



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

Case ID 1500165244

**Erf 4293, 2 Wesfleur Circle,
Avondale - Wesfleur**

Development Management

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Spaces, V&A Waterfront, Dock Rd Junction
Cnr Stanley & Dock Roads
Cape Town

Erf 4293 Wesfleur (2 Wesfleur Circle, Avondale)

Prepared by:
FJC Consulting
– Mr. J. Francis

Prepared For:
City of Cape Town Municipality
– Mr. R. Allie

Prepared on behalf of:
City of Cape Town
– Ms. B. Mali-Swelindawo

Date:
June 2026

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Definitions

For the purpose of this application, and unless it appears otherwise in the text, the terms used herein are as follows:

PROPERTY CONCERNED

The property concerned being **Erf 4293 Avondale - Wesfleur**, which is situated at **2 Wesfleur Circle, Wesfleur**.

CLIENT

The Client being represented in this matter is the registered owner of the subject property, being the **City of Cape Town Municipality**.

CONSULTANTS / APPLICANTS

FJC Consulting Town Planners & Land Surveyors (**Mr Jody Francis**), acting for the Client in this matter.

APPLICATION

Application is hereby made:

- In terms of **Section 42(d)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Subdivision** of the subject property into 2 portions.
- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Rezoning** of Portion 1 of the subdivided property from Limited Use Zone (LU) to Community (CO1) Use Zone.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Consent of the Council** to permit the use of Informal Trading Market on Portion 1 of the subdivided property.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Municipal Approval** of the Site Development Plan associated with the proposed development of Portion 1 with an informal trading market.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2015) for the **Municipal Approval** associated with the proposed development and use within the Urgent Protective action Planning Zone (5km - 16km) which is within the Koeberg Restriction Area Overlay Zone (DO/1)
- In terms of **Section 42(b)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Permanent Departures**:
 - From **common boundary building line** to permit the proposed roof overhang to be 1,95m in lieu of the required 3,0m from the common boundary shared with Rem. Erf 4293.
 - From **street boundary building line** to permit the proposed offices to be 1,12m in lieu of the required 3,0m from the street boundary on the first floor.

DEVELOPMENT MANAGEMENT SCHEME (DMS)

The Development Management Scheme in terms of the City of Cape Town's Municipal Planning By-Law (2025), being the management scheme applicable to the property concerned.

PLANNING BY-LAW / MPBL

The City of Cape Town's Municipal Planning By-Law (2025).

MSDF

The Municipal Spatial Development Framework (2023).

DISTRICT PLAN

The Blaauwberg District Plan (2023).

LOCAL AUTHORITY / COUNCIL

City of Cape Town Municipality (District B – Blaauwberg).

Executive Summary

Date: June 2026

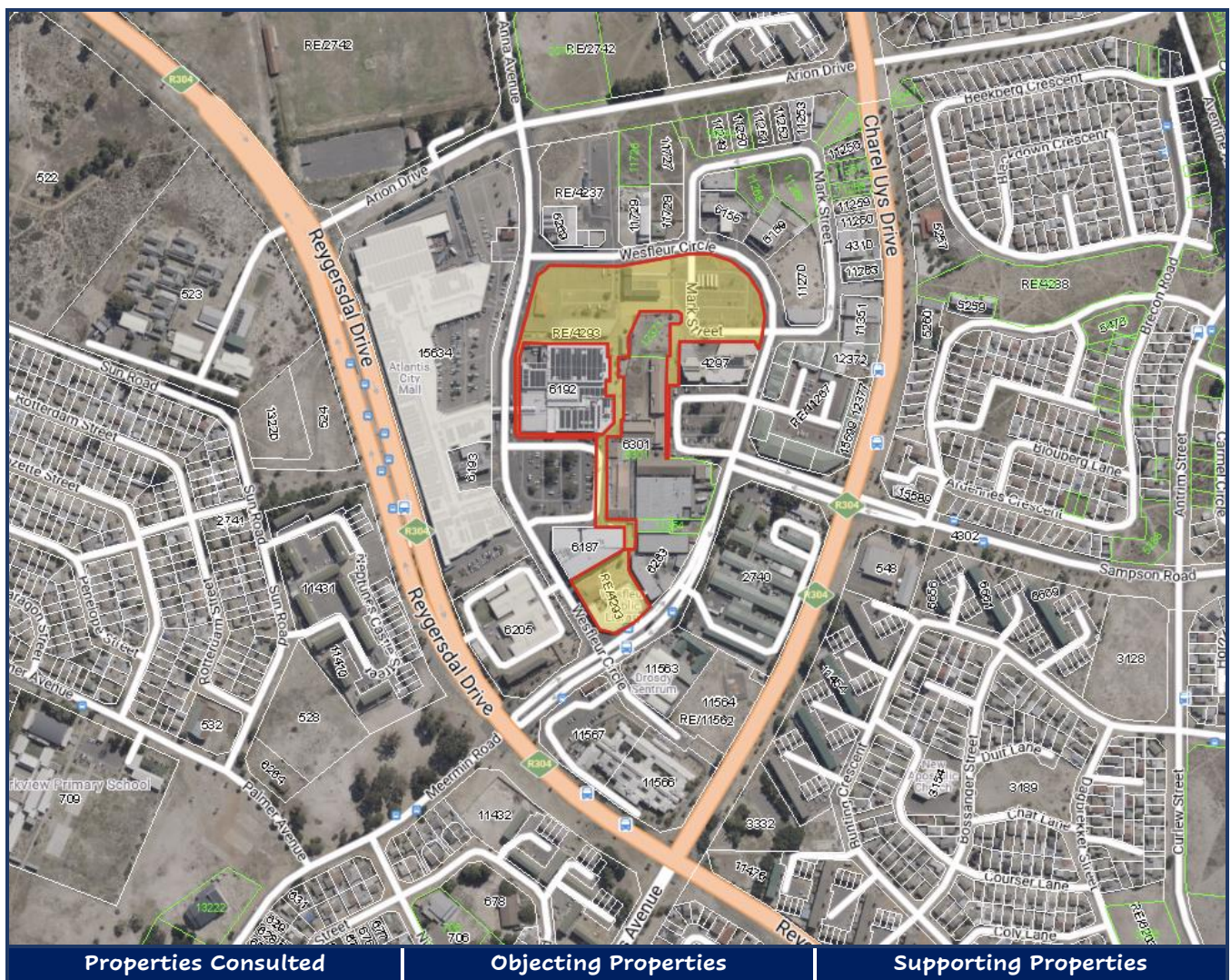
To:

Subject: Application in terms of the Section 42(d), Section 42(a), Section 42(i) and Section 42(b) for the Subdivision, Rezoning, Consent, Municipal Approval and Departures associated with the development of an Informal Trading Market.

1. Application Summary

- 1.1 Existing Zoning: Limited (LU) Use Zone
- 1.2 Proposed Zoning: Community (CO1) Use Zone
- 1.3 The Application: In terms of the Section 42(d), Section 42(a), Section 42(i), and Section 42(b) for the municipal approval of the Site Development Plan associated with the Informal Trading Market.
- 1.4 Date of Application: June 2026
- 1.5 Recommendation:

All original documentation will be available to your committee.



Section One – Introduction

1.1 BACKGROUND INFORMATION

The property concerned, being Erf 4293 Wesfleur, is located at 2 Wesfleur Circle, Avondale - Wesfleur (see **Figure 1** below).

The property concerned is currently developed with the variety of uses, including the Atlantis Municipal Court, the Wesfleur Hospital and Maternity Ward, the Wesfleur Public Library, the Wesfleur Administrative Offices, the Atlantis Business Hives, and taxi rank.

The object of this application is to subdivide off the affected portion of the subject property and rezone the said portion of the subject property from Limited (LU) Use Zone to Community (CO1) Use Zone, so as to enable the proposed development and use for Informal trading purposes.

The proposed development makes provision for:

- 18 Informal trading stalls
- A refuse room
- 8 parking bays
- Offices

The details of application as well as compliance, or the lack thereof, will be discussed in the sections that follow.

1.2 THE CONSULTANTS

The Consultants in this matter are:

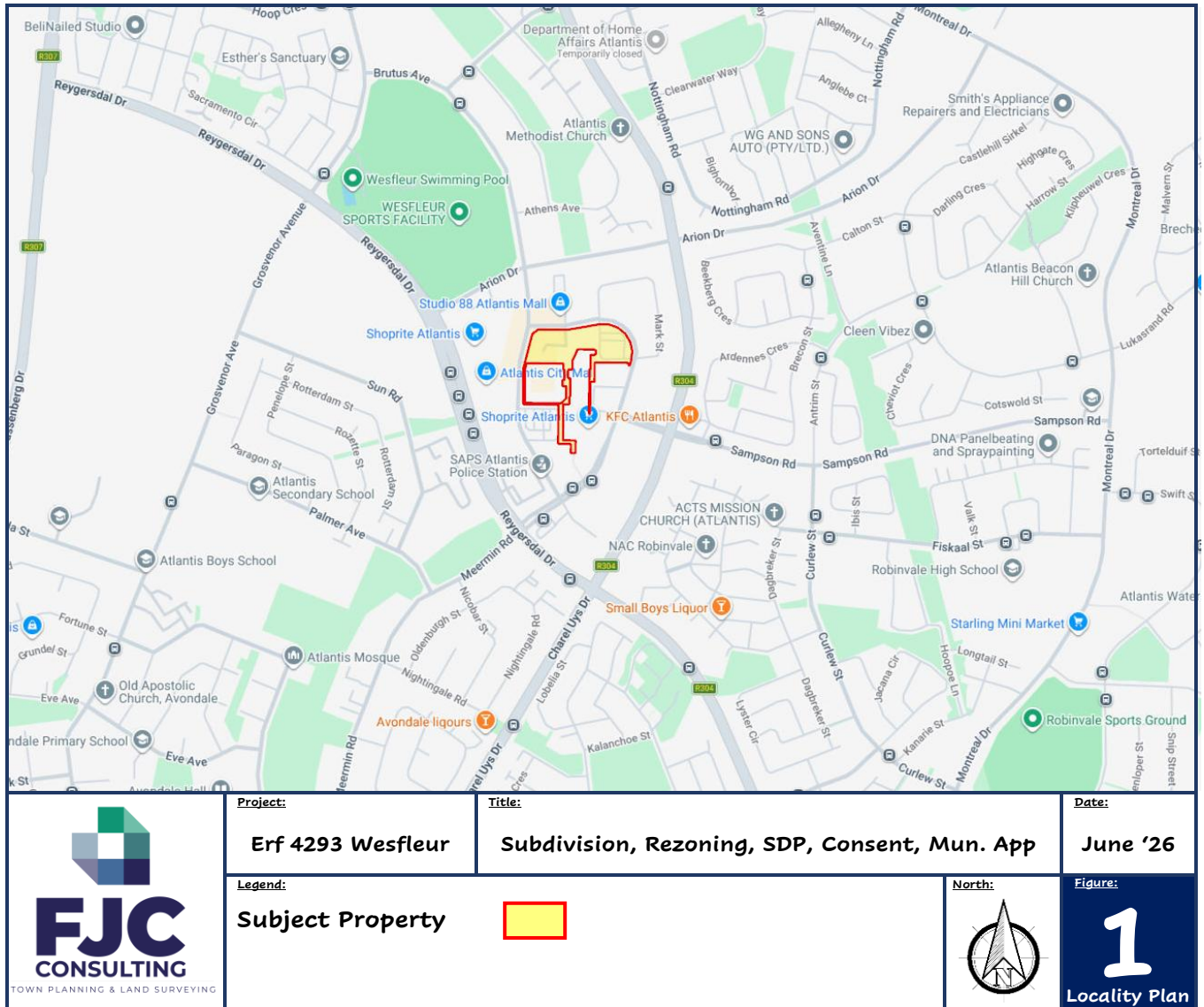


Represented herein by **Mr. Jody Francis**.

1.3 THE CLIENT

The Applicant acts under Special Power of Attorney (see **Annexure A**) for the owner Remainder Erf 4293 Wesfleur being:

The City of Cape Town Municipality



1.4 THE APPLICATION

Pursuant to the above, application is herewith made for the approval, by the City of Cape Town Municipality of the land use application submitted in favour of Erf 4293 Wesfleur.

Application is made:

- In terms of **Section 42(d)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Subdivision** of the subject property into 2 portions.
- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Rezoning** of Portion 1 of the subdivided property from Limited Use Zone (LU) to Community (CO1) Use Zone.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Consent of the Council** to permit the use of Informal Trading Market on Portion 1 of the subdivided property.

- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Municipal Approval** of the Site Development Plan associated with the proposed development of Portion 1 with an informal trading market.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2015) for the **Municipal Approval** associated with the proposed development and use within the Urgent Protective Action Planning Zone (5km - 16km) which is within the Koeberg Restriction Area Overlay Zone (DO/1)
- In terms of **Section 42(b)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Permanent Departures**:
 - From **common boundary building line** to permit the proposed roof overhang to be 1,95m in lieu of the required 3,0m from the common boundary shared with Rem. Erf 4293.
 - From **street boundary building line** to permit the proposed offices to be 1,12m in lieu of the required 3,0m from the street boundary on the first floor.

1.5 THE PURPOSE OF THE REPORT

The purpose of this report is to inform Council, officials and interested parties of the application submitted in favour of the property concerned.

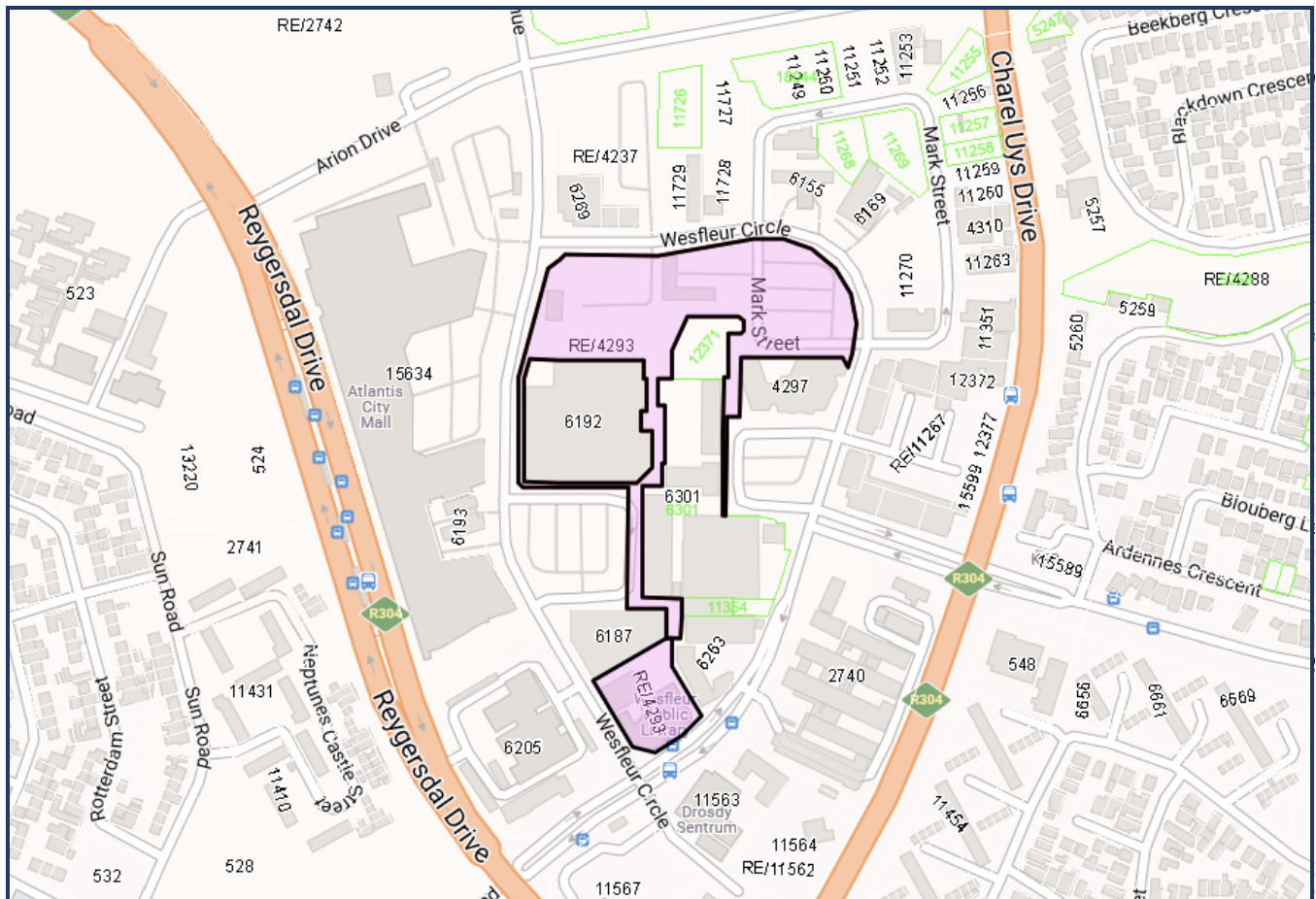
This report also serves to provide a motivation in support of the proposals envisaged, as well as identify the specifics of such application, so as to facilitate for easier and more efficient processing of the application by the administration concerned.

Section Two – Property Details

2.1 PROPERTY DESCRIPTION

With regard to the description of the property concerned, Title Deed T29457/1986 (see **Annexure B**), describes the property as:

**Remainder Erf 4293 Wesfleur, in the City of Cape Town
Administrative District of the Cape**



 FJC CONSULTING TOWN PLANNING & LAND SURVEYING	Project: Erf 4293 Wesfleur	Title: Subdivision, Rezoning, SDP, Consent, Mun. App	Date: June '26
	Legend:	North: 	Figure: 2 Locational Context

2.2 OWNERSHIP

With regard to the Ownership of the subject property identified in 2.1 above, and as confirmed by title deed the registered owner is

The City of Cape Town Municipality

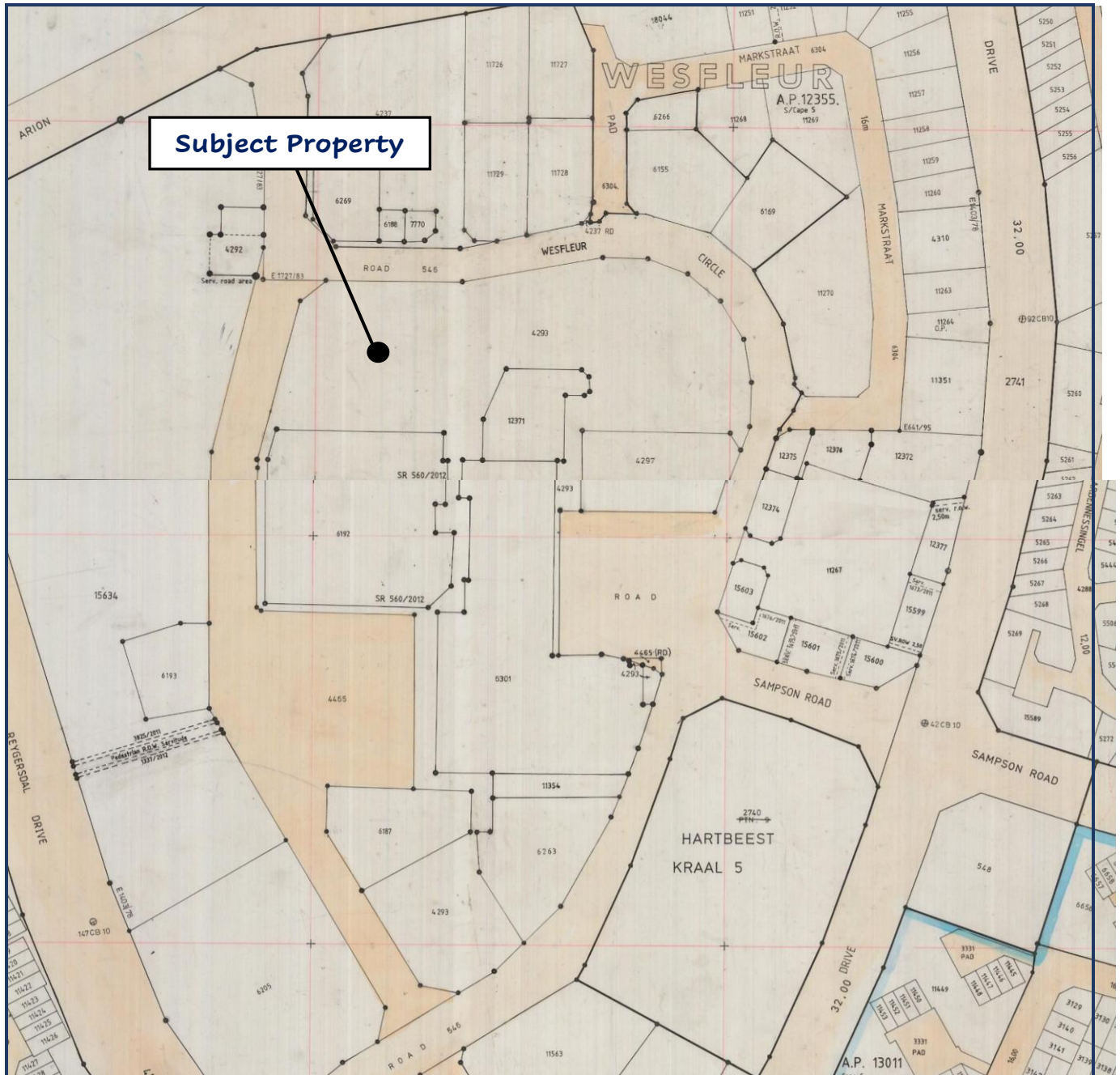
Represented herein by **Bongiwe Mali-Swelindawo.**

2.3

EXTENT

Regarding the extent of the subject property, the Title Deed confirms the extent to measure:

3,5614ha
Three Comma Five Six One Four Hectares



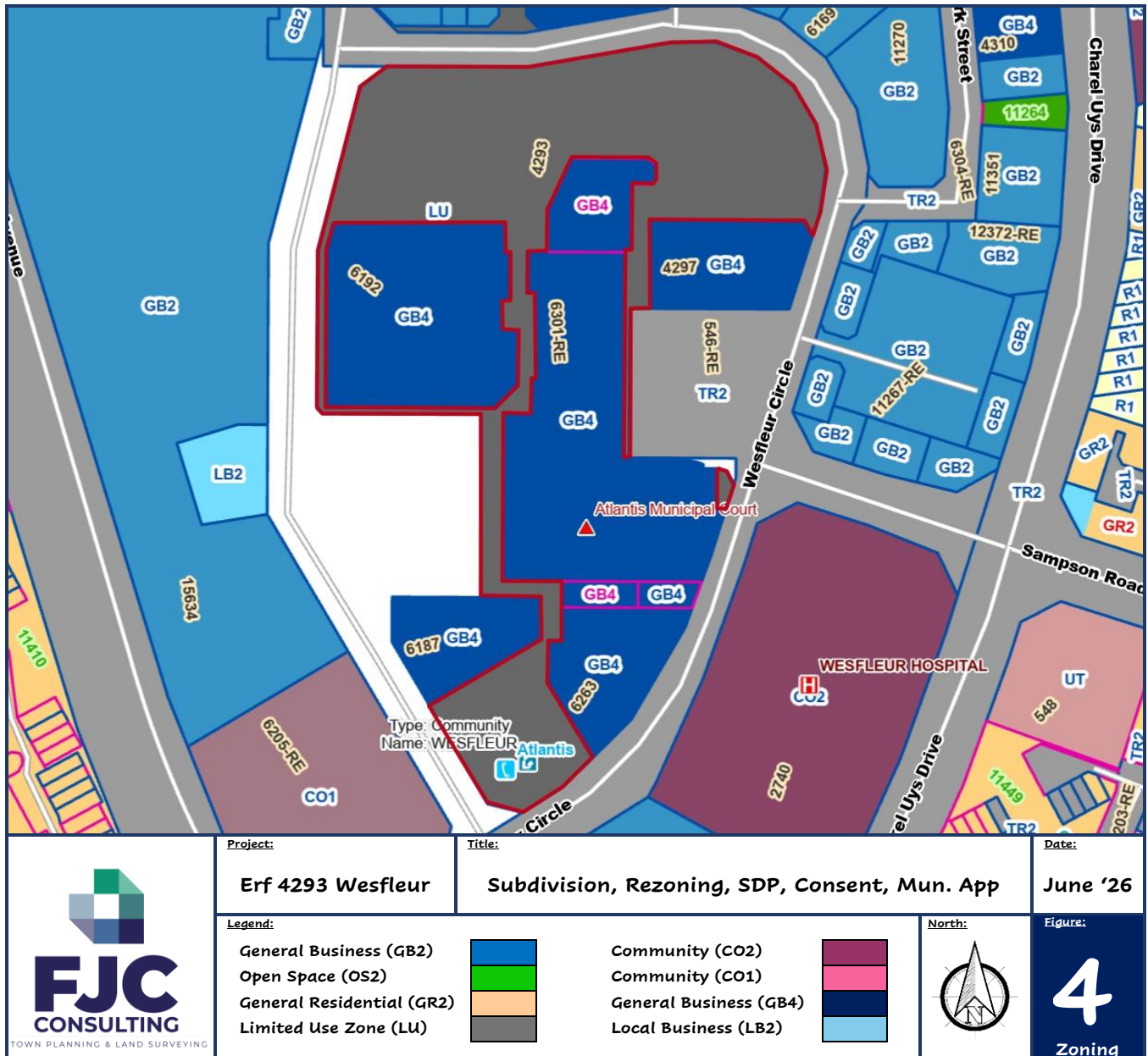
 FJC CONSULTING TOWN PLANNING & LAND SURVEYING	Project: Erf 4293 Wesfleur	Title: Subdivision, Rezoning, SDP, Consent, Mun. App	Date: June '25
	Legend:	North: 	Figure: 3 Noting Sheet

2.4

ZONING

In terms of the zoning of the subject property, investigation with the City of Cape Town (see **Figure 4** and **Annexure E**), revealed that in terms of the Development Management Scheme, the subject property is zoned:

Limited Use Zone (LU)



2.5

EXISTING LAND USE

As can be established from **Figure 5** below, the property concerned is currently developed with a range of different uses, as referred to in the opening paragraph of this submission, including:

- the Atlantis Municipal Court,
- the Wesfleur Hospital and Maternity Ward,
- the Wesfleur Public Library,
- the Wesfleur Administrative Offices,
- the Atlantis Business Hives, and taxi rank



	Project:	Title:	Date:
	Erf 4293 Wesfleur	Subdivision, Rezoning, SDP, Consent, Mun. App	June '26
Legend:			North:
			Figure:
			5
			Land Use

2.6 ACCESS

The subject property currently enjoys direct access off Wesfleur Circle, at numerous access points (see **Figure 5** above).

2.7 TITLE DEED / RESTRICTIVE CONDITIONS

When regard is had to the title deed of Remainder Erf 4293 Wesfleur, and the existence of any restrictive conditions contained therein, which are potentially in conflict with the application concerned, we can confirm that after having studied the current title deed, that no conflicting conditions of title were noted.

2.8

SERVICES

Given the previous acknowledgement of the existing developments and uses on the subject property, we can confirm that the subject property is appropriately serviced.

As a result, the subject property is deemed to be suitably serviced to cater for the services demands of the various uses that exist on the property.

The consideration of the extent to which the proposed subdivision and rezoning of the subject property will potentially impact on the available services will be assessed in the later sections of report when the proposed development is considered.

It is understood that the application will be circulated to City's internal branches (Water and Sanitation / Potsdam WWTW) for comment on whether the services network can sustain the proposed development.

In the above regard, the Project Engineer is engaging with the Municipality's Roads and Infrastructure Management (RIM) branch to assess the services requirements of the proposed development and to confirm whether there is sufficient capacity in the network, to accommodate such additional demand.

2.9

SERVITUDES

After scrutiny of the applicable title deed and the survey diagram / noting sheet of Erf 4293, it is observed that there are no servitudes registered over the property that would affect the proposed development.

2.10

HERITAGE

The application concerned is not associated with any heritage factors that could be impacted by the application concerned.

It is also noted that the subject property does not fall into any of the designated Heritage Protection Overlay Zones.

When the City's Map Viewer is consulted, it is established that the subject property falls within the NHRA exemption area for S34 and S38.

2.11

ENVIRONMENTAL MANAGEMENT

In assessing the potential environmental impact associated with the Subdivision, Rezoning and Consent application concerned, and whether such application would trigger any of the listed activities in terms of the National Environmental Management Act, a brief desktop assessment served to confirm that none of the listed activities are triggered by the application concerned.

Based thereon, the Applicant did not consider it necessary to undertake an Applicability Checklist.

2.12

OVERLAY ZONES

We note that the subject property falls within the Urgent Protective Action Planning Zone (5-16km) in the Koeberg Restriction Area (DO/1), as identified in the Municipal Planning By-Law (2025).

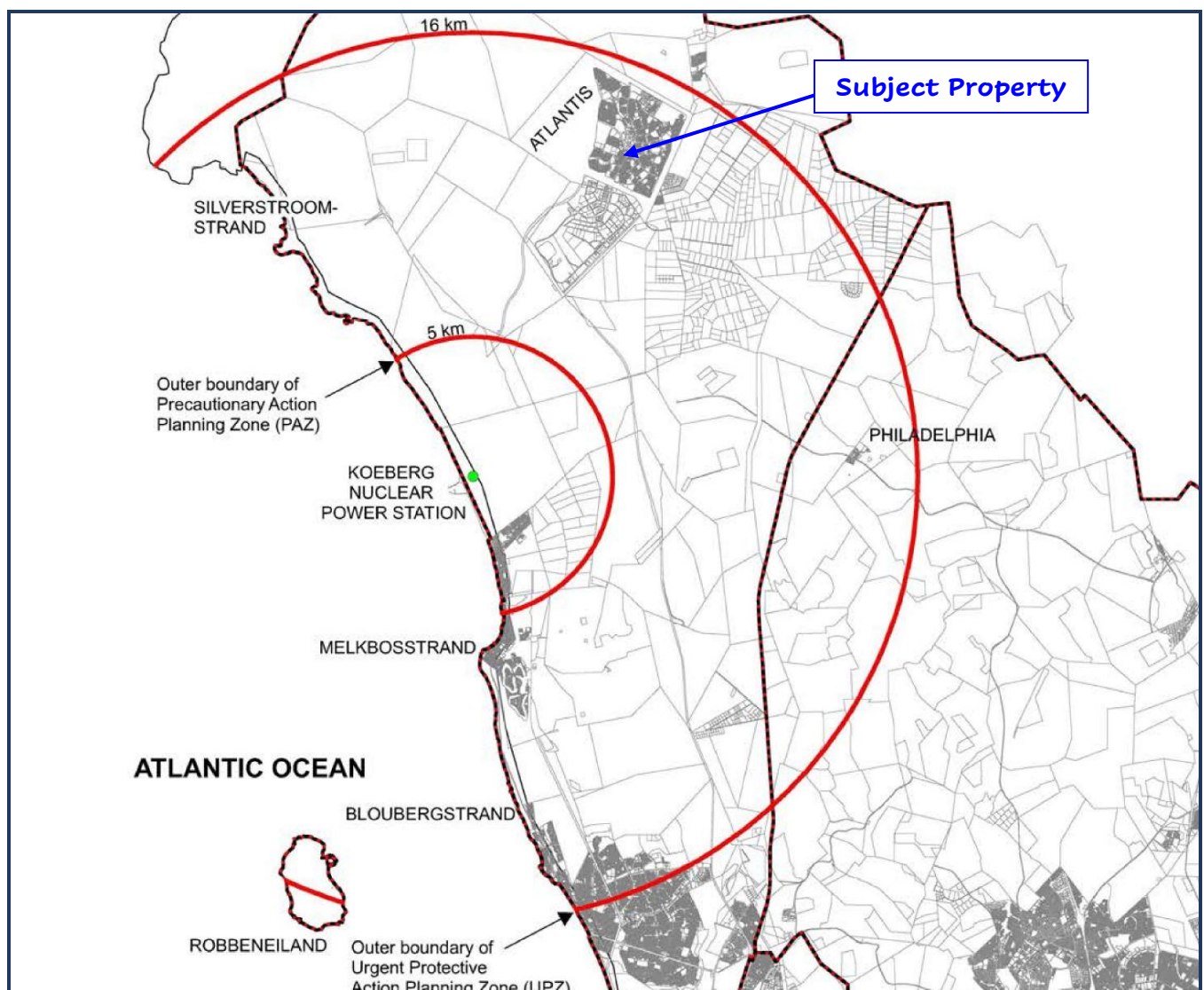
The Overlay Zones Appendix to the Municipal Planning By-Law (2025), in section 158(1)(c) defines the terms as:

'5-16km Zone' is the urgent protective action planning zone and means land within radii of more than 5 and 16 km or less from the point defined by the co ordinates X= - 52727,4000 and Y= -3727966,6500 in the World Geodetic System WGS84 Universal Transverse Mercator coordinate system

'evacuation time criteria' mean—

- (i) four hours from when an evacuation is ordered in the 0-5km Zone; and
- (ii) sixteen hours from when an evacuation is ordered in the 5-16km Zone;

'Koeberg Nuclear Emergency Plan' means the integrated nuclear emergency plan for Koeberg Nuclear Power Station designed to provide for on-and-off site measures necessary to respond to a nuclear or radiological emergency and approved by the Regulator in terms of section 38 of the National Nuclear Regulator Act;



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	Legend:	North: 	Figure: 6 Koeberg DO/1

In addition to the above, the Koeberg Restriction Area Overlay Zoning proceeds to provide as below, in Section 158:

- (4) In the 5-16km Zone—**
- a) a second dwelling, third dwelling or affordable rental flat, which is an additional use right, is deemed to be a consent use;**
 - b) in deciding an application in terms of this By-law, the City must consider the impact of the proposed use or development of land on—**
 - (i) population growth; and**
 - (ii) implementation of the Koeberg Nuclear Emergency Plan.**
- (5) In the 0-16km Zone, the City may not approve an application in terms of this By-law if it will—**
- a) result in the disaster management infrastructure lacking capacity to ensure effective implementation of the Koeberg Nuclear Emergency Plan;**
 - b) adversely affect compliance with evacuation time criteria; or**
 - c) adversely affect a nuclear-related development.**

In the above regard, we acknowledge that the application seeks additional and new land use rights in terms of the applicable planning legislation and zoning scheme regulations. However, the purpose of this application is to demonstrate to the Municipality that, subject to the grant of such rights, the proposed development does not result in a material increase in population growth within the area.

Accordingly, the development does not adversely affect, and in fact supports, the efficient implementation of the Koeberg Nuclear Emergency Plan. Furthermore, given the low-intensity and non-residential nature of the proposed use, it does not place significant additional demand on the traffic evacuation model.

Section Three – Land Use Application

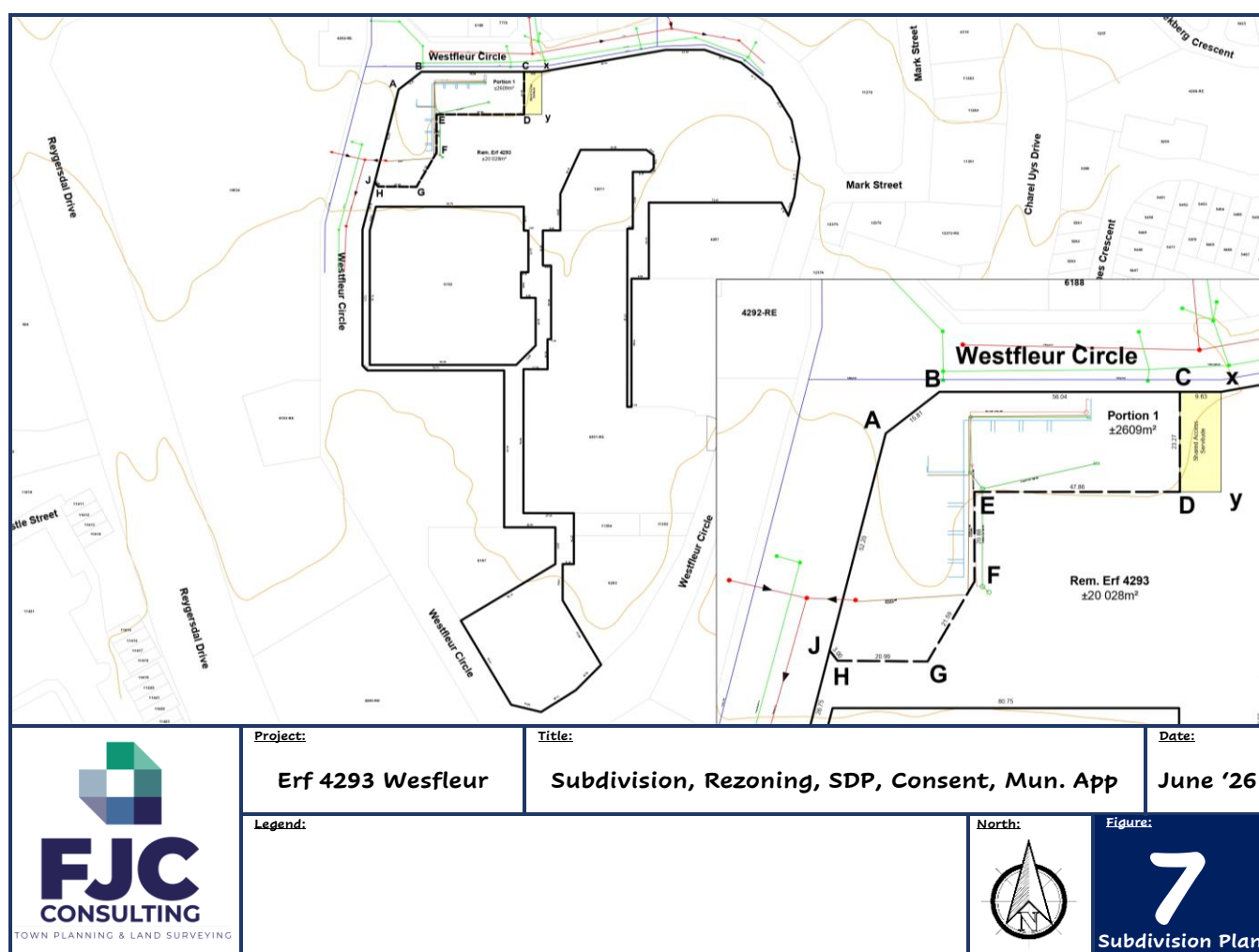
3.1 PROPOSED SUBDIVISION

It is proposed to obtain the approval of the City of Cape Town, to permit the subdivision of the subject property into two (2) portions, as per the proposed plan of subdivision (see **Annexure F**).

The property concerned is to be subdivided into two (2) portions, as follows:

Portion 1 = $\pm 2\,609\text{m}^2$
Rem. Erf 4293 = $\pm 20\,028\text{m}^2$

The proposed subdivision is reflected in **Figure 7** below as well as in the Plan of Subdivision attached as **Annexure F**.



3.2 PROPOSED REZONING - CO1

This land use application is primarily concerned with securing the appropriate zoning for the subdivided portion of the subject property, so as to enable the development thereof with Informal Trading Market.

It has been previously established that the subject property is currently zoned **Limited Use Zone (LU)**, this zoning designation permits the following uses:

Table 1: Buildings Permitted in the Limited Use Zone (LU)

Use Zone	Primary Uses	Consent Uses
Limited Use Zone (LU)	Primary uses are limited to lawful uses existing at the commencement date.	None

The requirement for the rezoning is informed by the current use zone of the subject property, which is Limited Use Zone (LU) and as can be established from the above table extracted from the Development Management Scheme, no provision is made in the Primary Uses column nor the Consent Use column for the use of Informal Trading.

With regard to the proposed development of the subdivided portion of the subject property with Informal Trading, we identify in the below table extracted from the DMS that the proposed development and use for Informal Trading is identified as a Consent Use in the Community Use Zone (CO1).

In the above regard, the application proposes the rezoning of the subject property to **Community Zone (CO1)**.

Table 2: Buildings Permitted in the Community Use Zone (CO1)

Use Zone	Primary Uses	Consent Uses
Community (CO1)	- Place of instruction - Place of worship - Clinic - Rooftop base telecommunication station - Filming - Minor freestanding base telecommunication station - Minor rooftop base telecommunication station - Electric vehicle charging stations - Micro wind turbine - Structure-mounted energy system - Open space	- Institution - Hospital - Place of assembly - Cemetery - Freestanding base telecommunication station - Veterinary practice - Shop Informal trading - Ground-mounted energy system - Urban agriculture
	Additional Uses	
	Small-Scale Wind Turbine	

3.3 PROPOSED CONSENT - INFORMAL TRADING

Application is herewith made for the Consent Use (Informal trading) in terms of the proposed Community Use Zone (CO1) of the subject property, in that the said zone only permits Informal Trading with the Consent of Council as established in Table 2 above.

As a result, it is necessary to simultaneously apply for the mentioned Consent of the Council to use the subdivided portion of the subject property for Informal Trading purposes.

3.4 DEVELOPMENT CONTROLS

This component of the application involves the physical aspects of the proposed structures on the property concerned (see **Annexure G**).

The Development Management Scheme (DMS) prescribes certain development controls, which serve to control development within the various zones identified in the scheme.

In this regard we seek to measure whether the proposal development complies with the various development rules associated with the Community Zone (CO1), or whether any permanent departures are triggered as a result of non-compliance.

The mentioned assessment will be conducted in terms the following development rules which are applicable to Community Zone 1.

- 3.4.1 Floor Factor
- 3.4.2 Coverage
- 3.4.3 Height
- 3.4.4 Street Boundary Building Line
- 3.4.5 Common Boundary Building Line
- 3.4.6 Parking and Access
 - 3.4.6.1 Parking
 - 3.4.6.2 Access
- 3.4.7 Loading
- 3.4.8 Screening
- 3.4.9 Noise Mitigation

3.4.1 Floor Factor

In terms of the DMS regulations, properties zoned Community (CO1) are permitted a floor factor of 0.8.

When this factor is applied to the extent of the subdivided Portion 1, we calculate that a total of 2087m² of floor space is permitted.

From the areas as informed in the attached plans, we calculate that the total floor space of the ground and first floor is **±580m² (0.27)**, well within the permitted limit.

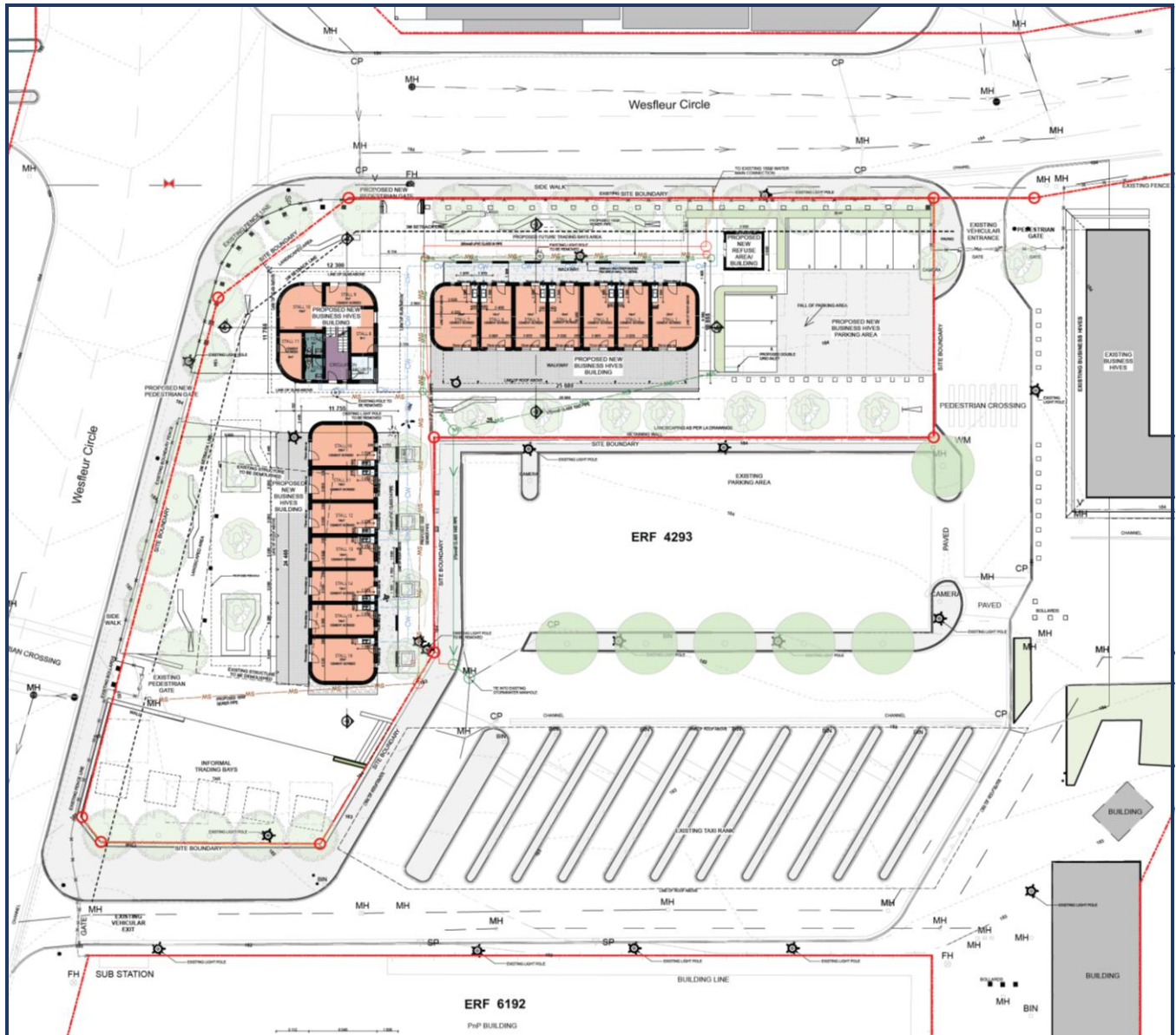
As a result, **no departure** from the floor space / floor factor is required.

3.4.2 Coverage

In terms of the provisions of the DMS, properties zoned Community (CO1) are permitted a coverage of 80% for all buildings.

In terms of the above allowance for coverage, we can confirm, based on the attached plans from ACG Architects (Pty) Ltd (see **Annexure G**) that a substantial portion of the subject property is not covered and as a result the proposed development reflects a coverage of only 27% (710m²) of the total site area.

Therefore, **no departure** from Coverage is triggered.



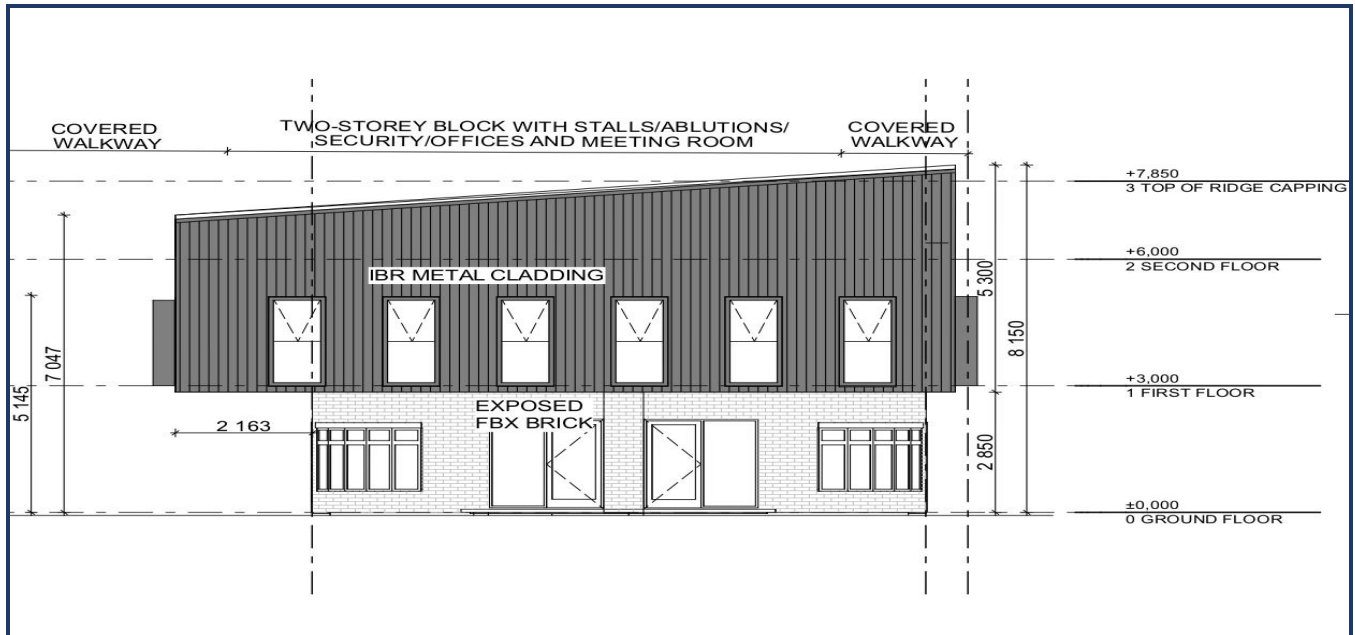
	Project: Erf 4293 Wesfleur	Title: Subdivision, Rezoning, SDP, Consent, Mun. App	Date: June '26
	Legend:	North: 	Figure: 8 SDP

3.4.3 Height

The DMS regulations which deal with the maximum permissible height, qualifies that, buildings zoned Community (CO1), measured from existing ground level to the top of building, shall be 12m, provided that there is no height limit for a bell tower, steeple, minaret or similar architectural feature designed to accentuate the significance of a building.

As can be established from the attached sections and elevations from ACG Architects (Pty) Ltd, the maximum height of the proposed buildings at 8,150m is well below the permitted maximum of 12m.

Therefore, **no departure** from Height is triggered.



	Project:	Title:	Date:
	Erf 4293 Wesfleur	Subdivision, Rezoning, SDP, Consent, Mun. App	June '26
Legend:			North:
			Figure: 9 Height

3.4.4 Street Boundary Building Line

In terms of the Development Management Scheme regulations, properties which are zoned Community (CO1) are subject to a street boundary building line of 3m.

As can be determined from the site layout plan and as can be seen in **Figure 10** below, we can establish that a portion of the proposed offices on the first floor encroaches into the 3m street building line with the remaining structures set well away from the street building line setback.

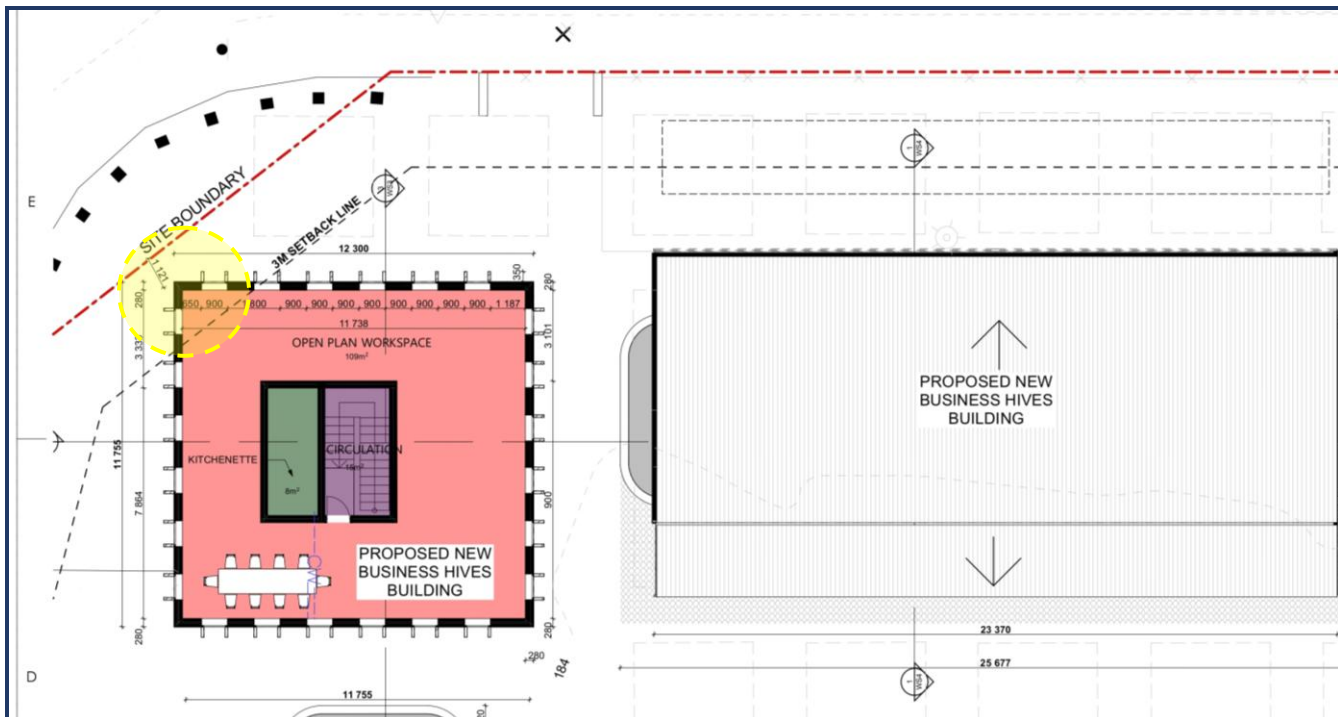
As a result, a departure from the Street Boundary Building Line is triggered.

3.4.5 Common Boundary Building Line

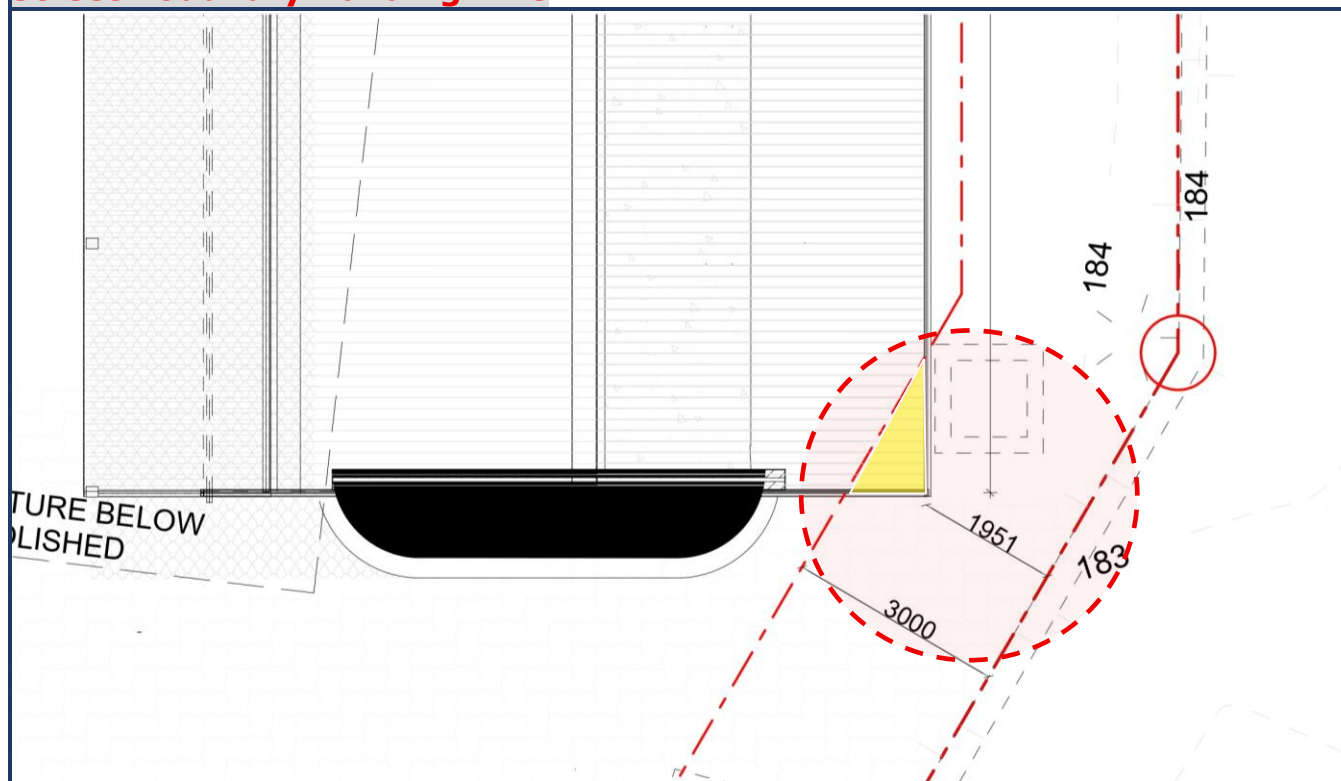
In terms of the Development Management Scheme regulations, properties which are zoned Community (CO1) are subject to a common boundary building line of 3m.

As can be determined from the site layout plan attached, we can establish that the proposed buildings are set well away from the 3m common boundary building lines setbacks, however a small portion as can be seen in **Figure 10** below, encroaches into the 3m common building setback.

As a result, a departure from the Common Boundary Building Line is triggered.



Street Boundary Building Line



Common Boundary Building Line

 FJC CONSULTING TOWN PLANNING & LAND SURVEYING	Project: Erf 4293 Wesfleur	Title: Subdivision, Rezoning, SDP, Consent, Mun. App	Date: June '26
	Legend:	North: 	Figure: 10 Street & Common Bld Line

3.4.6 Parking and Access

3.4.6.1 Parking

The provisions of Chapter 15 of the Development Management Scheme, as far as they relate to parking for Informal Trading, requires that no technical parking requirement be satisfied for informal trading purposes. However, as can be seen in the attached plans, the proposal includes an office component which is subject to the provision of on-site parking.

As a result of the designation by the City of Cape Town Municipality of Public Transport Areas 1 and 2 (PT1 and PT2) certain designated areas have been made subject to reduced parking requirements.

In this regard, the subject property was found to fall within the **PT2** parking area category.

The provisions of Chapter 15 of the development management scheme in so far as they relate to parking, requires that on-site parking be provided as below:

Table 3: Minimum Off-Street Parking Requirements

LAND USE	STANDARD AREAS	PT1 AREAS	PT2 AREAS
Offices	4 bays per 100m ² GLA	2 bays per 100m ² GLA	Nil

Based on the above, zero on-site parking bays is required.

Nevertheless, as can be determined from the plan, a total of 8 on-site parking bays have been provided.

In the above regard, **no departure** from parking is required.

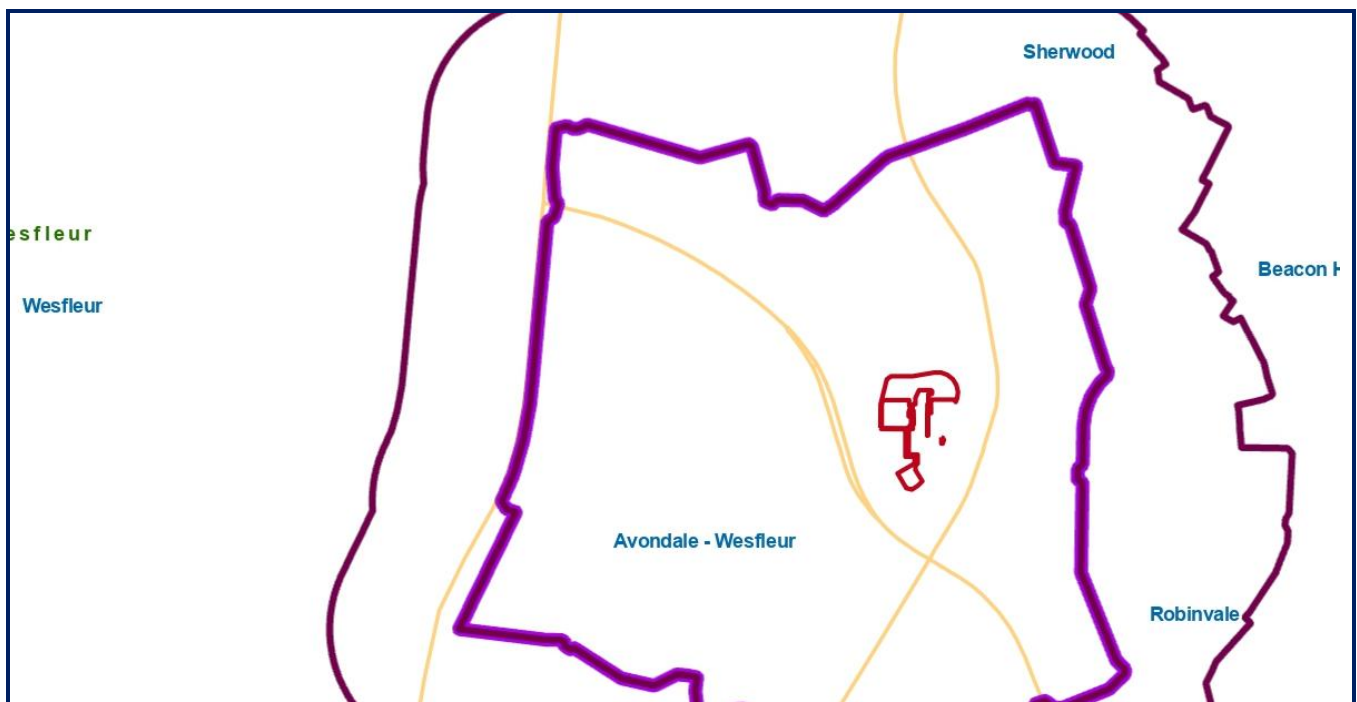


Diagram 1: PT2 Parking Area

3.4.6.2 Access

In terms of the provisions of Chapter 15 of the Development Management Scheme, and as far as access is concerned, we confirm as below:

- In terms of Section 140(1)(b) of the Development Management Scheme, no vehicular ingress or egress shall be closer than 10m from an intersection as defined by the prolongation of street boundaries; except for industrial-zoned properties, where the distance shall be 15 m.

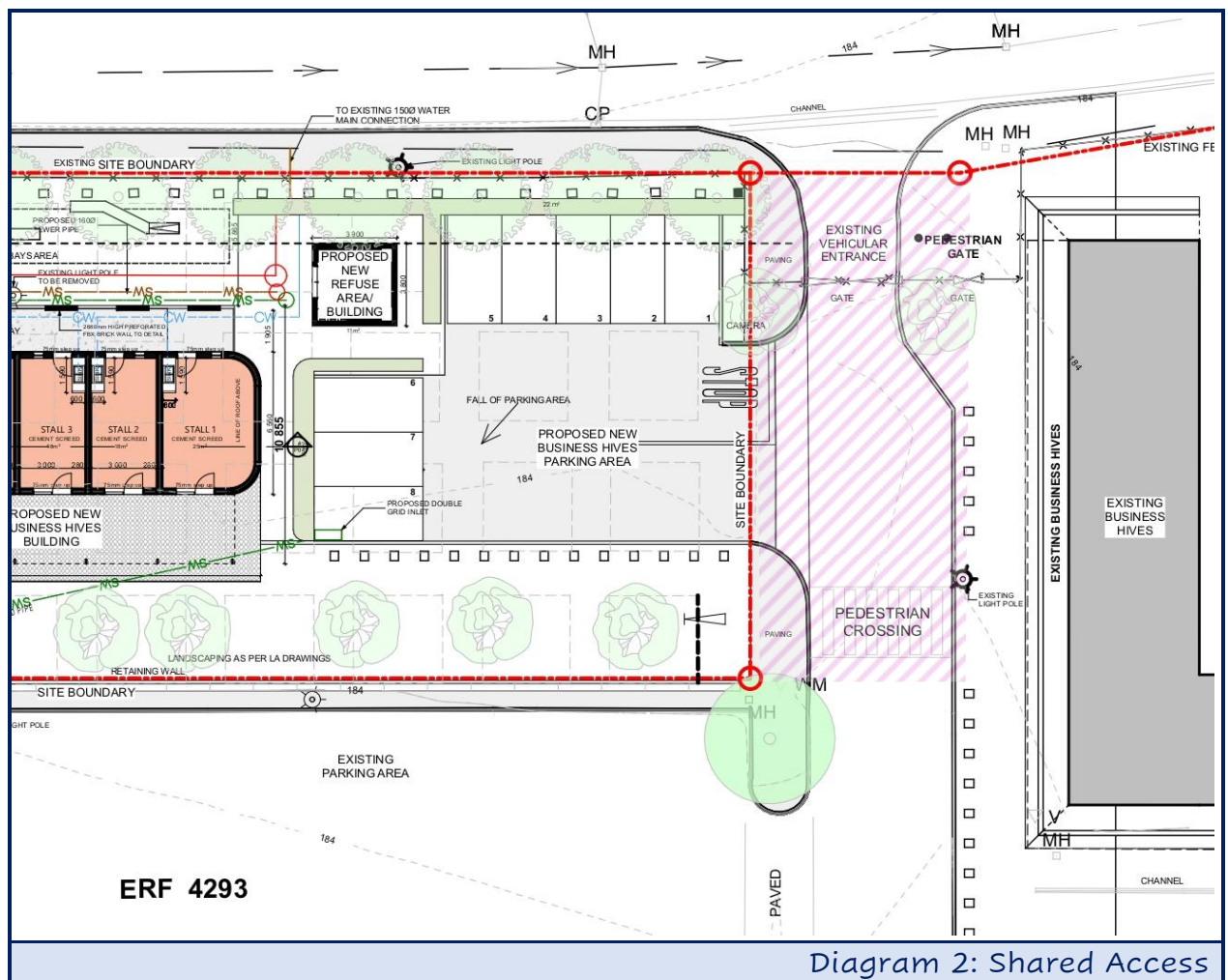
In terms of the above provision, we qualify that Portion 1 will have a vehicular access off the Remainder of Erf 4293 via an existing carriageway crossing off Wesfleur Circle to the north (see **Diagram 2** below). No new vehicular access to Portion 1 is proposed off Wesfleur Circle.

As a result, the above regulation is not applicable in this case.

- In terms of Section 140(2)(a) motor vehicle carriageway crossings are limited to one per site per public street or road abutting the site.

In terms of the above provision, as qualified above, no new vehicular access is proposed off Wesfleur Circle Road Reserve.

As a result, we confirm that the Section 140(2)(a) is not applicable in this case.



- **In terms of Chapter 15 Section 140(2)(c) the minimum and maximum widths of motor vehicle carriageway crossings shall be 2,4 m and 8,0 m, respectively.**

In the case of the application concerned, the existing carriageway crossing off Wesfleur Circle over Rem. Erf 4293 (see **Diagram 2** above) will also provide Portion 1 with access.

No new carriageway crossing along the boundary of Portion 1 off Wesfleur Circle is proposed. As a result, the above regulation is not applicable.

As a result of the above, **no departure** in terms of Access is required.

3.4.7 Loading

In accordance with **Section 47(g)** and read with **Section 144** of the development management scheme regulations which deal with Loading, we observe that the land use types identified which require the provision of loading bays include the following land uses:

- Offices
- Business Premises (other than offices and supermarket)
- Industry
- Supermarket

We note that the above list includes offices, which does trigger the need for a loading bay, however Section 144 identifies a threshold below which loading bays are not required for offices.

The identified threshold for offices is 5000m². In lieu of the fact that the proposed offices, as reflected in the attached Site Development Plan does not meet with the specified 5000m² threshold, no loading bays are required.

3.4.8 Screening

In the above regard, the Applicant acknowledges that the Development Management Scheme in **Section 47(h)** and read with **Section 125** provides that for any part of a land unit which is used for the storage or loading of goods shall be enclosed with a suitable wall and/or landscape screening and that any external utility service or equipment which is required for a building shall be appropriately screened from view from a public street, and such screening shall be integrated with the building in terms of materials, colour, shape and size.

In the above regard, the current layout of the proposed buildings in terms of its use for informal trading clearly communicates its intentions where screening is concerned.

3.4.9 Noise Mitigation

Section 47(i) of the Development Management Scheme provides that the City may require the owner to implement noise mitigation measures if excessive noise is created or likely to be created.

The Applicant is of the view that no adverse noise is to be created or likely to be created outside of what is generally created from Informal Trading Markets.

However, should the municipality be of the view that the applicant should implement noise mitigation measures, the Applicant will gladly comply.

Section Four – Motivation

4.1 DESCRIPTION OF SURROUNDING AREA

Erf 4293 is situated within the established Wesfleur commercial and civic precinct in Atlantis, along Wesfleur Circle, one of the primary activity streets serving the Atlantis town centre. The property occupies a highly accessible location within a mixed-use environment characterised by retail, commercial, municipal, community and transport-related land uses. The area functions as an important service and trading node for residents of Wesfleur, Avondale, Beacon Hill, Robinvale, Protea Park and surrounding neighbourhoods.

The site is located in close proximity to major retail facilities, including shopping and service outlets within the Atlantis CBD, as well as municipal and government facilities situated along Wesfleur Circle. The surrounding area experiences high levels of pedestrian activity generated by shoppers, commuters, residents accessing public services, and visitors to the town centre. This concentration of activity creates a favourable environment for informal trading and small-scale entrepreneurial opportunities.

Wesfleur Circle serves as a key movement corridor and distributor route within Atlantis, providing convenient access to adjacent residential areas and the broader commercial core. The site benefits from good visibility, direct road frontage and accessibility to both pedestrian and vehicular traffic, making it strategically located for a community-focused informal trading market.

The proposed informal trading market on Erf 4293 will therefore reinforce the existing commercial character of the area, provide a formalised space for local traders, enhance economic opportunities for small businesses, and contribute positively to the vitality and functionality of the Atlantis town centre. The development is considered compatible with the surrounding land-use pattern and responsive to the needs of the local community.



Diagram 3: Surrounding Area

4.2 CRITERIA I.T.O. SECTION 99(1) OF THE MPBL

4.2.1 Compliance with the requirements of the MPBL

The application is submitted in accordance with the provisions of the MPBL.

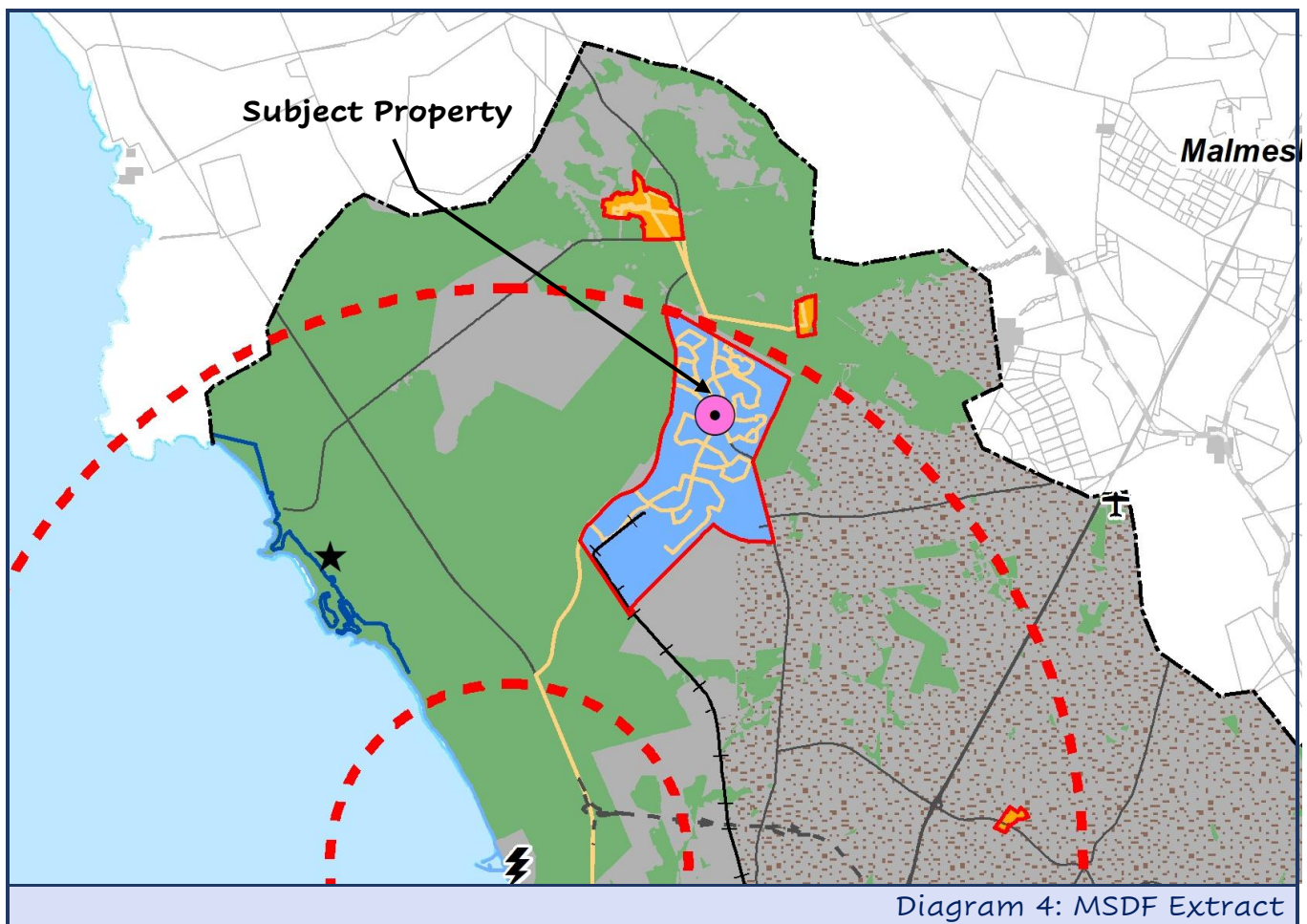
The relevant processes and procedures, which will include public participation, will be carried out as prescribed in the By-Law.

In the event of any comments / objections being received, it is anticipated that the application will need to be referred to the Municipal Planning Tribunal for a decision.

4.2.2 Compliance / Consistency with the MSDF

The proposed informal trading market on Erf 4293 Wesfleur is strongly aligned with the objectives and policy directives of the City of Cape Town's Municipal Spatial Development Framework (MSDF), particularly those aimed at promoting inclusive economic growth, supporting small businesses, and improving access to economic opportunities.

The MSDF's Spatial Strategy 1 seeks to "plan for inclusive economic growth and improve access to economic opportunities" by creating environments that support both formal and informal economic activities. The framework specifically requires that spatial planning and land use management systems make adequate provision for informal economic-sector activities and small businesses, particularly within highly accessible and well-located urban areas.



The proposed development directly responds to these objectives by formalising and consolidating informal trading activities within the Wesfleur commercial precinct, a well-established activity node in Atlantis that experiences high levels of pedestrian movement and public accessibility. The site's location within the Atlantis CBD enables traders to benefit from existing customer flows, public transport access, and proximity to commercial and community facilities, thereby enhancing economic participation and livelihood opportunities for local residents.

The MSDF further promotes the proactive identification and preparation of facilities for the clustering of informal economic activities within socially vulnerable areas. The establishment of a dedicated informal trading market on a portion of Erf 4293 will provide a managed and serviced trading environment that supports local entrepreneurship, job creation, and income generation within Atlantis, an area historically affected by unemployment and socio-economic challenges.

In addition, the MSDF advocates for the optimisation of public transport nodes and activity corridors to maximise employment creation opportunities within both the formal and informal economy. Wesfleur Circle functions as an important movement route and activity corridor within Atlantis, making it an appropriate location for a trading market that can leverage existing transport and pedestrian networks.

The MSDF also emphasises the importance of creating quality public spaces that accommodate informal economic activities through appropriate urban design, infrastructure, and supporting services. The proposed market provides an opportunity to formalise existing trading activity through the provision of organised trading spaces, improved management, waste facilities, lighting, and other supporting infrastructure, thereby contributing positively to the public realm while reducing the negative impacts often associated with unmanaged trading environments.

Furthermore, the City of Cape Town continues to recognise informal trading as an important component of local economic development and has recently approved additional trading opportunities across the metropolitan area, including Atlantis, as part of its commitment to strengthening the informal economy and supporting small business development.

Accordingly, the proposed informal trading market on Erf 4293 is consistent with the spatial vision, economic development objectives, and implementation policies of the MSDF. The development will support inclusive economic growth, improve access to trading opportunities, strengthen the Atlantis town centre as an economic node, and contribute to the creation of a more integrated and resilient local economy.

4.3 CRITERIA I.T.O. SECTION 99(2) OF THE MPBL

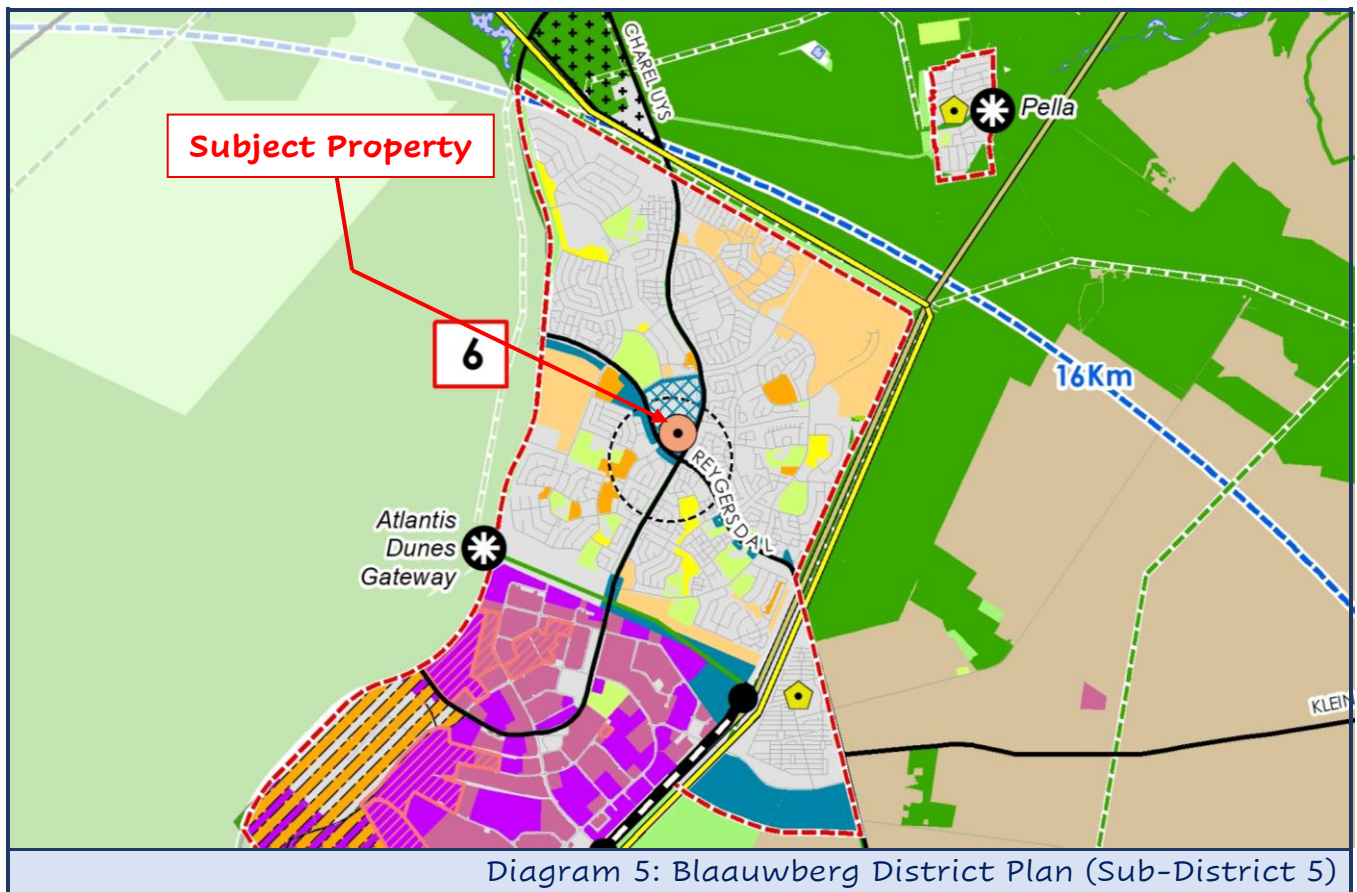
4.3.1 Applicable Spatial Development Frameworks

The proposed informal trading market on Erf 4293 Wesfleur is consistent with the spatial vision, development objectives and implementation priorities of the **Blaauwberg District Plan**, particularly those applicable to **Sub-district 5 (Atlantis, Mamre and Pella)**.

The District Plan identifies Atlantis as a designated district node and the primary commercial and service centre for the northern portion of the Blaauwberg District. The plan recognises that the majority of commercial activity within Atlantis is concentrated in and around the Atlantis CBD and emphasises the need to strengthen this node as a focus for economic development, employment creation and community services. The proposed market is located within this established

commercial precinct and will contribute to reinforcing the role of the Atlantis CBD as a local economic hub.

A key concern identified in the District Plan is the high level of unemployment and limited economic opportunities within Atlantis, Mamre and Pella. The Plan specifically notes that these communities require investment, job creation and initiatives that support local economic development. The establishment of a formal informal trading market directly responds to these objectives by creating opportunities for small-scale entrepreneurs, supporting local livelihoods and promoting inclusive economic participation within Atlantis.



The District Plan further promotes economic intensification within established activity routes, development corridors and nodal areas, particularly where existing infrastructure and public transport services are available. Wesfleur Circle functions as an important local activity street and movement corridor within the Atlantis CBD, providing direct access to surrounding residential neighbourhoods, public facilities, retail centres and transport services. The concentration of informal trading activities within this accessible location is therefore consistent with the District Plan's objective of directing economic activity towards established nodes and activity routes.

Importantly, the Blaauwberg District Plan advocates for economic development initiatives that support a range of economic activities, from informal and small-scale enterprises through to larger commercial and industrial investment. This approach is particularly relevant within Atlantis, where economic diversification and local employment creation remain key development priorities. The proposed market will provide a formalised and managed environment for informal traders, contributing to local economic resilience while enhancing the functionality and vitality of the Atlantis CBD.

The proposed informal trading market on a subdivided portion of Erf 4293 aligns with the Blaauwberg District Plan for Sub-District 5 by:

- Reinforcing the Atlantis CBD as a designated district node and economic focus area;
- Supporting local economic development and employment creation objectives;
- Providing opportunities for informal and small-scale enterprises;
- Capitalising on an accessible location along an established activity route;
- Supporting investment in public transport and pedestrian infrastructure; and
- Contributing to the creation of a more inclusive, vibrant and economically sustainable Atlantis town centre.

This demonstrates that the proposal is not only compatible with the surrounding land-use context but also advances the strategic spatial and economic development objectives of the Blaauwberg District Plan and the broader Municipal Spatial Development Framework.

4.3.2 Relevant criteria contemplated in the DMS

The Application is extensively compliant with the provisions of the Development Management Scheme in so far as they pertain to the Community (CO1) use zone save for the minor departures triggered in terms of street and common boundary building lines.

4.3.3 Applicable Approved Policy or Strategy to guide decision making

The consistency of the proposal and its development thereof will be tested against the following policies and strategy approved by the Municipality with a view to inform and guide decision making.

- 4.3.3.1 Integrated Development Plan
- 4.3.3.2 Densification Strategy
- 4.3.3.3 Social Development Strategy
- 4.3.3.4 Inclusive Economic Growth Strategy
- 4.3.3.5 TOD Strategic Development Framework

4.3.3.1 Integrated Development Plan (IDP)

The proposed informal trading market on a subdivided portion of Erf 4293, Wesfleur Circle, aligns with the City of Cape Town's IDP by supporting the City's objectives of inclusive economic growth, job creation, and local economic development. The IDP recognises the informal economy as an important contributor to livelihoods and seeks to create opportunities for small businesses and entrepreneurs through the provision of well-located and appropriately serviced trading facilities.

The proposal directly supports the City's Informal Sector Support Initiative by providing a formalised trading environment within the Atlantis CBD, thereby expanding access to economic opportunities, promoting entrepreneurship, and supporting income generation for local residents. Its location within an established commercial node with good accessibility and pedestrian activity further advances the IDP's objective of improving access to economic opportunities and strengthening local economic nodes.

The development therefore gives effect to the IDP's commitment to supporting the informal economy, creating sustainable livelihoods, and fostering a more inclusive and resilient local economy.

4.3.3.2 Densification Strategy

The Densification Strategy supports the concentration of economic activity within an established urban node and activity street. The Strategy promotes the efficient use of land, infrastructure and public facilities by encouraging development and economic activities in accessible locations that are well-served by transport and community facilities.

Located within the Atlantis CBD along Wesfleur Circle, the proposal reinforces an existing commercial and activity area by providing a formalised trading facility within walking distance of public transport, retail services and surrounding residential neighbourhoods. The development contributes to a more compact and integrated urban form by intensifying economic activity within the existing urban footprint rather than promoting outward expansion.

Furthermore, the proposal supports the City's objective of creating vibrant mixed-use activity areas that improve access to economic opportunities and local services. By accommodating informal traders in a well-located and accessible environment, the development promotes the efficient use of public infrastructure and strengthens the role of the Atlantis CBD as a focal point for economic activity.

Accordingly, the proposal is consistent with the principles of the Densification Strategy, which seek to support compact urban development, economic intensification within activity areas, and improved access to opportunities for local communities.

4.3.3.3 Social Development Strategy (SDS)

The proposed informal trading market on portion of Erf 4293 aligns with the Social Development Strategy by promoting income-generating opportunities for individuals who are economically vulnerable or at risk of exclusion. One of the primary objectives of the SDS is to maximise access to economic opportunities through support for entrepreneurship and informal sector activities.

The development will provide a formal and accessible trading environment for informal traders, enabling small business growth, income generation and economic participation within the Atlantis community. By creating opportunities for local entrepreneurs and supporting livelihoods, the proposal contributes to poverty alleviation and social upliftment, particularly among historically disadvantaged communities.

Furthermore, the formalisation of informal trading within a managed market environment promotes a safer, more organised and inclusive public space, supporting the SDS objective of fostering socially integrated and resilient communities.

Accordingly, the proposed development advances the Social Development Strategy's goals of economic inclusion, poverty reduction, entrepreneurship support and improved quality of life for local residents.

4.3.3.4 Inclusive Economic Growth Strategy (IEGS)

The proposed informal trading market on the subdivided portion of Erf 4293 aligns with the Inclusive Economic Growth Strategy by supporting expanded access to economic opportunities for small businesses and informal traders. The Strategy prioritises the development of well-located trading spaces within established urban nodes to enable entrepreneurship, job creation and income generation.

Located within the Atlantis CBD, the proposed market will formalise and support informal trading in an accessible, high-activity area close to transport routes and surrounding residential communities. This strengthens local economic participation and contributes to a more inclusive economy.

Overall, the development advances the Strategy's objectives by improving access to trading opportunities, supporting informal sector growth, and promoting local economic development within Atlantis.

4.3.3.5 TOD Strategic Development Framework

The proposed informal trading market on the affected portion of Erf 4293 Wesfleur which is to be subdivided is aligned with the City of Cape Town's Transit-Oriented Development (TOD) Strategic Development Framework, which promotes the concentration of higher-intensity land uses and economic activities within walking distance of public transport facilities and along key movement corridors.

The site is located within the Atlantis CBD and benefits from strong pedestrian activity and proximity to public transport routes and facilities. The proposed market supports TOD principles by intensifying economic activity in an accessible, transit-supportive location, thereby reducing the need for long travel distances to access trading opportunities and services.

By formalising informal trading within an established activity node, the development strengthens the role of Wesfleur Circle as a local movement corridor and supports the creation of compact, well-connected, and inclusive urban environments. This contributes to improved accessibility, economic opportunity, and efficient use of existing public transport infrastructure in line with TOD objectives.

4.3.4 Impact on Existing Rights

The proposed informal trading market on a portion of Erf 4293 Wesfleur is not anticipated to materially infringe upon or extinguish any lawful existing land use rights, provided it is implemented in accordance with applicable zoning rights, municipal approvals, and operational management frameworks.

The site is located within an established urban and commercial environment where informal trading activity is already present or anticipated in terms of municipal planning frameworks.

Where adjacent properties have lawful rights for commercial, institutional, or residential use, the development may introduce a change in local activity intensity (e.g. increased pedestrian movement, trading activity, and associated servicing). However, these impacts are typical of a designated urban node and can be effectively managed through appropriate design, layout planning, operational controls, and enforcement of trading regulations.

The proposal does not seek to remove or alter any adjacent property rights and will not preclude surrounding landowners from exercising their lawful land use rights. Any potential interface impacts (such as access, parking, noise, waste management, or pedestrian circulation) can be mitigated through standard planning and site management measures.

Accordingly, the development is considered compatible with existing rights in the area and is primarily a formalisation and intensification of appropriate urban activity within an established commercial node.

4.4 CRITERIA I.T.O. SECTION 99(3) OF THE MPBL

4.4.1 Socio-Economic Impact

The proposed informal trading market on Erf 4293 is expected to have a positive socio-economic impact by creating accessible income-generating opportunities for informal traders and supporting small business development within Atlantis. It will strengthen local livelihoods by providing a formalised, well-located trading environment within an established economic node.

The development is also likely to stimulate the local economy by increasing foot traffic and trading activity in the Atlantis CBD, with potential spillover benefits for surrounding businesses. In addition, improved infrastructure and management of trading activities will contribute to more dignified working conditions and better-organised public space.

Potential negative impacts such as waste generation are anticipated to be localised and can be effectively managed through appropriate design and operational controls.

Overall, the proposal supports inclusive economic growth, job creation, and local economic development.

4.4.2 Compatibility with Surrounding Uses

The proposed informal trading market on Erf 4293, Wesfleur Circle is considered compatible with the surrounding land uses, which are predominantly characterised by a mix of commercial, civic, community, transport and limited residential uses within the Atlantis CBD.

The site is located within an established activity node along Wesfleur Circle, where higher levels of pedestrian movement, trading activity and urban intensity are already present. Adjacent uses include retail outlets, public facilities, transport services and other small-scale economic activities, all of which generate a supportive environment for informal trading.

The proposed development will reinforce this existing mixed-use urban character rather than introduce an incompatible or disruptive land use. Any potential interface impacts, such as increased pedestrian activity, noise, or demand for parking, are typical of a CBD environment and can be effectively managed through appropriate site planning and operational controls.

The proposal strengthens the economic role of the area by formalising and organising existing informal trading activity within a designated and managed space.

Accordingly, the development is compatible with surrounding uses and is appropriate for its location within the Atlantis CBD.

4.4.3 Impact on the External Engineering Services

The proposed informal trading market on a subdivided portion of Erf 4293 Wesfleur is expected to place a moderate and manageable demand on existing external engineering services, given its scale and nature as an informal trading facility within an established urban area – see the Engineers Civil Services Report attached as **Annexure J**.

The development is expected to primarily increase demand on water supply, sanitation, solid waste management, stormwater infrastructure, and electricity services. These impacts are typical for a high-footfall commercial/trading environment and are not considered unusual for a CBD location such as the Atlantis town centre.

- **Water and sanitation:** Increased usage will be associated with traders and visitors, particularly for ablution facilities and cleaning requirements. Existing municipal connections within the Wesfleur precinct are anticipated to accommodate demand, subject to confirmation of capacity by the relevant service departments – see **Annexure J**.
- **Solid waste management:** The operation of the market will generate additional waste requiring regular collection and appropriate on-site waste storage facilities. This can be effectively managed through municipal servicing schedules and provision of dedicated waste collection points – as per the proposed refuse room.
- **Stormwater management:** The introduction of formal trading infrastructure may increase impermeable surface areas. However, impacts can be mitigated through appropriate stormwater design measures such as drainage channels, permeable paving, and controlled runoff into existing municipal systems. In this regard, we note from the attached stormwater management plan (see **Annexure K**) that the following conclusions and recommendations were drawn:
 - All stormwater runoff within the surveyed area drains towards the existing catchpits on site.
 - The analysis indicates that the proposed stormwater network is adequately sized to accommodate a 1-in-5-year storm event.
 - Post-development stormwater runoff is lower than the pre-development stormwater runoff.
- **Electricity supply:** The market will require electricity for lighting and basic trading infrastructure. The demand is expected to be low to moderate and can be accommodated within existing capacity, subject to confirmation by the electricity authority – see **Annexure L**.

Overall, the development is not expected to significantly strain external engineering services, provided that detailed engineering design and service capacity confirmations are undertaken during implementation. Any required upgrades are likely to be localised and manageable within the existing urban infrastructure framework.

The stormwater pipeline serving the subdivided portion traverses the remainder of Erf 4293. Under normal circumstances, such infrastructure would typically require the registration of a servitude to secure legal access and maintenance rights over the affected property. However, in this instance, both the servient and dominant portions are owned by the Municipality, and it is a legal principle that a servitude cannot be registered over land in favour of the same owner.

Accordingly, the establishment of a servitude is not required at this stage. The existing municipal ownership structure ensures that full rights of access, installation, operation and maintenance of the stormwater infrastructure are inherently retained by the City.

A servitude will only become necessary in the event that either portion of the property is alienated or transferred to a different ownership entity in the future. Should such a situation arise, the appropriate servitude will then be registered to secure the continued lawful operation and maintenance of the stormwater infrastructure.

4.4.4 Impact on Safety, Health, and Wellbeing

The proposed informal trading market on a portion of Erf 4293 Wesfleur is expected to have a generally positive impact on safety, health, and wellbeing through the formalisation and improved management of informal trading activities within an established urban node.

From a safety perspective, the concentration of traders within a designated and structured market environment will improve natural surveillance, increase public presence, and reduce unregulated trading along roadsides and pavements. This can contribute to improved personal safety for both traders and the public, particularly in a high-footfall CBD setting.

In terms of health outcomes, the provision of basic infrastructure such as potable water, ablution facilities, waste collection points, and improved drainage will support better hygiene standards compared to dispersed or informal roadside trading conditions. This reduces potential public health risks associated with unmanaged waste and inadequate sanitation.

With regard to wellbeing, the development will provide dignified trading conditions, including safer working spaces, shelter from weather conditions, and improved access to services. This supports social inclusion, economic stability, and improved quality of life for informal traders and their households.

Potential negative impacts may include increased congestion, noise, and activity intensity within the immediate area. However, these impacts are typical of a CBD environment and can be effectively managed through appropriate design, operational controls, and enforcement of market management rules.

Overall, the proposal is expected to enhance safety, health, and wellbeing outcomes by creating a more organised, serviced, and secure trading environment within the Atlantis CBD.

4.4.5 Impact on Heritage

The proposed informal trading market on Erf 4293 Wesfleur is not anticipated to have a significant negative impact on heritage resources, subject to compliance with applicable heritage legislation and any required approvals.

The site is located within the established Atlantis CBD, an area that is predominantly characterised by mid-to-late 20th century urban development, commercial activity, and municipal infrastructure. Based on the general urban context, the site itself does not appear to contain any known formally protected heritage resources such as declared Provincial Heritage Sites or National Heritage Sites.

Given the nature of the proposed development being for a low-rise, small-scale informal trading facility, it is unlikely to result in the alteration or demolition of buildings or structures of known

heritage significance. The development is therefore considered to have a low direct heritage impact.

However, as with all land development activities, there remains a possibility that previously unidentified archaeological or palaeontological material could be uncovered during site clearing or construction. Should such material be discovered, work must cease immediately and the relevant heritage authority (Heritage Western Cape) must be notified in accordance with the National Heritage Resources Act (Act 25 of 1999).

Overall, the proposal is considered compatible with the existing urban fabric and is unlikely to adversely affect heritage resources.

4.4.6 Impact on the Biophysical Environment

The portion of Erf 4293 that is to be subdivided is currently completely tarred and highly urbanised, with no remaining natural vegetation or ecological sensitivity on site. The proposed informal trading market will therefore be developed within an already transformed environment.

Importantly, the development includes the introduction of landscaping elements, which will improve the current hard-surfaced condition and contribute positively to the local micro-environment. This is expected to enhance visual amenity, provide greening within the urban fabric, and potentially assist with minor stormwater attenuation and heat reduction effects.

Potential impacts remain limited to typical urban development issues such as localised stormwater runoff, dust during construction, and increased waste generation during operation. These impacts are considered minor and can be effectively managed through standard mitigation measures and appropriate servicing.

Overall, the proposal is expected to result in a net improvement in site environmental quality, given the introduction of landscaping within an otherwise fully tarred and transformed urban area.

4.4.7 Impact on Traffic / Parking / Access

The proposed informal trading market on a portion of Erf 4293 Wesfleur Circle is expected to generate a localised increase in pedestrian activity, with limited impact on the broader road network. The development is strategically located within the Atlantis CBD along Wesfleur Circle, an established activity corridor that already carries significant levels of vehicular and pedestrian movement.

Importantly, the market is intended to tap into existing movement patterns and passers-by, rather than generate substantial new vehicular traffic. Its location within an established commercial and civic node means that most users will be drawn from surrounding residential areas, nearby facilities, and existing public transport flows.

A key component of the proposal is its strong alignment with Non-Motorised Transport (NMT) principles, as the site is highly accessible on foot and is supported by existing pedestrian infrastructure within the CBD. The development encourages walk-in trade from surrounding neighbourhoods and public transport users, reinforcing safe and convenient pedestrian connectivity.

In terms of parking, as qualified above informal trading activities do not require the provision of onsite parking, this use generally associated with short-duration visits and informal stopping rather than formalised long-term parking demand.

Access to the site is considered good, with direct frontage onto Wesfleur Circle providing visibility and ease of entry for both pedestrians and service vehicles. The surrounding street network is already designed to accommodate mixed-use CBD activity.

Overall, the impact on traffic, parking and access is considered low and manageable, with the development primarily enhancing pedestrian (NMT) activity and leveraging existing traffic flows within the Atlantis CBD rather than generating significant additional traffic demand.

4.4.8 Conditions that can mitigate an adverse impact

The potential impacts associated with the proposed informal trading market on a portion of Erf 4293 Wesfleur Circle can be effectively mitigated through the implementation of appropriate design, operational, and management measures. These include the provision of a well-planned site layout with clearly defined trading areas, pedestrian circulation areas and loading zones; the protection of safe and accessible NMT routes; and the management of access, parking and traffic to ensure orderly movement within and around the site.

In addition, impacts related to waste generation, health and safety, and environmental quality can be mitigated through the provision of adequate services such as sanitation, potable water, lighting, waste management systems and landscaping. Construction-related impacts can be controlled through standard environmental management practices, while ongoing operation will require a formal management structure to enforce rules and ensure compliance with municipal by-laws.

Subject to the implementation of these measures and confirmation of engineering service capacity where required, the development is expected to operate in a safe, orderly and sustainable manner with minimal residual adverse impacts.

4.4.9 Would approval grant the development rules of the next subzone

The development proposal is formulated within the limits of the permitted Floor Area, Height, and Coverage of the Community use zone (CO1), with the result that the built form and massing envisioned for the use zone is realised in the proposal concerned.

4.5 KOEBERG RESTRICTION AREA OVERLAY

The proposed informal trading market on a portion of Erf 4293 Wesfleur is considered compatible with the provisions of the Koeberg Nuclear Restriction Area Overlay Zone, as contained in the City of Cape Town Municipal Planning By-Law, read with the requirements relating to the Koeberg Nuclear Emergency Plan.

Erf 4293 falls within the broader Koeberg influence area; however, the nature and scale of the proposed development is low-intensity, non-residential and non-critical infrastructure in nature, consisting of informal trading facilities with no significant increase in permanent population, accommodation, or long-term occupancy levels. The development therefore does not materially contribute to population growth in a manner that would affect emergency planning capacity or evacuation modelling assumptions.

In relation to the 5–16 km zone considerations, the proposed development does not introduce land uses that would materially impact the implementation of the Koeberg Nuclear Emergency Plan. It will not generate large-scale permanent population concentrations, nor does it include facilities such as residential institutions, high-occupancy buildings, or sensitive uses that would

increase emergency response complexity. The temporary and transient nature of informal trading activity is consistent with existing daytime urban activity patterns already accommodated within the planning framework for Atlantis.

With regard to the stricter 0–16 km decision constraints, the proposal does not:

- Place additional strain on disaster management infrastructure beyond normal urban baseline conditions;
- Alter evacuation time assumptions or significantly increase evacuation demand; or
- Interfere with or compromise any nuclear-related infrastructure or operations.

The development is small-scale, open-air, and easily dispersed, with no fixed high-density occupancy characteristics. It is therefore inherently low-risk in terms of emergency evacuation and does not introduce elements that would hinder compliance with the Koeberg Nuclear Emergency Plan.

Furthermore, the site is located within an established urban area already supported by existing municipal emergency planning frameworks, road networks, and evacuation routes. The proposal is consistent with these existing urban conditions and does not intensify risk exposure in a manner that would exceed planned capacity thresholds.

Given its distance of 13.86km from Koeberg, its low-intensity non-residential nature, and its transient occupancy profile, the proposed informal trading market is considered compatible with the Koeberg Restriction Area Overlay Zone.

It does not materially increase population risk exposure or compromise emergency preparedness and is therefore acceptable from a Koeberg compliance perspective.

4.6 SUMMARY

In the above paragraphs the Applicant has demonstrated that the proposed development and use of the subdivided portion of the subject property is desirable and appropriate due to the following:

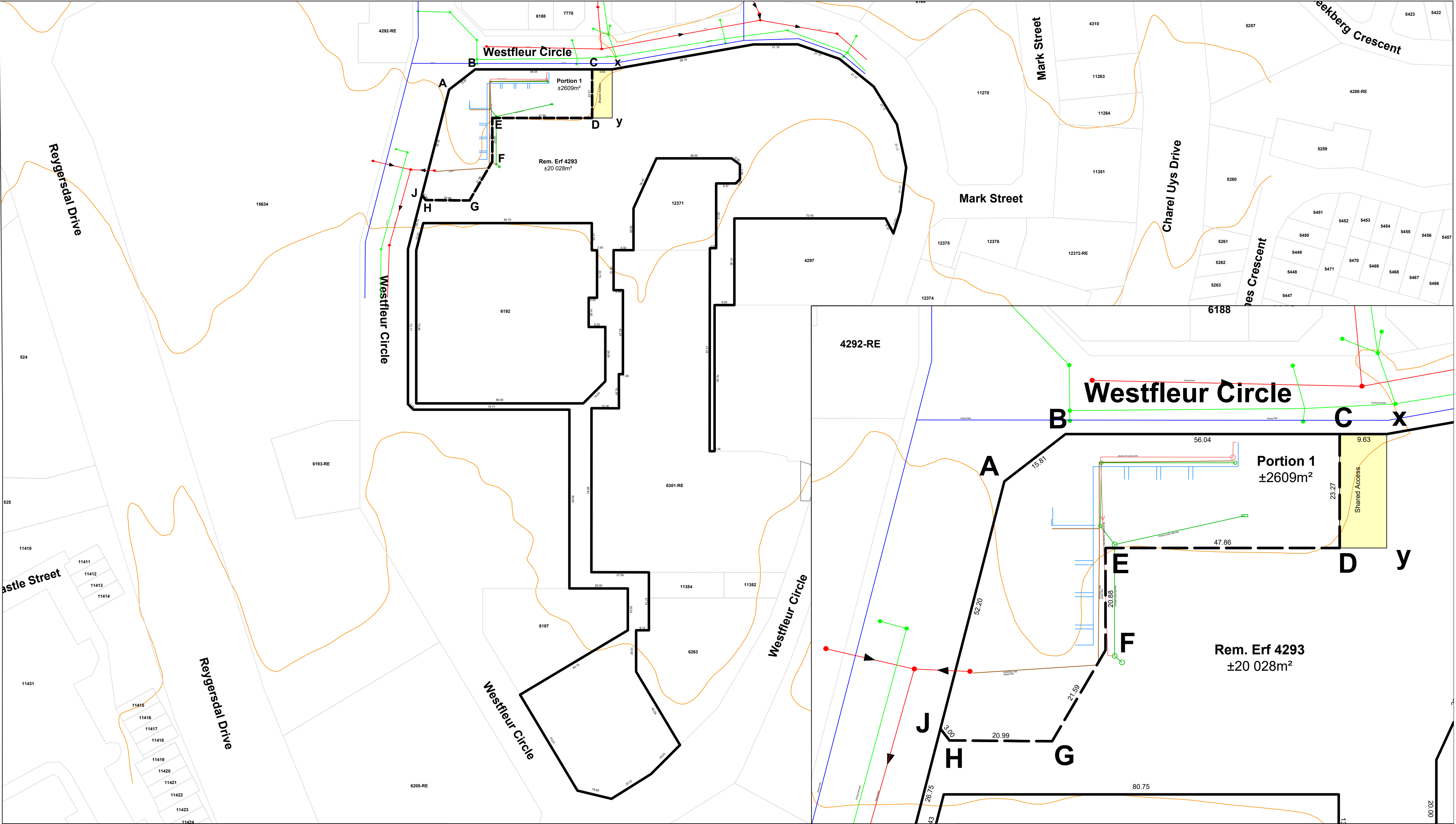
- It promotes inclusive economic growth by providing formal, managed trading opportunities for informal traders and micro-entrepreneurs.
- It supports job creation and poverty alleviation through increased access to local income-generating activities.
- It improves urban order, safety, and dignity by formalising informal trading activity.
- It strengthens the role of the Atlantis CBD as an economic node and consolidates activity within an established urban area.
- It encourages non-motorised transport (NMT) and walk-in trade due to its accessible, central location.
- It enhances local economic activity and foot traffic, benefiting surrounding businesses.
- It ensures efficient land use and spatial consolidation, in line with urban planning objectives.
- It utilises an already transformed site, resulting in limited and manageable environmental and infrastructure impacts.

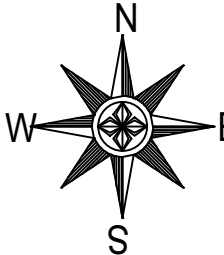
Section Five – Conclusion

Having regard to the desirability of the proposal, its consistency with applicable spatial planning policies, its positive socio-economic benefits, its compatibility with surrounding land uses, and the absence of significant adverse impacts on engineering services, transportation networks, environmental resources, heritage resources, existing rights, or the implementation of the Koeberg Nuclear Emergency Plan, the application is considered desirable and merits approval.

To this end, the Applicant strongly recommends that the authorities concerned, approve the applications made:

- In terms of **Section 42(d)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Subdivision** of the subject property into 2 portions.
- In terms of **Section 42(a)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Rezoning** of Portion 1 of the subdivided property from Limited Use Zone (LU) to Community (CO1) Use Zone.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Consent of the Council** to permit the use of Informal Trading Market on Portion 1 of the subdivided property.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Municipal Approval** of the Site Development Plan associated with the proposed development of Portion 1 with an informal trading market.
- In terms of **Section 42(i)** of the City of Cape Town's Municipal Planning By-Law (2015) for the **Municipal Approval** associated with the proposed development and use within the Urgent Protective Action Planning Zone (5km - 16km) which is within the Koeberg Restriction Area Overlay Zone (DO/1)
- In terms of **Section 42(b)** of the City of Cape Town's Municipal Planning By-Law (2025) for the **Permanent Departures**:
 - From **common boundary building line** to permit the proposed roof overhang to be 1,95m in lieu of the required 3,0m from the common boundary shared with Rem. Erf 4293.
 - From **street boundary building line** to permit the proposed offices to be 1,12m in lieu of the required 3,0m from the street boundary on the first floor.

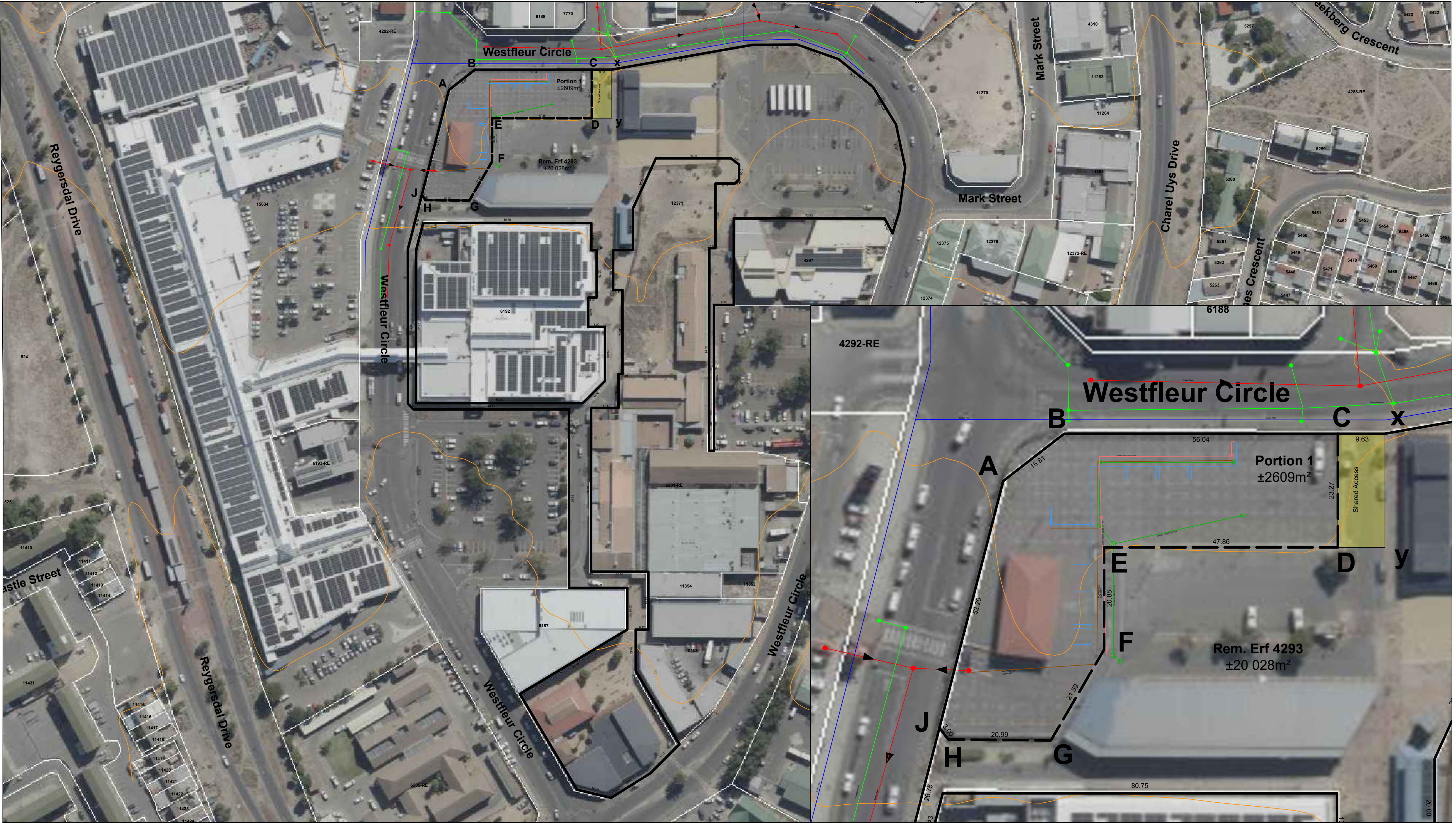


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- NOTES**
- Figure **ABCDEFGHJ** represents Portion of the subdivided property, measuring at 2609m².
 - Figure **xyDC** represents R.O.W shared access servitude over Rem. Erf 4293 in favour of Portion 1.

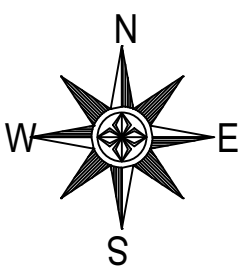
- LEGEND**
- Existing Sewer
 - Existing Water
 - Existing Stormwater
 - Proposed SW
 - Proposed CW
 - Proposed sewer
 - Proposed SW
 - 2m GLM Contours

PROJECT: <i>Proposed Subdivision Plan Erf 4293 Westfleur</i>	CLIENT: <i>City of Cape Town</i>	ZONING: <i>Limited Use Zone (LU)</i>
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NOTES

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LEGEND

- Existing Sewer
- Existing Water
- Existing Stormwater
- Proposed SW
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PROJECT:	CLIENT:	ZONING:
Proposed Subdivision Plan Erf 4293 Westfleur	City of Cape Town	Limited Use Zone (LU)
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