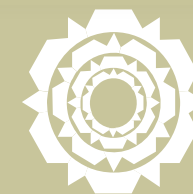


LANSDOWNE INDUSTRIAL ECONOMIC AREA PROFILE

TREND ANALYSIS 2012-2022



June 2025



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Making progress possible. Together.

ACKNOWLEDGEMENTS

SPATIAL PLANNING & ENVIRONMENT DIRECTORATE

Executive Director: Spatial Planning & Environment Directorate
Rob McGaffin

Director: Urban Planning & Design Department
Erika Naude

AUTHORS

Metropolitan Spatial Planning and Growth Management
Annelise de Bruin (Manager)
Ashleigh Manyara, Haleem Tambay, Lance Boyd & Obey Vhuma

SUPPORTED BY

Policy and Strategy: Economic Analysis
Paul Court, Kristoff Potgieter & Jodie Posen

Enterprise & Investment
Faith Kolala, Pauline Van der Spuy & Gerschwin Williams

District Planning and Mechanisms
Nigel Titus & team across the 8 Districts

DATA CUSTODIANS

Valuations, Development Management & Policy and Strategy

DISCLAIMER:

The information contained herein is provided for general information only which is not intended to provide definitive answers and as such, is only intended to be used as a guide.

Whilst we strive to provide the best information at our disposal and take reasonable measures to ensure that it is up-to-date and correct, we make no representations or warranties of any kind, express or implied, about the completeness, accuracy, reliability, suitability or availability of information for any purpose. Any reliance you place on the information is at your own risk.



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Performance & Potential

For the past decade, the global and national economic context has required regional economies to prioritise their investment decisions in space for greater efficiency. The Economic Areas Management Programme (ECAMP), as it was introduced, has therefore been considered a valuable economic data tool that provides valuable insights into the performance of the space economy at an area-specific level.

This update of ECAMP is further aligned with the Urban Planning & Design Department's business strategy to leverage spatial intelligence to unlock value within Cape Town's space economy by:

- a) Tracking the performance and implementation of its spatial development framework policies
- b) Developing the evidence base to inform and adjust said spatial policy
- c) Supporting spatially targeted investment and decision-making
- d) Providing a spatial lens of economic data within the Cape Town context

The following strategic objectives and programmes support the update of ECAMP:



INTEGRATED DEVELOPMENT PLAN 2022-2027

- [Objective 1](#) (Increased jobs and investment in the Cape Town Economy): Targeted urban development programme
- [Objective 15](#) (A more spatially integrated and inclusive city): Spatial strategy monitoring and evaluation project

INCLUSIVE ECONOMIC GROWTH STRATEGY (2021)

- [Applying an economic lens to policy-making by integrating sustainable analysis into City Decision Making in alignment with the MSDF.](#)
- The primary and most immediate scope of work must centre around economic recovery. To this end, implementation of this Strategy will be in the form of a [three-phase recovery approach](#).

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF, 2023) POLICY & STRATEGY IMPLEMENTATION

- Table 5.1: Spatial strategy 1: Substrategies and policy guidelines ([Policy 2, 4 and 5](#))
- Table A2: Spatial strategy 1: Policy guidelines, strategic and implementation intent ([Policy 4,2 and 4,3](#))

DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF, 2023): SUB DISTRICT GUIDANCE

- Cape Flats DSDF - Subdistrict 1: Greater Athlone:
 - District Development Guidelines ([page 64](#))
 - Subdistrict Development Guidelines ([page 93](#))
 - Consolidated Subdistrict SDF ([Figure 16: Greater Athlone area subdistrict](#))

CONCEPTUAL FRAMEWORK

Intended users

This profile provides a cohesive narrative to determine key trends across several data entry points to help inform decision-making. It also aims to help guide investment in cases where data is not readily available to the public.

Conceptual Framework

The reporting of updated time series microeconomic analysis on Cape Town's economic areas is informed by a conceptual framework, which aims to create spatial intelligence on *supply & demand factors according to the 5 themes* which have been identified. The 5 themes allow for an integrated narrative across area-based economic trends. The trends being reported throughout this profile are used to classify and assess the overall performance of Cape Town's economic areas.

Data preparation, sources, assumptions and limitations

The indicators reported in this profile feed off several automated data processes to add intelligence at a land parcel level which is then aggregated into economic areas. This profile draws across various datasets between 2012 and 2022 such as the General Valuation Roll, market reports, building plans, land use applications, property sales and SARS data. While many of the respective datasets are continuously refined over time, this profile will be updated as and when new data is available.

Contact details

Should you wish to make contact, please direct your feedback to the City of Cape Town's Metropolitan Spatial Planning and Growth Management branch via Future.CapeTown@capetown.gov.za.

MICRO-ECONOMIC DEMAND & SUPPLY FACTORS

This profile examines a range of micro-economic indicators to highlight trends in supply and demand specific to the economic area. The indicators include:

- Property sales per land use sector
- Building work completed
- Types of land use applications approved
- Vacant land per land use sector
- Built-up land and take up rate per land use sector
- Dominant land uses present in an area
- Building vacancy rate overtime
- Capitalisation rate over time
- Rental rate p/m² by land use sector
- Jobs per industry

MACRO-ECONOMIC REPORTS AND INDICATORS

For additional insights into the macro-economic factors affecting the regional economic condition, refer to the following reports for more information on macro-economic indicators related to Cape Town:

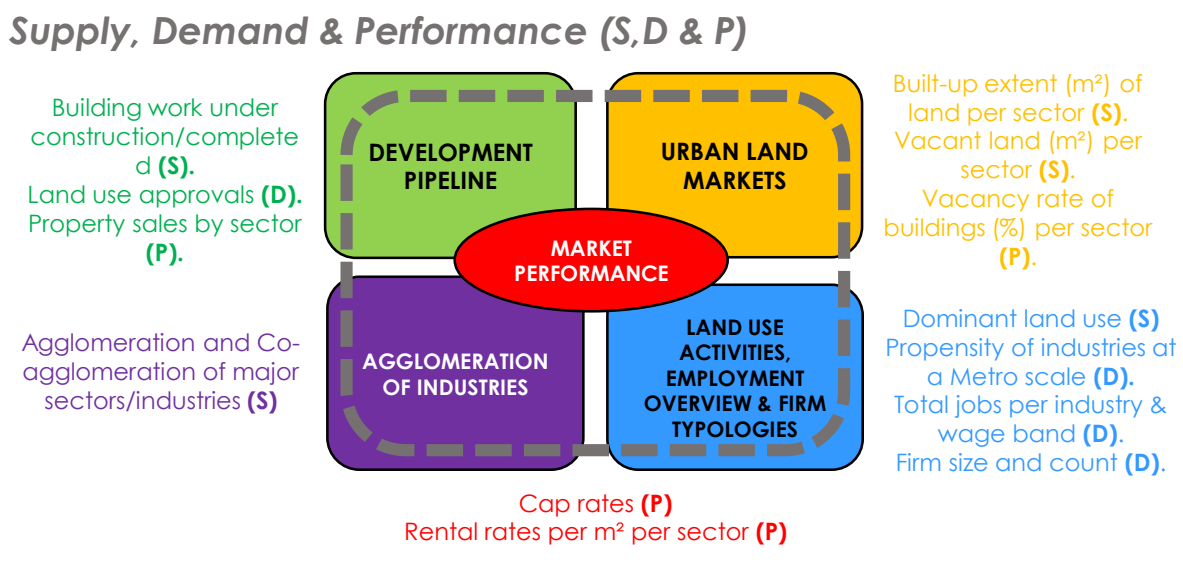
- [Economic Performance Indicators for Cape Town](#)
- [Regional Market Analysis and Intelligence 2023/24](#)
- [Provincial Economic Review and Outlook \(PERO\)](#)
- [Municipal Economic Review and Outlook \(MERO\)](#)

WHY

VALUE PROPOSITION	CHALLENGES /OBJECTIVES TO ADDRESS	AREAS OF APPLICATION
<p>Promoting economic infrastructure in support of economic growth and job creation.</p> <p>Supports internal and external collaboration around data and spatial intelligence.</p> <p>Supports the spatially differentiated investment rationale of the MSDF and DSDFs.</p>	<p>Urban Growth Planning (Non-res growth estimates): Determine where to accommodate non-res growth.</p> <p>Spatial intelligence: Location-based supply and demand factors.</p> <p>Enhanced spatial policy: Evidence-based analysis on Cape Town's space economy informing a policy framework.</p>	<p>Land Use Model 2050 update.</p> <p>Replacement of the static and dated ECAMP with an updated, automated economic analysis tool.</p> <p>Support: Business retention & expansion initiatives.</p> <p>Data foundation behind MSDF Policy Statement 4.</p>

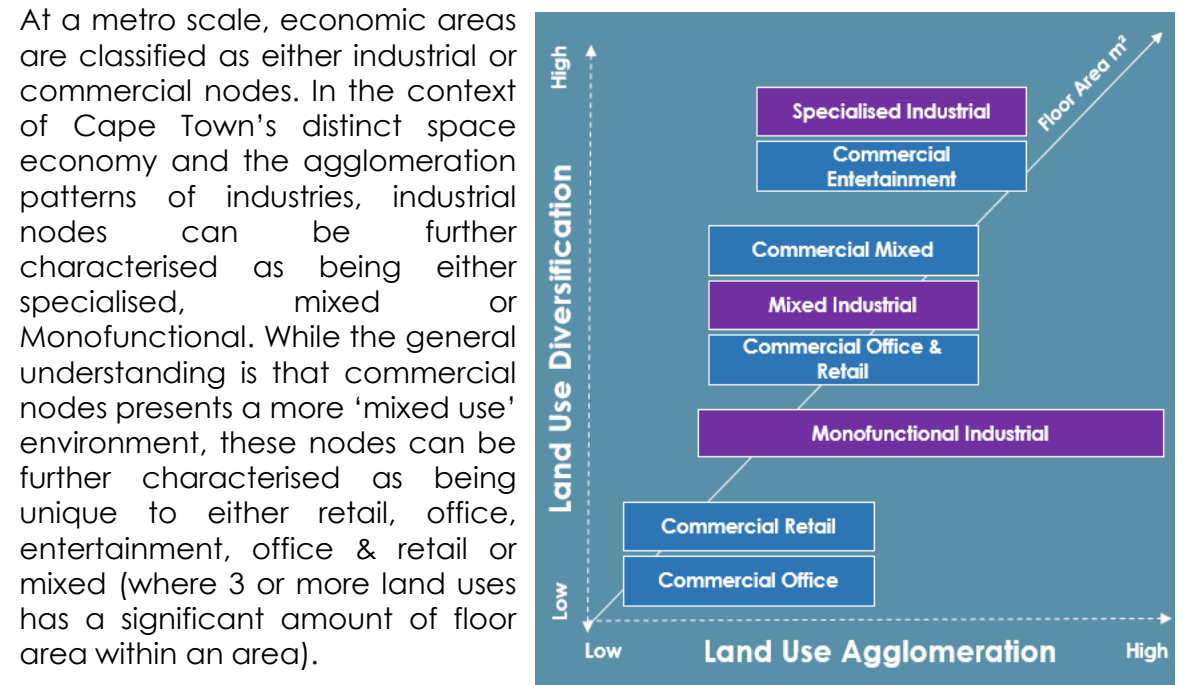
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WHAT



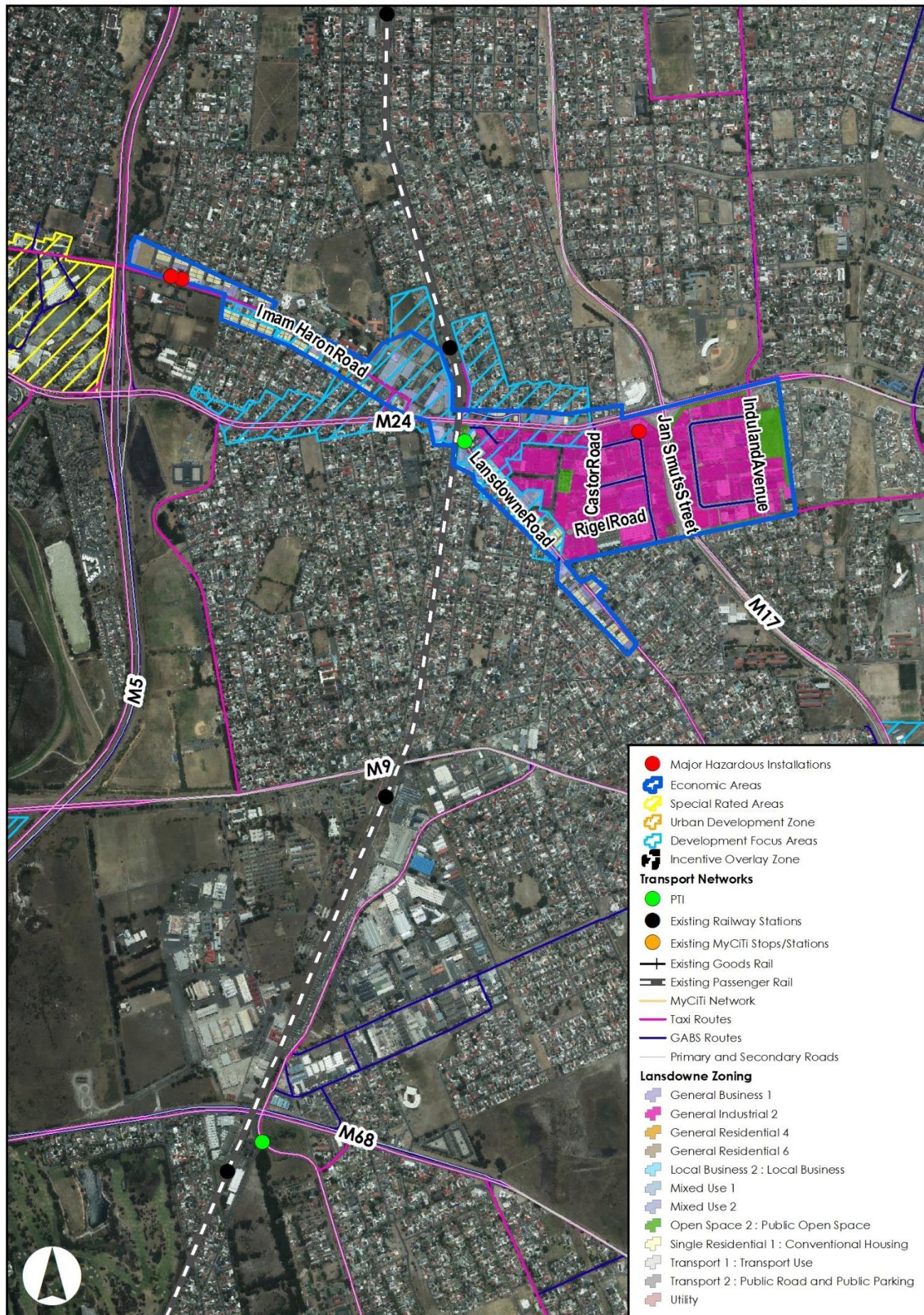
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HOW



Agglomeration of industries
Market performance
Performance & Potential

INTRODUCTION



LANSDOWNE INDUSTRIAL

Location

- The area is approximately 15km southeast of Cape Town's Central Business District and the Port of Cape Town. Furthermore, it is located 13km from Cape Town International Airport.
- It is also situated near the M5 highway and other connector routes, allowing access to other areas across Cape Town.
- The area is serviced by rail, GABS and taxis.
- Access to a skilled workforce from surrounding areas, includes the broader Lansdowne, Hanover Park, Ottery and Manenberg areas.

Zoning, land use and form

- The area is mostly divided into two sections along Imam Haroon Road. The one half between the M5 highway and the railway line is predominantly zoned for business and residential use. The other half between the railway line towards Jan Smuts Drive is predominantly zoned for industrial purposes.
- The broader area is mainly characterised by light industrial uses, which include warehousing, industrial park, flats, office and retail.
- The average land parcel sizes in the area range between 7500 – 2,500m², with a large number of land parcels extending beyond 2,500m².

Spatial planning mechanisms

- The area has been identified as a Development Focus Area in terms of the Cape Flats District Spatial Development Framework.

Key highlights of the area include:

- The area started to develop in the 1950s and has developed into an industrial economic area.
- The area is situated near Lansdowne railway station and the future MyCiti route (currently under construction), which aims to offer easy access to major transport links, making it convenient for employees and customers.

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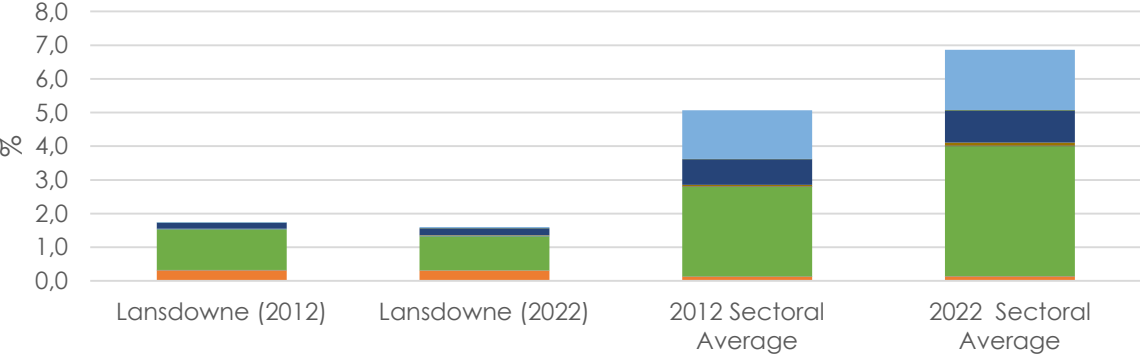
Performance & Potential

LAND USE ACTIVITIES

A recent analysis involved converting land use codes from the General Valuation Roll (GV Roll) into Standard Industrial Classification (SIC) codes. This was done to determine the prevalence of industries operating in areas with similar characteristics.

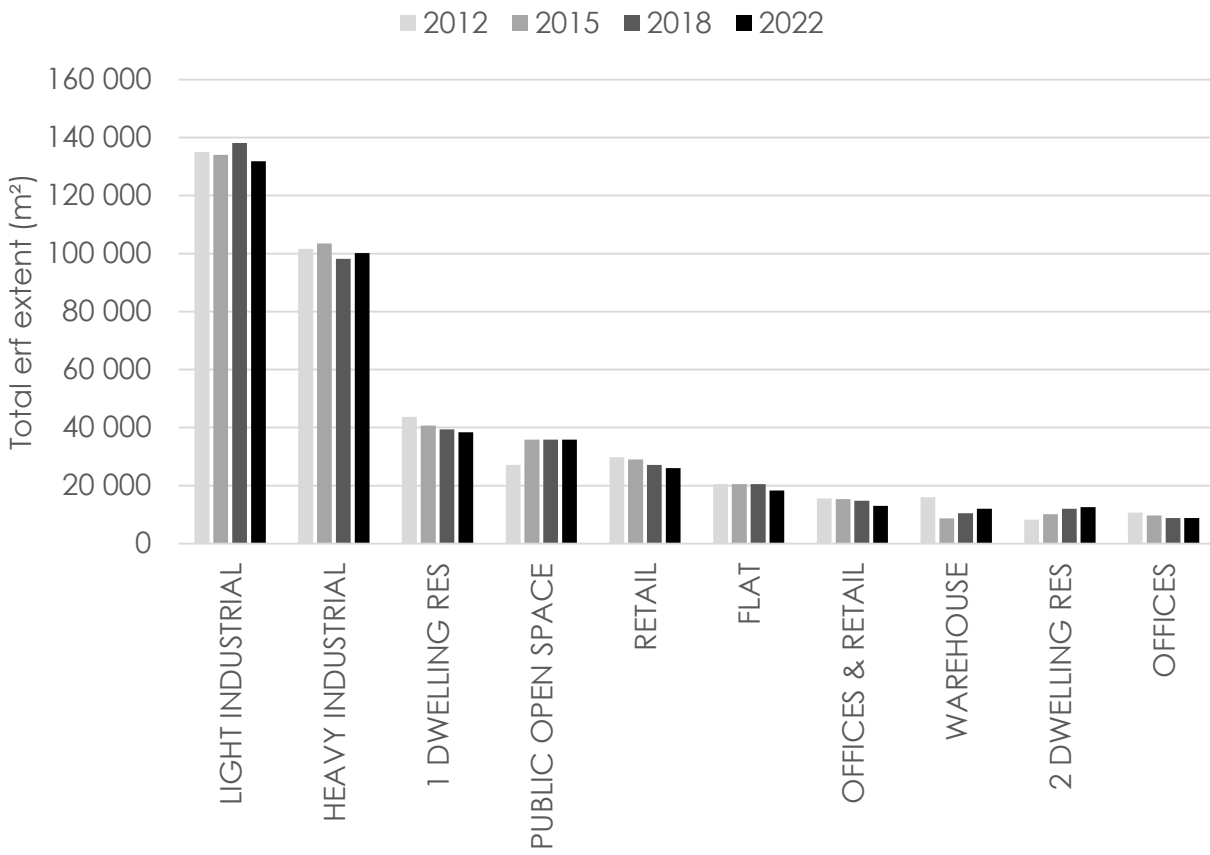
- Between 2012 and 2022, Lansdowne industrial was primarily characterised by a greater propensity for manufacturing, transport & storage and household activities/services, as indicated by the **Nodal Typology**. This typology highlights the industries with the largest floor area (m²) operating within the economic area.
- The **MetroScale Benchmarking** positions Lansdowne industrial as a contributor to manufacturing and transport & storage, which performs lower than the above sectoral average, but higher for household activities/services when compared to other industrial areas across Cape Town.
- Additionally, the GV Roll supports the findings from the SIC data by showing the **dominant land use** over time. It details the cumulative floor area (m²) for light and heavy industrial, warehousing, retail, flats, offices and open spaces.

METROSCALE BENCHMARK

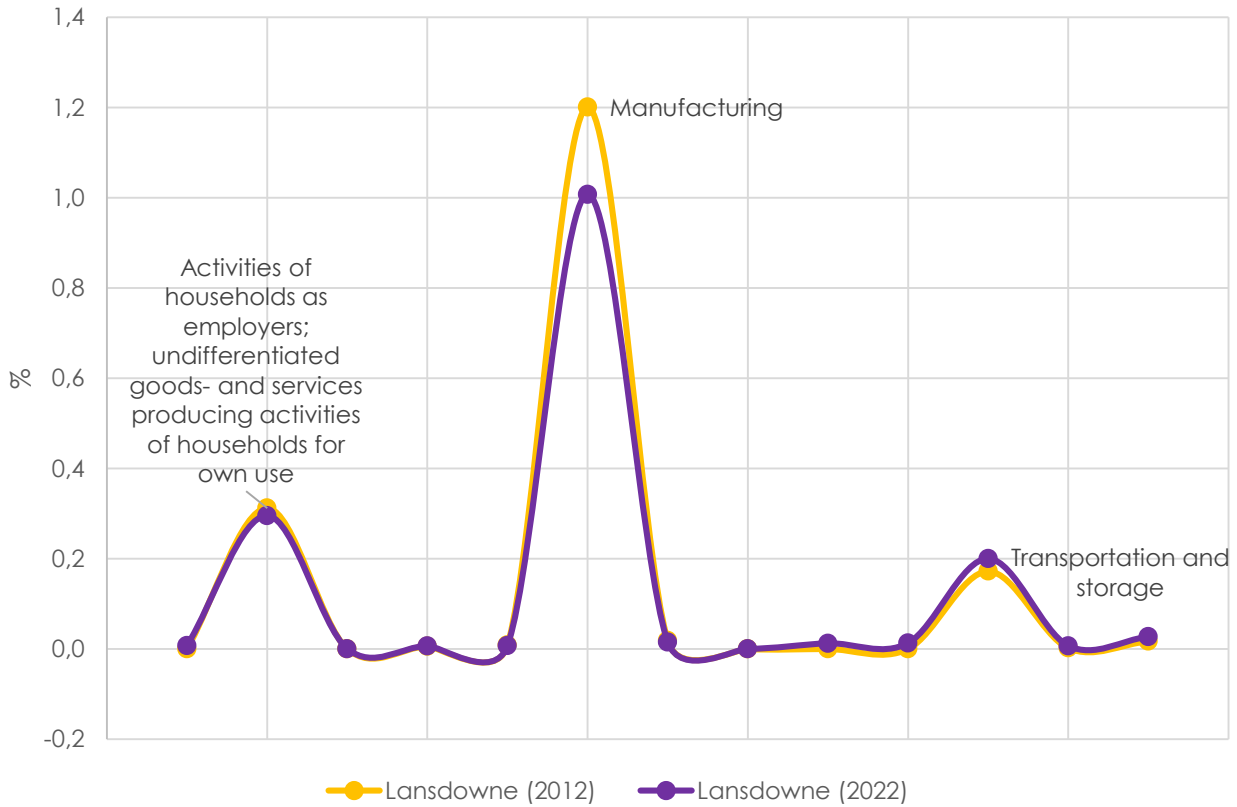


- Wholesale and retail trade; repair of motor vehicles and motorcycles
- Water supply; sewerage, waste management and remediation activities
- Transportation and storage
- Real estate activities
- Public administration and defence; compulsory social security
- Professional, scientific and technical activities
- Other service activities
- Manufacturing
- Human health and social work activities
- Financial and insurance activities
- Arts, entertainment and recreation
- Activities of households as employers; undifferentiated goods- and services producing activities of households for own use
- Accommodation and food service activities

TOP 10 MOST DOMINANT LAND USES BETWEEN 2012 AND 2022



NODAL TYPOLOGY FOR 2012 AND 2022



Source: 2012 – 2022 land use codes converted to SIC codes (May 2024 analysis)

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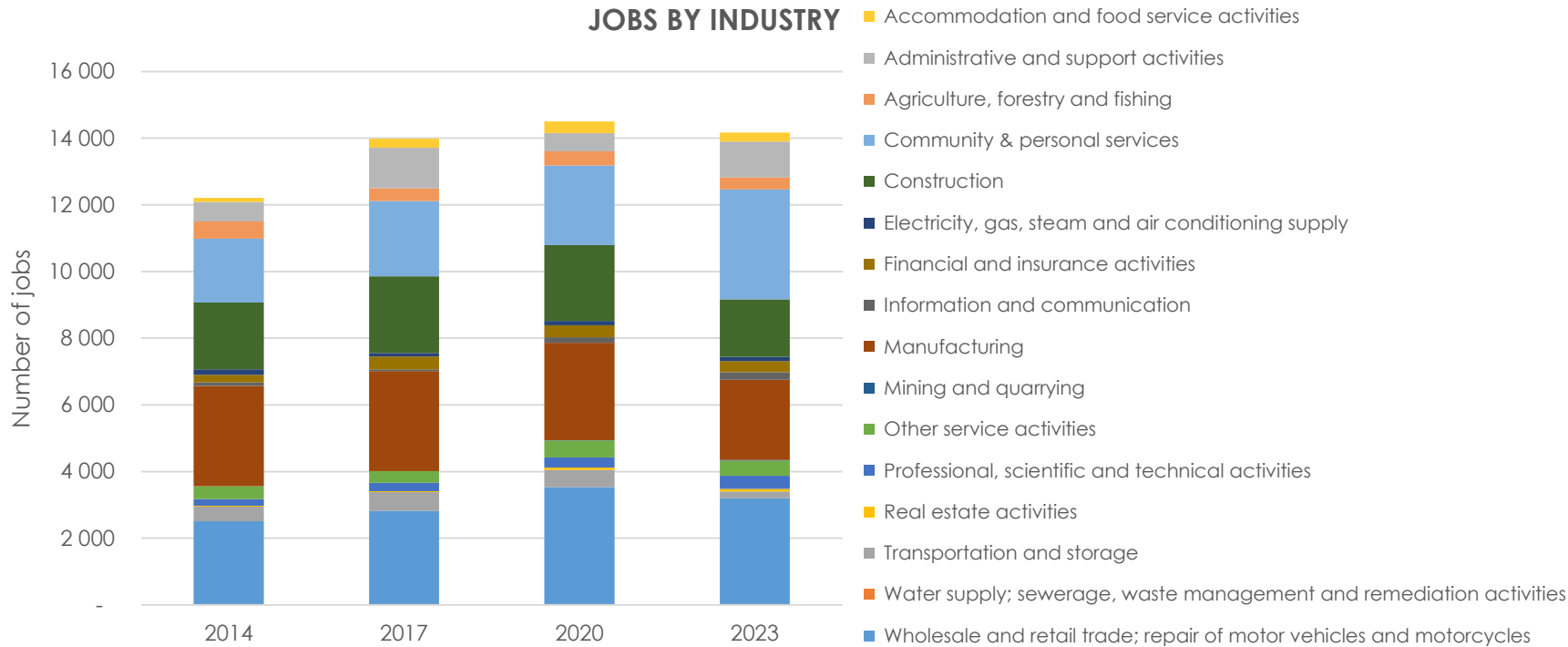
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EMPLOYMENT OVERVIEW & FIRM TYPOLOGIES

JOBS BY INDUSTRY



Jobs/Firms

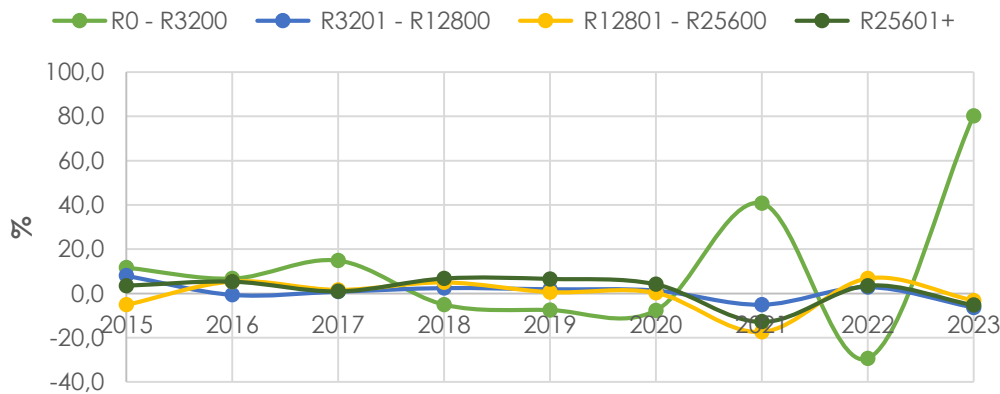
The number of job opportunities surrounding Lansdowne industrial area increased from 12,000 to 14,000 between 2014 and 2023. Most jobs were equally concentrated in community & personal services, manufacturing, with smaller concentrations in administrative services and construction.

The total number of firms fluctuated between 2014 and 2021, with an overall number of 700 firms as of 2021. While small firms have been the most dominant, there is also a significant presence of medium-to-large firms, including micro firms.

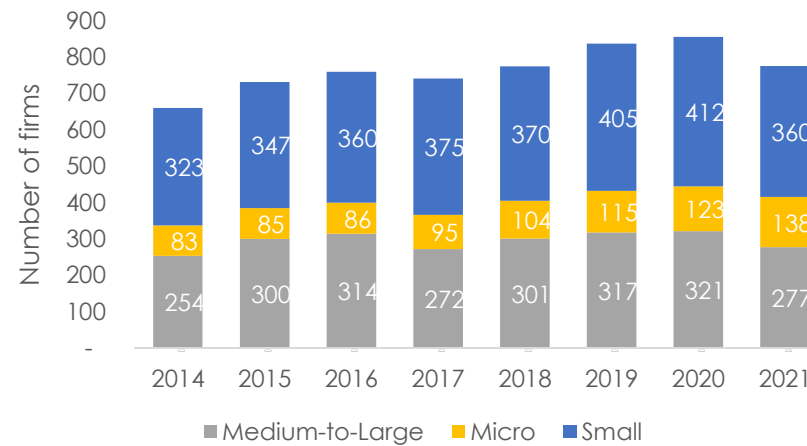
Income bands

The income bands indicate the skill levels of the employed workforce. The data suggests that a larger proportion of employees earn up to R12,800. However, there is also a considerable number of employees earning beyond R12,800.

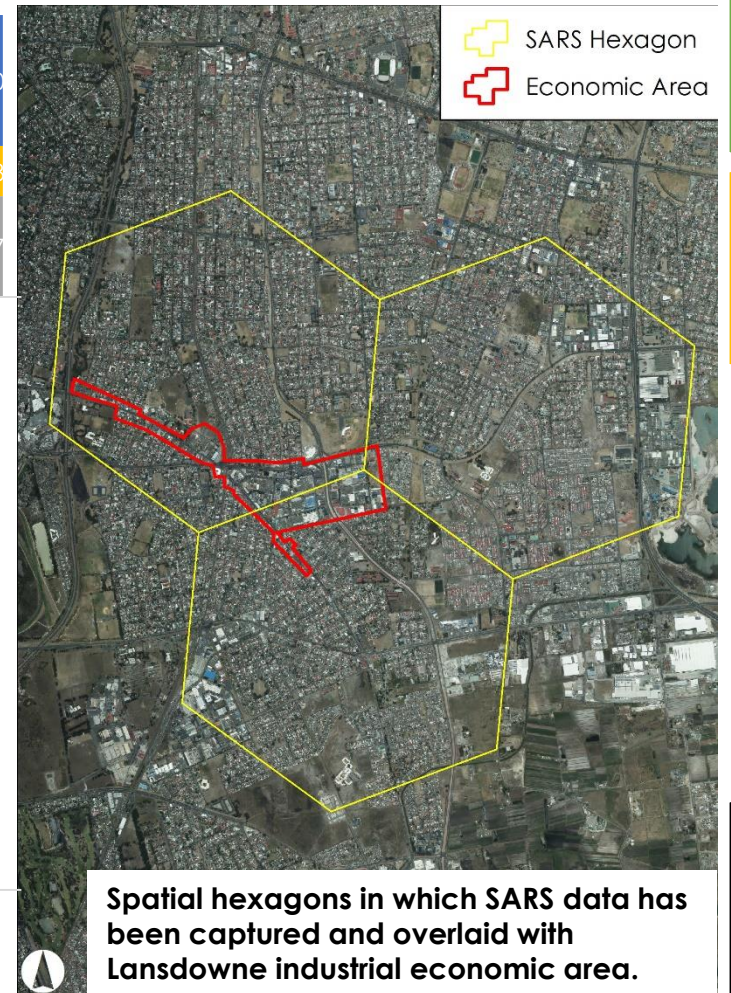
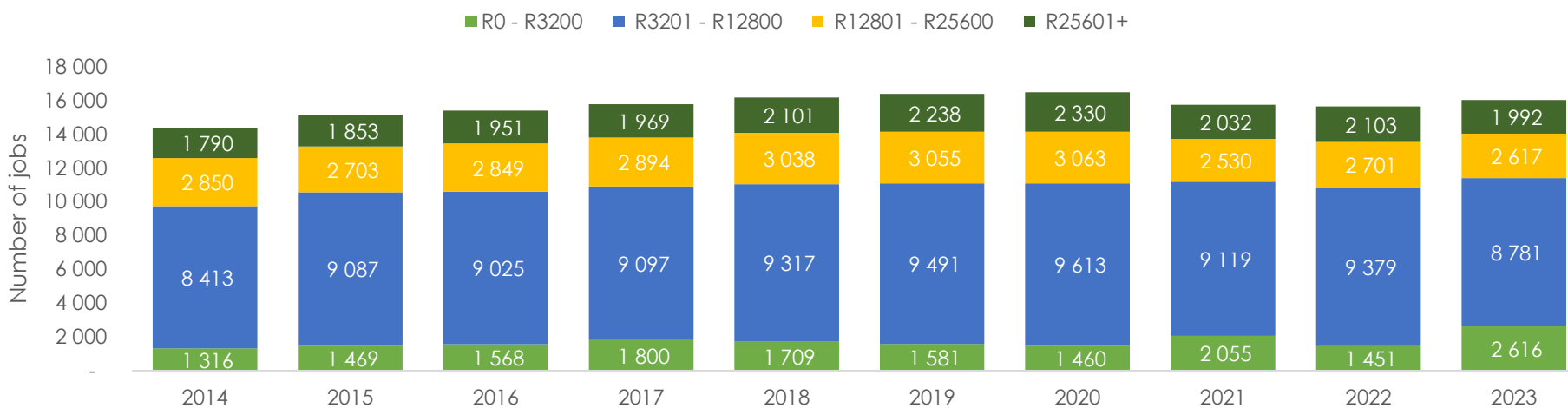
YEAR ON YEAR % CHANGE OF FULL TIME EMPLOYMENT WITHIN EACH WAGE BAND



NUMBER OF FIRM TYPOLOGIES



FULL TIME EMPLOYMENT BY WAGEBAND



Spatial hexagons in which SARS data has been captured and overlaid with Lansdowne industrial economic area.

Source: SARS data extract for period between 2014 and 2023. Firm size data only available between 2014 and 2021.

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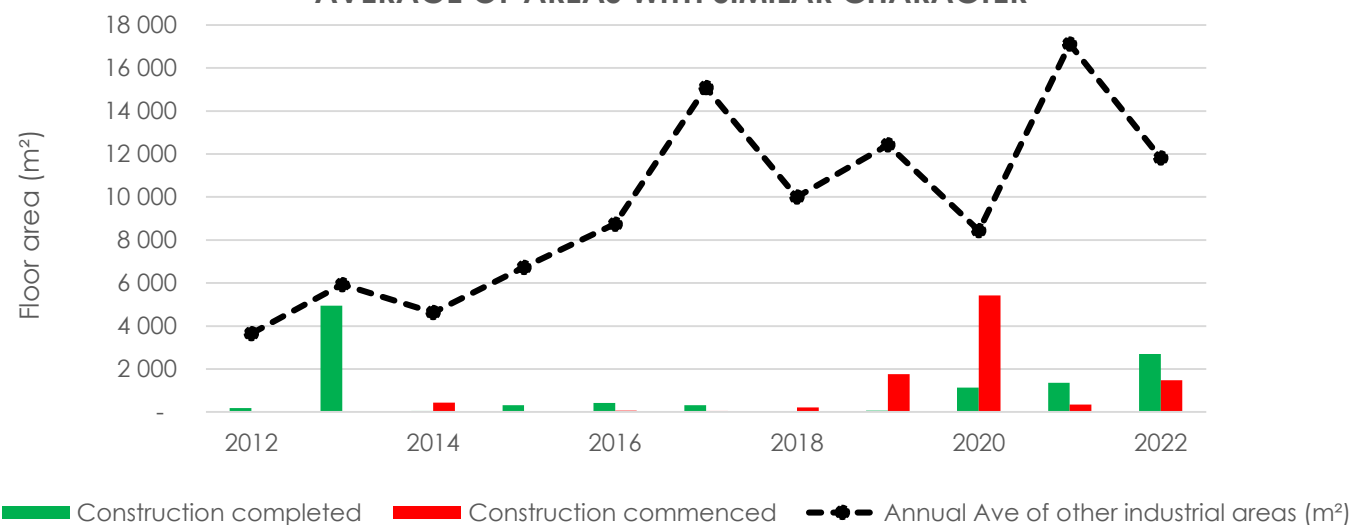
Performance & Potential

DEVELOPMENT PIPELINE

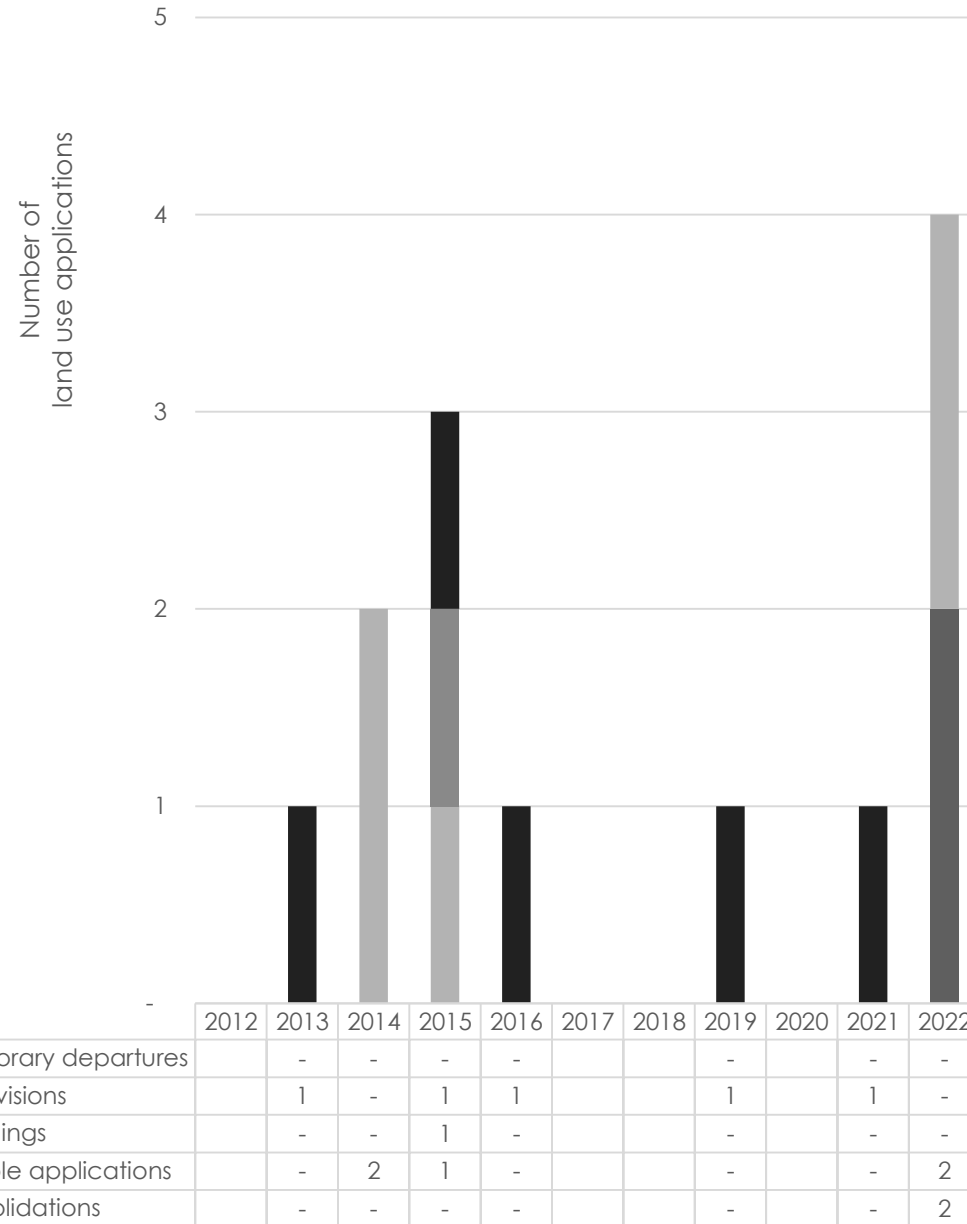
PROPERTY SALES BY SECTOR



BUILDING WORK COMPLETED/UNDER CONSTRUCTION RELATIVE TO AVERAGE OF AREAS WITH SIMILAR CHARACTER



APPROVED LAND USE APPLICATIONS



Temporary departures	-	-	-	-	-	-	-	-	-	-
Subdivisions	1	-	1	1	-	-	1	1	-	-
Rezoning	-	-	1	-	-	-	-	-	-	-
Multiple applications	-	2	1	-	-	-	-	-	-	2
Consolidations	-	-	-	-	-	-	-	-	-	2

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Property sales

Property sales for the residential sector were the highest amongst the sectors and mostly fluctuated, but experienced a spike in 2016 and 2021. Both the industrial and commercial sectors' property sales mostly fluctuated consistently over the past decade, which started to taper down towards 2023. A minimal number of vacant property sales were also recorded in 2021, aligned with spikes also experienced in other sectors.

Land use applications

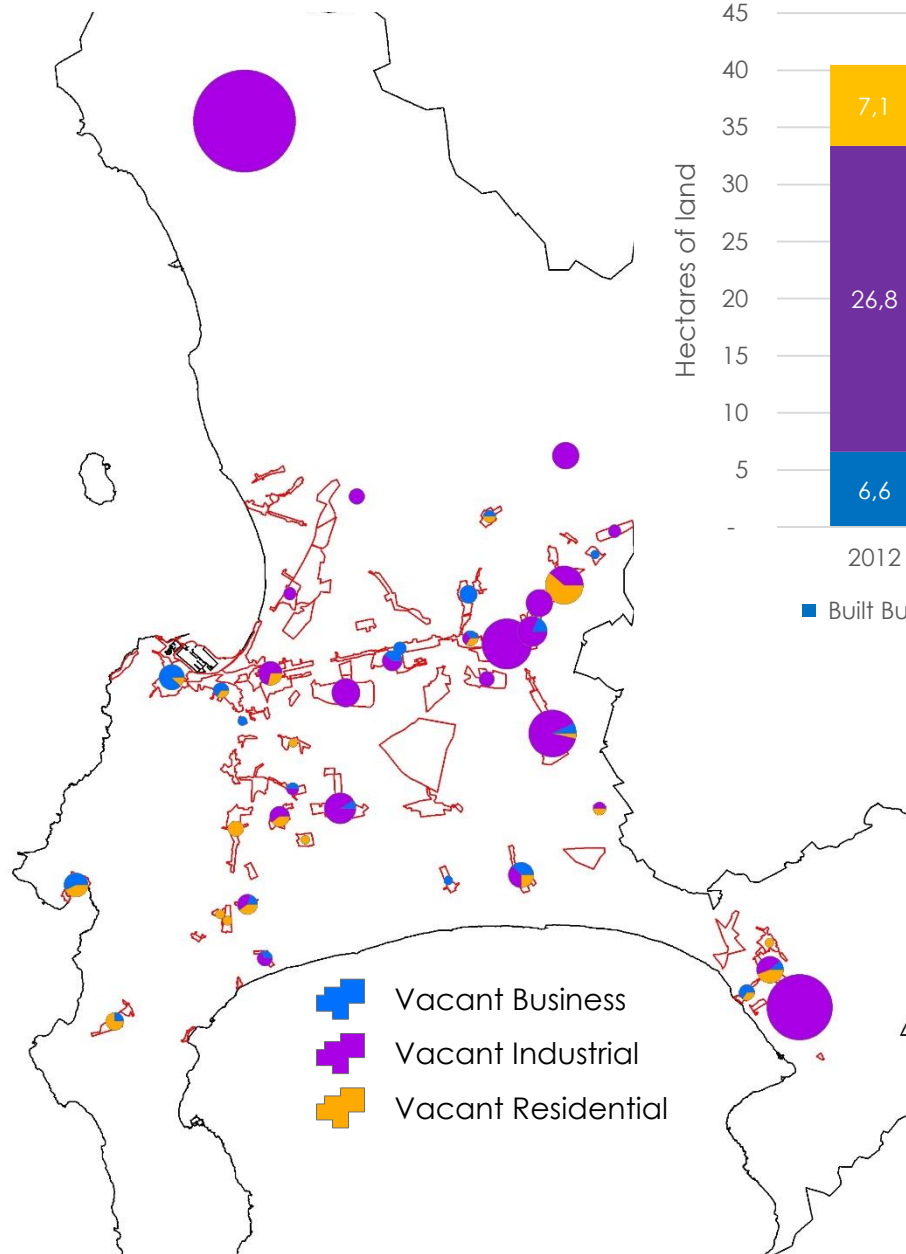
The area experienced minimal approvals granted, with most approvals granted for multiple applications and consolidations. Multiple application approvals may include a combination of the types seen in the graph.

Building plans

Following on from property sales and land use approvals, building work activity has mostly been minimal over the past decade, where it experienced an increase in 2013, 2020 and 2022, although remaining below the metro's annual average when compared to other industrial areas.

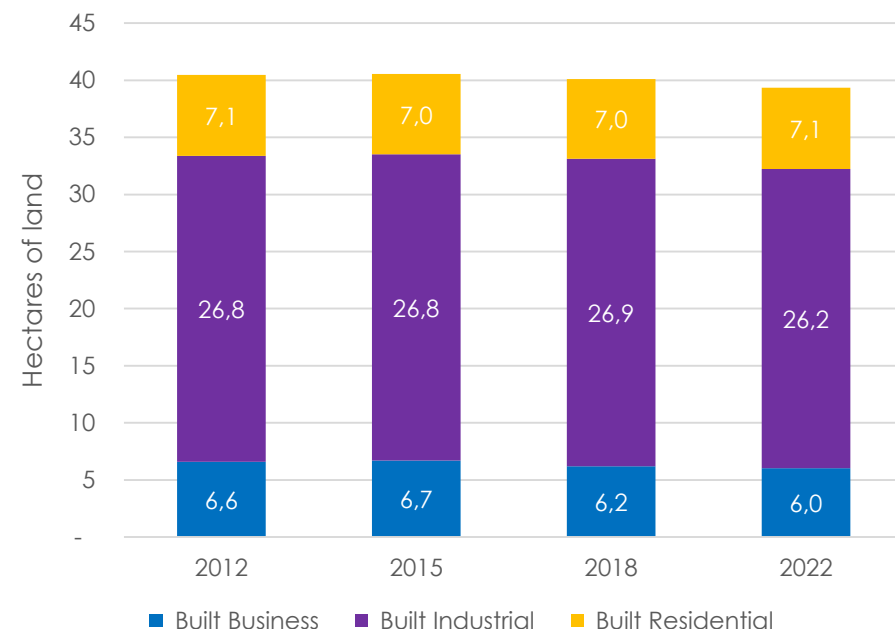
LAND USE CHANGE & VACANCY RATES

VACANT LAND ACROSS CAPE TOWN (GV 2022)*

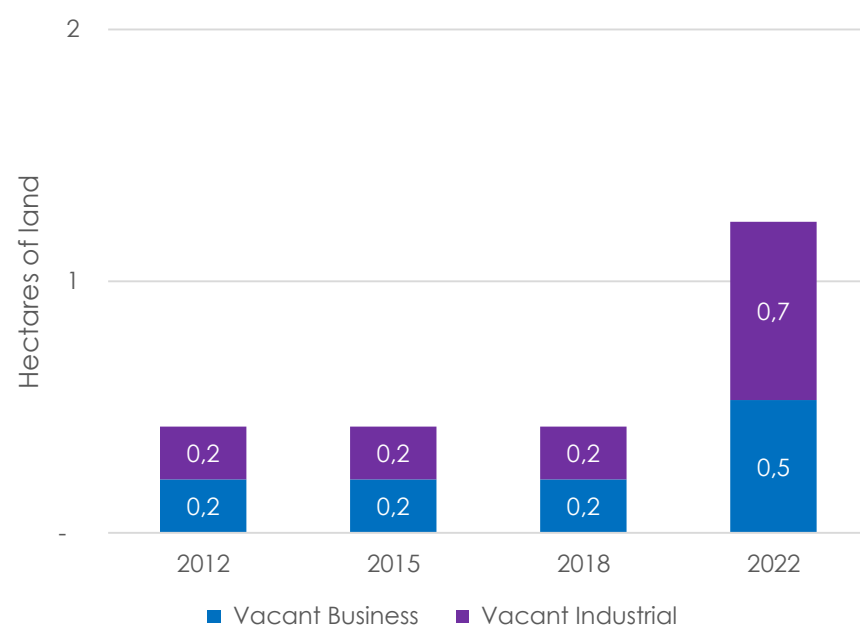


■ Vacant Business
■ Vacant Industrial
■ Vacant Residential

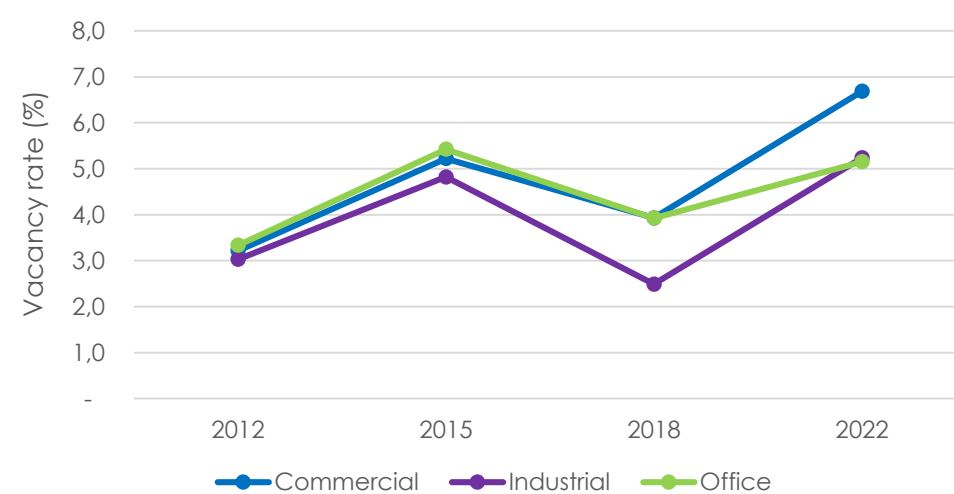
BUILT-UP LAND EXTENT BY SECTOR (TOTAL ERF EXTENT)



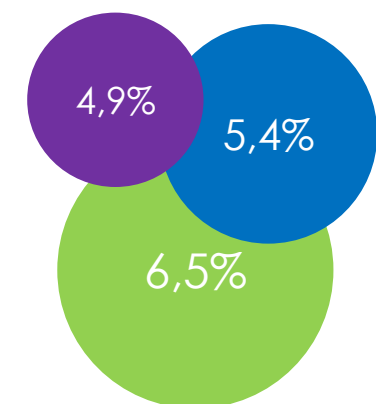
VACANT LAND EXTENT BY SECTOR (TOTAL ERF EXTENT)



AVERAGE VACANCY RATE OF EXISTING BUILDINGS



METRO AVERAGE: VACANCY RATES PER SECTOR FOR 2022*



Number of land parcels that are vacant by size

Erf Size	Commercial	Industrial	Residential
1) 1-250m ²			
2) 251-500m ²	1		
3) 501-1000m ²			1
4) 1001-2500m ²	1		1
5) 2501-5000m ²	1	2	
6) 5001-10000m ²			
7) >10000m ²			

Vacant Land

The map illustrates the latest General Valuation Roll (2022) by showcasing vacant land across the metropolitan area. It complements the 2022 bar graph depicting available vacant land. The region has remained stable in terms of the built-up land, with minimal vacant land available as of 2022, indicating a developed area. Additionally, the remaining vacant land is categorised based on the number and size of the land parcels, as reflected in the accompanying table.

Vacancy Rates

Alongside vacant land, the vacancy rates for existing buildings in the commercial and office sectors have increased from 3,3% in 2012 to 6,7% and 5,2% in 2022, respectively. The industrial sector also increased from 3% in 2012 to 5,2% in 2022.

Source: City's General Valuation Roll and Market Reports

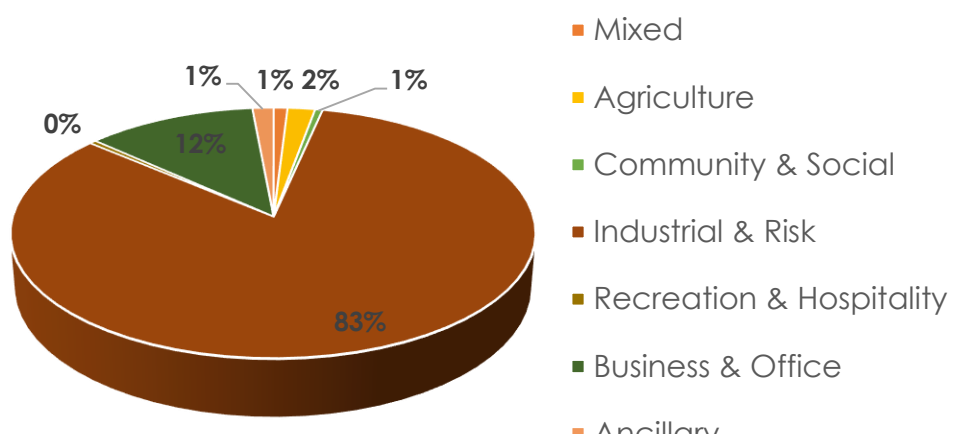
*A metro view that provides further context relative to this economic area.

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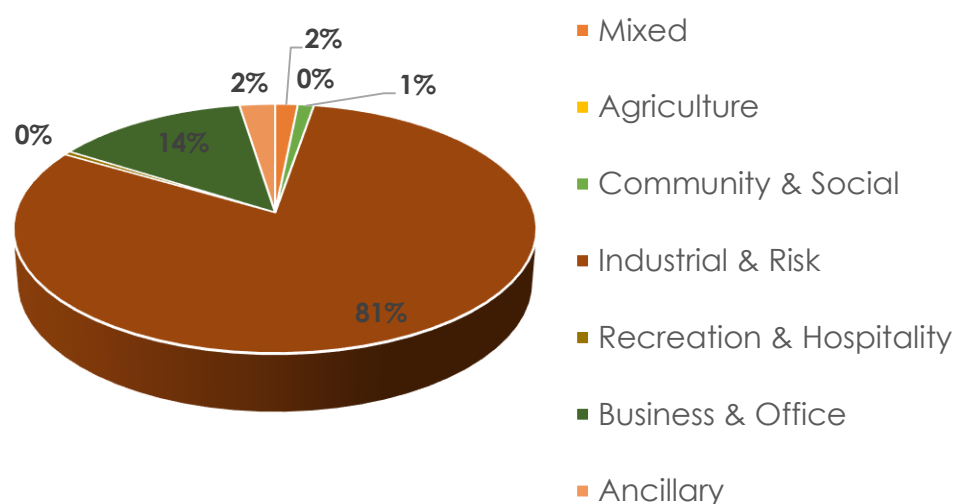
AGGLOMERATION OF INDUSTRIES

SECTORAL AGGLOMERATION AND CO-AGGLOMERATION RELATIONSHIPS

% OF LAND USE GROUPS (2012)



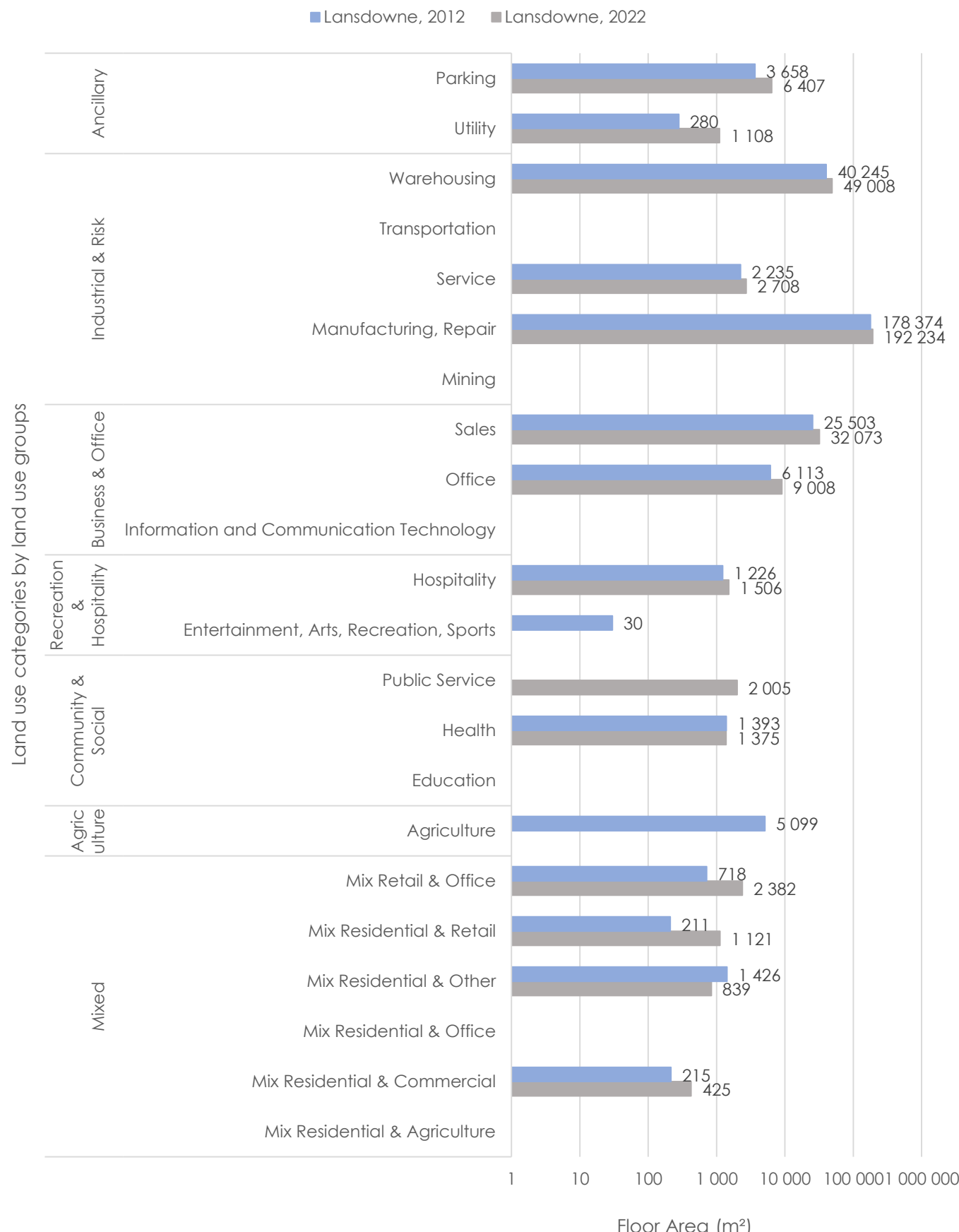
% OF LAND USE GROUPS (2022)



The pie charts illustrate the percentage distribution of land use groups in the Lansdowne industrial area, based on the cumulative floor area (m²) across various land uses. As shown in the charts, the Industrial & Risks group has consistently been the dominant category in both 2012 and 2022, with other groups primarily supporting this leading land use.

Additionally, the bar graph provides a comparative analysis of land use categories between 2012 and 2022, highlighting the co-agglomeration of these categories within each land use group. In particular, the manufacturing, repairs, sales, and warehousing land uses have shown growth over this period. There is also a notable presence of other land uses, which can be seen to be in support of the most dominant land uses.

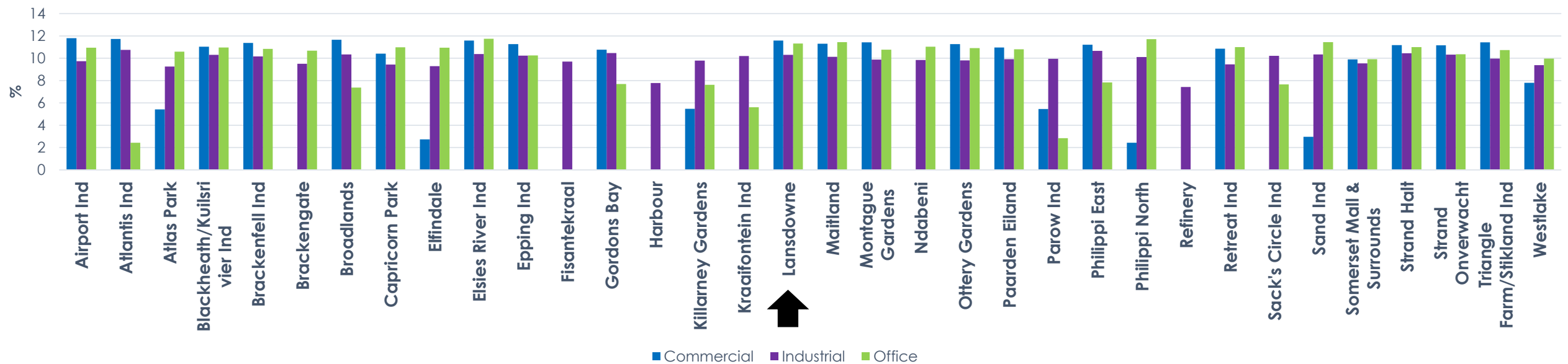
FLOOR AREA PER LAND USE CATEGORY FOR 2012 AND 2022



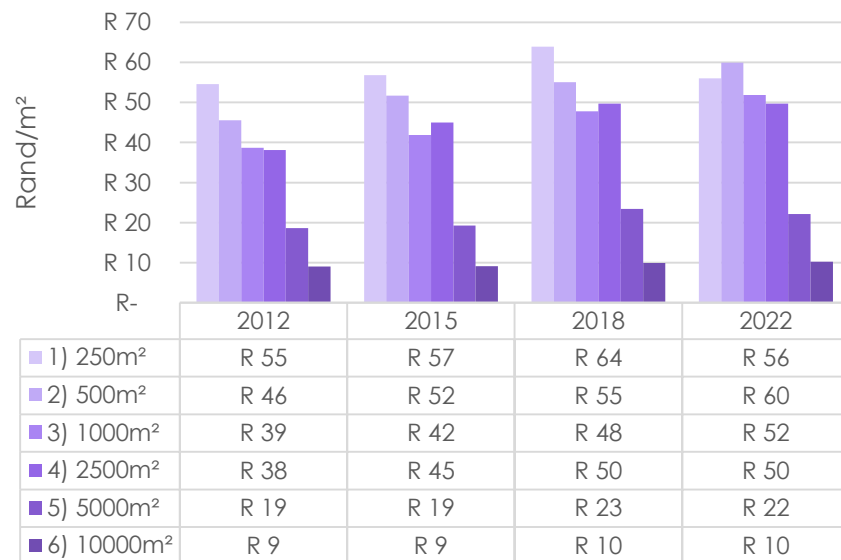
Source: Analysis of GV data (May 2024)

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AVERAGE CAPITALISATION RATE OF LANSDOWNE INDUSTRIAL IN RELATION TO OTHER INDUSTRIAL AREAS FOR THE PERIOD BETWEEN 2012 AND 2022



INDUSTRIAL RENTALS

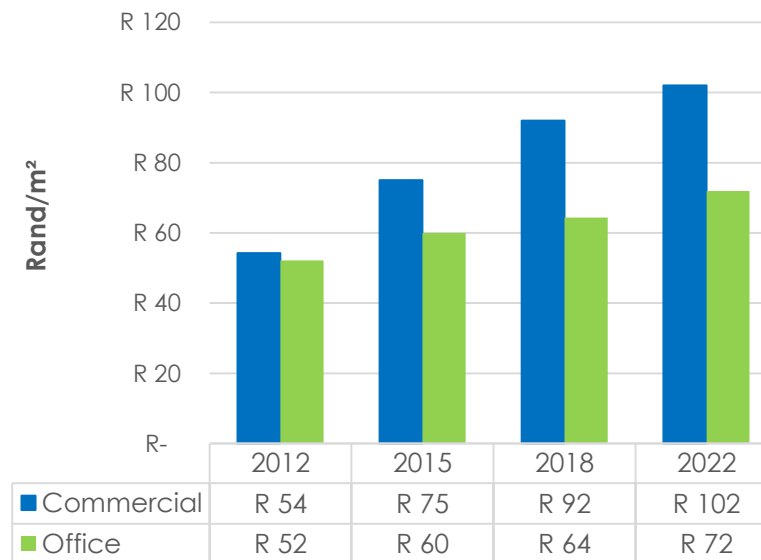


Rental rates

Rental rates across all industrial space gradually increased between 2012 and 2018, but started to decrease in 2022. Higher rental rates are observed within the smaller industrial spaces.

Both commercial and office rentals have gradually increased from 2012 to 2018, with rental prices being higher for commercial space.

COMMERCIAL AND OFFICE RENTALS



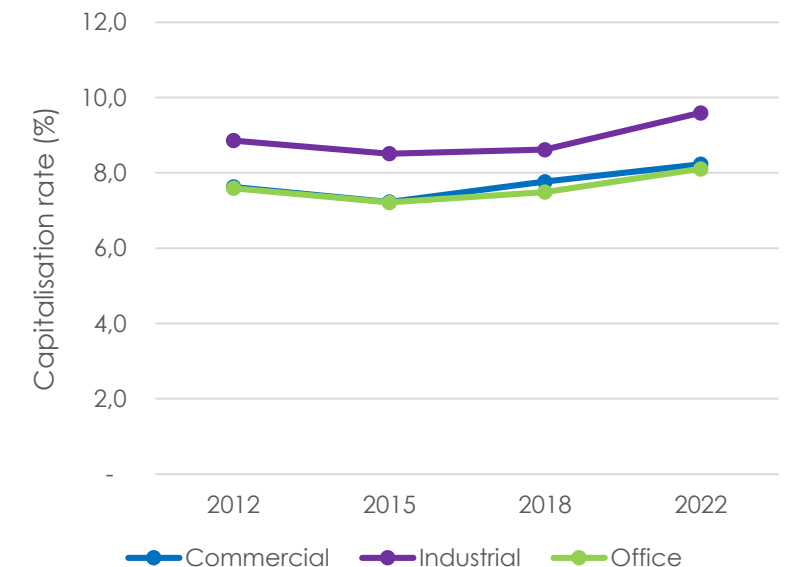
Comparative view on capitalisation rates

The average capitalisation rate between 2012 and 2022 for commercial, industrial and office sectors was 11,59%, 10,3% and 11,32%, respectively and further indicates its competitiveness relative to other industrial areas.

Year-over-year capitalisation rates for the industrial sector increased from 8,9% to 9,6%, while the office and commercial sector also experienced similar increases from 7,6% to 8,1%.

- Higher cap rates = higher investment risk.
- Lower cap rates = lower investment risk.

CAPITALISATION RATES



PERFORMANCE & POTENTIAL

The scores provided below summarise the detailed information presented throughout this profile. The method used to calculate Performance and Potential is based on several measurable individual indicators. The **scoring system ranges from 0 to 5, where 0 indicates low performance or potential and 5 indicates high performance or potential**. This profile compares either to Cape Town CBD (Commercial) or Montague Gardens (Industrial), depending on the classification of the economic area, as these two areas have attracted the most new floor area between 2012 and 2022 within their respective classifications.

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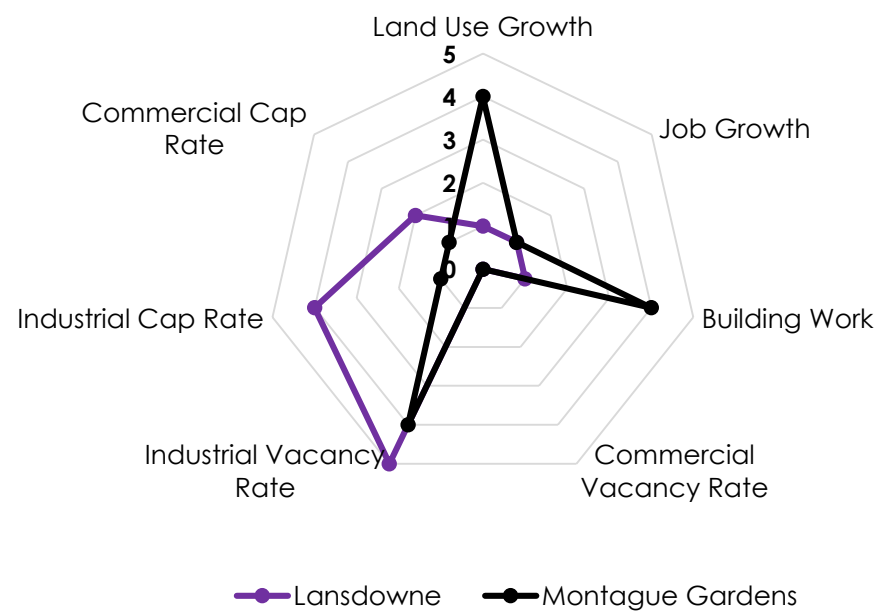
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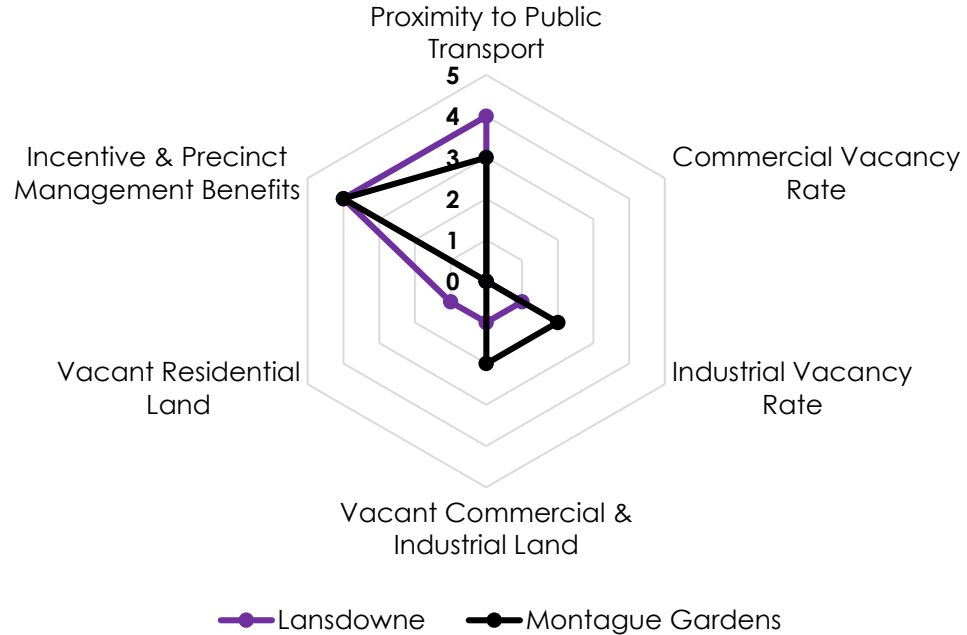
Market performance

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PERFORMANCE



POTENTIAL



Indicator		Description
Performance	Land Use Growth	Measures the growth of new floor area (m ²) from 2012 to 2022 within an economic area, compared to other economic areas of similar classification. More growth indicates better performance. Source: General Valuation Roll.
	Job Growth	Measures the percentage change in jobs within an economic area from 2014 to 2023, comparing this data against other economic areas of similar classification. A higher job prevalence indicates better performance. Source: SARS as of May 2024.
	Building Work	Measures building work activity (new and improved m ²) within an economic area from 2012 to 2022, compared to other economic areas of similar classification. Increased building work activity indicates better performance. Source: City's DAMS.
	Vacancy Rate	Measures the average vacancy rates for the commercial and industrial sectors as of 2022, compared to other economic areas of similar classification. Lower vacancy rates indicate better performance. Source: City's Market Reports.
	Capitalisation Rate	Measures the percentage change in capitalisation rates for the commercial and industrial sectors during the years 2012, 2015, 2018, and 2022, comparing them to other economic areas of similar classification. A lower average percentage change between these periods indicates greater maturity and consequently, higher performance. Source: City's Market Reports.
Potential	Proximity to Public Transport	Assess the accessibility of various public transport modes near an economic area. Greater access to multiple transport modes indicates higher potential. Source: City's UPD, spatial analysis.
	Vacant Land	Assess the availability of vacant land in the commercial, industrial and residential sectors. A higher amount of vacant land across these three sectors as of 2022 indicates greater potential. Source: General Valuation Roll.
	Vacancy Rate	Measures the average vacancy rates for the commercial and industrial sectors as of 2022, compared to other economic areas of similar classification. Higher vacancy rates indicate greater potential. Source: City's Market Reports.
	Incentive & Precinct Management Benefits	Evaluate the spatial overlap, whether partial or complete, of incentive areas and established precinct management tools within each economic area. A greater degree of overlap suggests increased potential. Source: City's UPD, spatial analysis.