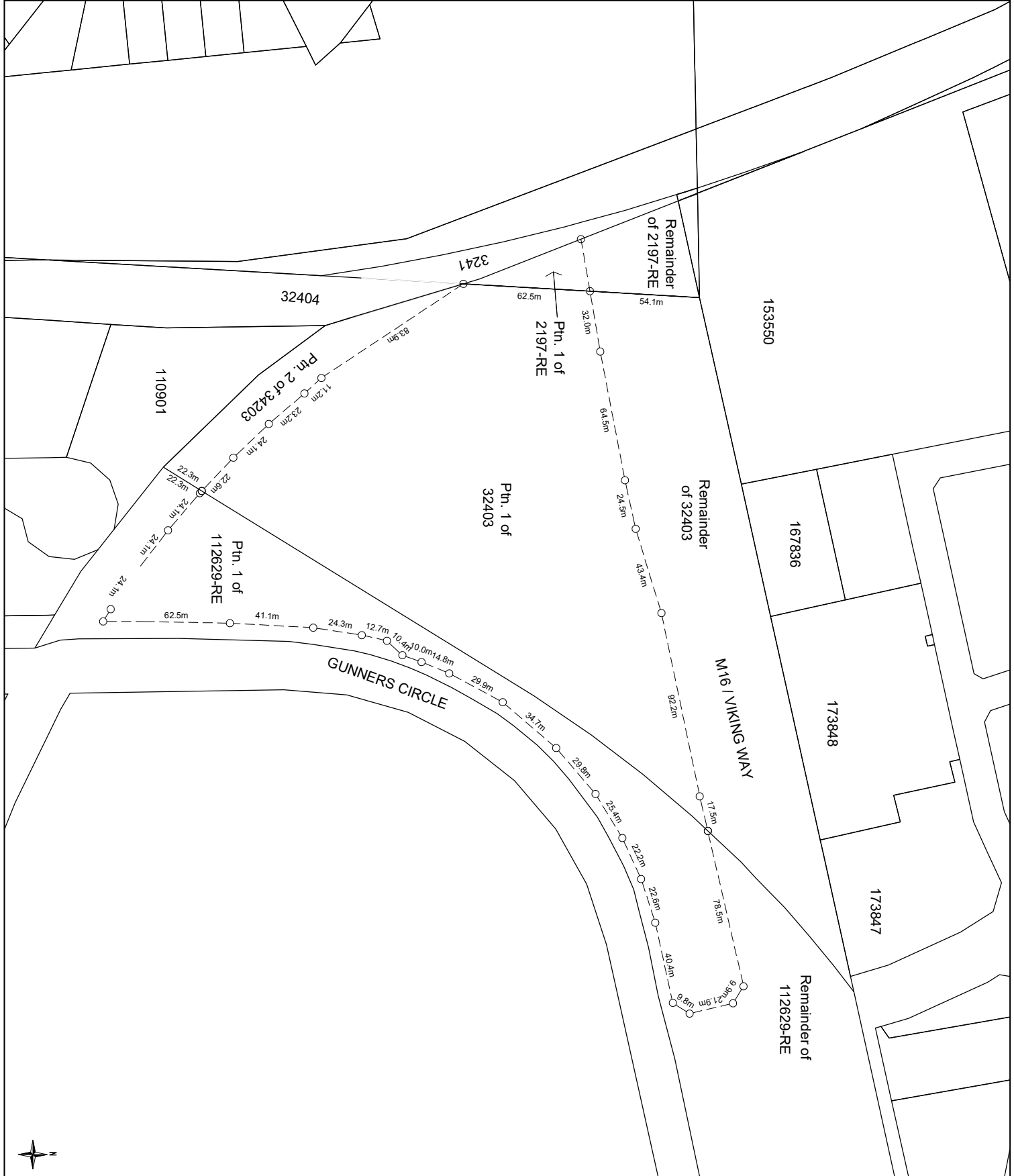
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Scale: 1:2000 @A4

Project Number	Drawing Number	Revision
...	SP-02-03	-

CAD File Name: 01/11/2022

XREF Filename:



CONSOLIDATION OF:

- Ptn. 1 of Erf 32403;
- Ptn. 1 of Erf 2197-RE;
- Ptn. 1 of Erf 112629-RE

measuring 4.3039ha in extent to be zoned General Industrial 1.

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Project: ERVEN 32403, 2197-RE AND 112629-RE, CAPE TOWN

Drafter: M.K.
 Date: OCTOBER 2022
 Scale: 1:2500 @A4
 Project Number: CP-02-01
 Drawing Number: CP-02-01
 Revision: -
 CAD Filename: 01/11/2022
 XREF Filename:

PLAN OF CONSOLIDATION

