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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT
Directorate: Planning and Economic Development
Direktoraat: Beplanning en Ekonomiese Ontwikkeling

Municipality - Munisipaliteit
Stellenbosch
04 OCT 2024
Office of the Municipal Manager
Kantoor van die Munisipale Bestuurder

File Ref:

FOR SUBMISSION TO THE MUNICIPAL MANAGER

ROUTE FORM:

SECOND ANNUAL REVIEW OF THE AMENDED IDP/MSDF/CEF AS PART OF IDP REVIEW PROCESS 2024/2025

FORWARD	SIGNATURE	DATE
Bernabe de la Bat **Manager: Spatial Planning, and Heritage Resources Management**		19 / 09 / 2024
Jeremy Benjamin Pr Pln **Senior Manager: Development Planning**		20 / 09 / 2024
Stiaan Carstens Pr Pln **Senior Manager: Development Management**		20 / 09 / 2024
Shane Chandaka **Director: Infrastructure Services**		20/9/24 / 2024
Kevin Carolus **Chief Financial Officer**		30 / 09 / 2024
Anthony Barnes Pr Pln **Director: Planning & Economic Development**		26 / 9 / 2024
Geraldine Mettler **Municipal Manager**		30 / 9 / 2024

Please can we use the correct format of the item. Should this not be a Council item / Please put on agenda of Directors 7/10.

PLEASE RETURN COPY via email to: The office of Manager: Spatial Planning, and Heritage Resource Management (2nd Floor, NPK Building) at viola.anthony@stellenbosch.gov.za

Purpose:
Delegation,
Executive ect

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To	:	**Director: Development Planning and Economic Development**
Author	:	**Senior Spatial Planner**
Reference	:	**Review of MSDF (2nd annual review)**
Date	:	**18 September 2024**
Re	:	**Second Annual Review of MSDF as part of IDP review process 2024/25**

1. PURPOSE

The purpose of this memorandum is threefold:

- Firstly, it is to present the background of the reviewed and amended IDP/MSDF/CEF, 2023 (1st annual review) as part of the 5th Generation IDP Process Plan 2023/2024.
- Secondly, to present the process and performance measurement assessment required for the 2nd annual internal review of the current approved Amended IDP/MSDF/CEF, as part of the IDP review process for 2024/2025.
- Thirdly, it is to assess and comment on the MSDF related comments received during the IDP public participation process for presentation to and consideration by the Municipal Council as part of the development of the IDP Process Plan for 2025/2026.

2. BACKGROUND ON THE 1ST ANNUAL REVIEW, AMENDMENT, AND ADOPTION OF THE STELLENBOSCH IDP/MSDF/CEF, 2023 AS PART OF THE IDP PROCESS PLAN 2023/2024

The need for all Municipalities (Metropolitan, Local, and District) to have Spatial Development Frameworks (MSDFs) as core components of their Integrated Development Plans (IDPs) has been a legislative requirement for the past 24 years, since the implementation of the Municipal Systems Act, Act 32 of 2000 (MSA). Over the past 24 years our understanding of the importance of MSDFs has improved. In this period three further pieces of legislation have been introduced, namely the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) (SPLUMA), the Western Cape Land Use Planning Act, 2014 (Act No. 3 of 2014) (LUPA), and the Stellenbosch Municipality Land Use Planning By-law (2023), which have further clarified the role and importance of MSDFs. Specifically, these legislations have provided the further needed detail on the content of MSDFs and the administrative processes to be followed for review, amendment, and adoption of MSDFs.

Given that the MSA makes it clear that an MSDF (including the Capital Expenditure Framework (CEF) is a core component of an IDP, it follows that the process requirements prescribed by the MSA in respect of an IDP, must apply to a MSDF. In the Stellenbosch Municipality context, Council approved the commencement of the proposed review and amendment process of the Municipal Spatial Development Framework, 2019 (MSDF) and Capital Expenditure Framework, 2021 (CEF) to achieve strategic, spatial, and financial alignment and to enable the coordination of policies within the municipality. In doing so, an integrative strategic, spatial and financial planning approach was followed to avoid the duplication of efforts and to ensure maximum positive impact from the investment of resources with specific consideration to the adoption of the catalytic projects as approved in the Adam Tas Corridor Local Area Spatial Development Framework, 2022 (ATC LASDF). This resulted in a reviewed and amended MSDF and CEF which was supported and adopted at a Council Meeting dated 27 June 2023. For further details refer to the attached report as **Appendix A**, and the Council minutes attached as **Appendix B**.

The final adopted IDP/MSDF/CEF were incorporated and adopted within the 2022-2027 IDP on 30 October 2023 (further referred to as the Amended IDP), with confirmation from the Western Cape Provincial MEC for Local Government, Environmental Affairs and Development Planning on compliance with the relevant legislative requirements received on 28 November 2023.

3. LEGISLATIVE REQUIREMENTS AND PROCESS FOR 2ND ANNUAL REVIEW OF THE AMENDED IDP/MSDF/CEF (2023) AS PART OF THE IDP PROCESS PLAN 2024/25

Section 34(a)(i) and (ii) of the MSA speaks directly to the need to "review" an MSDF annually in terms of the performance of the municipality with respect to the guidance provided in its MSDF, as well as at any time deemed necessary in response to changing circumstances[1]. The annual review allows for proactive monitoring of the implementation of the MSDF, while highlighting the need for actions that need to be taken to support the MSDF implementation on a sustained basis. It is also important to note that an annual review of the MSDF does not necessarily lead to or require an amendment of the MSDF.

Section 34(b) of the MSA goes on to say that this review of the Amended IDP/MSDF/CEF may result in there needing to be an amendment to the MSDF. If an amendment is required, **the process prescribed in regulation 3 of the Local Government: Municipal Planning and Performance Management Regulation, 2001 must be followed**. In addition, the requirements of section 20(3) in SPLUMA, and sections 10, 11, 12, or 13, and 14 of LUPA and sections 3, 4, or 5 and 10 of Stellenbosch Municipality Land Use Planning By-law (2023) must also be satisfied. Attached in Appendix C is the standard operating procedures for the amendment of a

[1] Changing circumstances generally refers to circumstances that are out of the control of the Municipality that have a substantive impact on the MSDF policies and proposals and could include e.g. changes in legislation, policy, norms or standards; disasters; trigger points being reached in terms of certain parameters; significant proposal for development in the municipal area that will result in significantly changed human settlement needs, socio-economic needs or altered natural environments; change in population growth; change in political leadership; new information etc.

MSDF, both in terms of an Intergovernmental Steering Committee (ISC) or without an ISC. It is important to note that when an amendment process is required due to recommendations from the review, or decision by Council, this process should be planned for and included in the IDP process plan developed in terms of section 28 and 29 of the MSA. Furthermore, it should be noted that the timeframe normally associated with an amendment process for the IDP/SDF/CEF ranges between 24 to 36 months.

To support municipalities with unpacking the legislative requirements and administrative processes, the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) and the national Department of Cooperative Governance have issued a practice note[2] and revised IDP guidelines[3]. For the annual review of the Amended IDP/MSDF/CEF (2023) this internal review was part of the IDP process plan 2024/25 (refer to **Appendix D**) and was undertaken based on the mentioned practice note and guidelines. Accordingly, and with regard to this internal desktop review of the MSDF, the following factors have been considered regarding the performance of a municipality concerning its MSDF, namely:

- Are the goals and objectives of the MSDF being reached by the municipality?
- Is the direction provided by the MSDF being brought into the compilation or amendments of relevant sector plans, e.g., the Integrated Transport Plan (ITP), Water Services Development Plan, Integrated Waste Management Plan, Air Quality Management Plan, Engineering Services master plans, the Human Settlements plan, etc.?
- Is the municipal budget spent in line with the priority development areas identified in the MSDF?
- What substantive development permissions (rezoning and subdivisions) has the municipality given in the past financial year?
    - Are these development permissions aligned with the objectives, principles, and policies set out in the MSDF?
    - What site-specific deviations did the Municipal Planning Tribunal (MPT) permit? What is the impact of these on the Municipal IDP/Budget/MSDF?
- Are implementation actions identified by the MSDF (including the CEF) being brought forward into the IDP, and SDBIPs and where relevant, budgeted for?
- Are implementation actions identified by the MSDF (including the Capital Investment Framework) included in the Strategic Plans and/or Annual Performance Plans and Budgets of relevant provincial and national government departments and state-owned entities?
- Do prior amendments suggest the municipality needs to commence with a compilation of a new MSDF?

The purpose of the annual review report will be to start highlighting and building up a list of what should inform the review of the Amended IDP in years 4 and 5 and what should be addressed in the next generation IDP (and MSDF/CEF) to be adopted for

[2] WCG: Department of Environmental Affairs and Development Planning. Municipal Spatial Development Frameworks Practice Note.2020
[3] RSA: Department of Cooperative Governance. Revised IDP Guidelines. 2020

the next 5-year term of office. Hence, the review will compile a list of issues to be dealt with when compiling the MSDF for the period 2028-2032[4].

3.1 METHODOLOGY AND PERFORMANCE MEASUREMENT ASSESSMENT FOR THE 2nd ANNUAL REVIEW OF THE AMENDED IDP/MSDF/CEF (2023)

One of the contributing factors to the lack of spatial transformation is that strategic policy seldom leads the implementation agenda of municipalities. Ideally, the infrastructure and built environment programmes of Municipalities should align with the spatial objectives of the MSDF, which is the 20-year plan for the management of the physical growth and development of the municipality. The MSDF, as the strategic and integrative spatial planning policy outlines the municipality's spatial agenda to its service directorates, ensuring that their sector plans, programmes, and projects are grounded in a sound common spatial logic, whilst the CEF, the Municipality's capital planning framework over the 10-year planning horizon, enables specific arrangements for prioritisation, mobilising, sequencing and implementing public and private infrastructural and land development investment ensuring maximum positive impact from the investment of scarce resources as agreed to by all stakeholders, while ensuring financial sustainability.

The Stellenbosch Municipality has over the last few years made deliberate efforts to improve municipal policy coherence, and the vertical alignment in its intra-municipal planning sphere, through a collaborative approach using the Capital Planning Forum (CPF) and the MSDF/CEF mechanisms. This approach enables the municipality's long-term strategic development vision to direct infrastructure implementation in the functional areas and priority development areas of the municipality (i.e. Stellenbosch, Klapmuts, & Franschhoek), whilst remaining conscious of the municipality's financial position and infrastructure planning needs.

The 2nd annual review for the 2024/2025 cycle of the MSDF deals with the performance monitoring of the implementation programme of the MSDF around specific spatial imperatives and associated development themes i.e. planning, environment, local economic development, housing, mobility, infrastructure, and community development. The successful implementation of the seven (7) spatial imperatives (also referred to as principles) and guidelines are dependent on related spatial and non-spatial supportive policies, which have specific implications on intra-municipal sector planning. This implies policy alignment across municipal functional areas and services.

Each of the spatial imperatives highlights the supportive intra-municipal directorates and their implications on sector planning across the MSDF implementation programme. For this second annual review process of the implementation programme of the MSDF, which is coordinated by the Directorate: Planning & Economic Development (D: P&ED), Council resolutions adopted by the municipality from 27 September 2023 to date (05/2024) were also analysed. The figures below, highlight

[4]D2295/D3881: "Review the Municipal Spatial Development Framework".

how each of the intra-municipal directorates assists with the implementation of the related development themes of the MSDF programme.

3.2 SPATIAL IMPERATIVE: MAINTAIN AND GROW STELLENBOSCH MUNICIPALITY'S NATURAL ASSETS

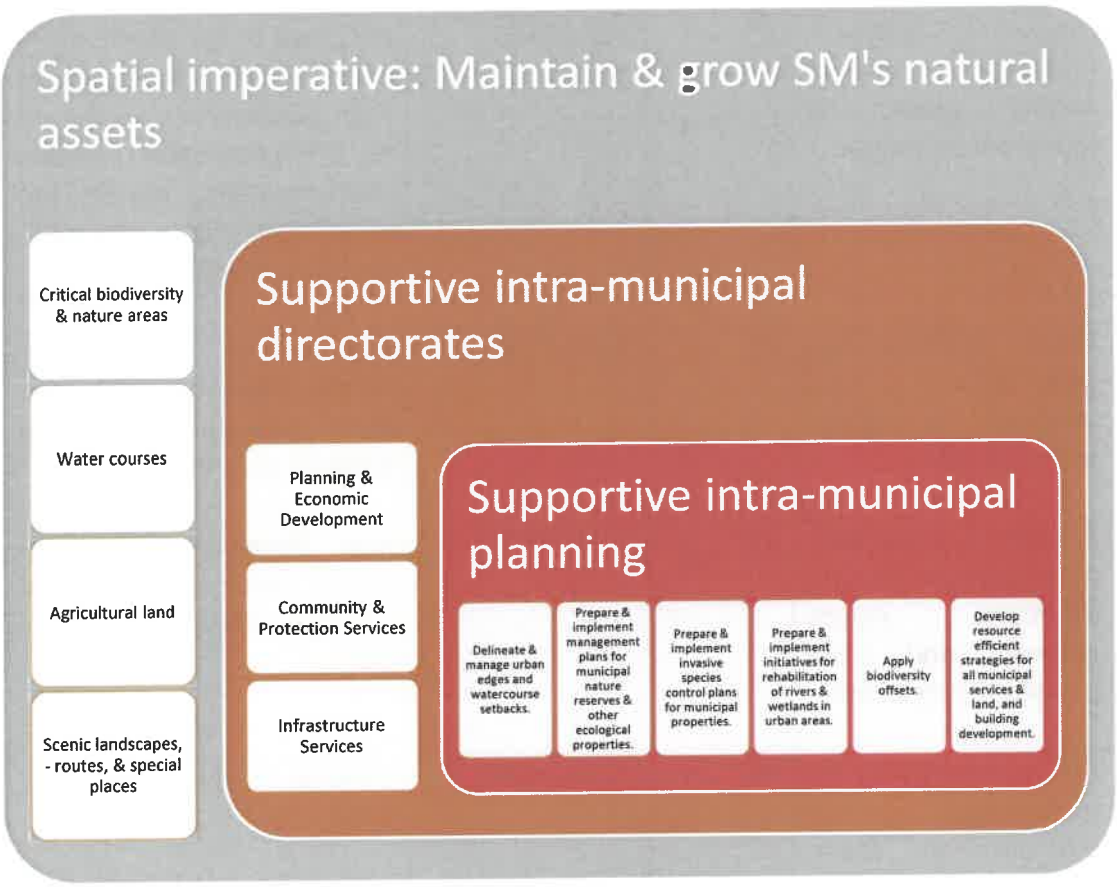


Figure 1

The key municipal directorates associated with the environment theme are, Planning & Economic Development, Community & Protections Services, and Infrastructure Services. Table 1 below lists the supportive policies and actions (refer also to Figure 1 above) taken by each of these directorates over the review period.

Planning & Economic Development
On reviewing the land use decisions taken by the Stellenbosch Municipal Planning Tribunal (MPT) over the review period the Division: Development Management has managed and maintained the delineated urban edges and watercourse setbacks in a manner that diverts urban growth pressures away from important natural and agricultural assets. It is important to note that no application for deviation from the MSDF has been approved over this review period. An application for site-specific circumstances, including land development applications has been lodged during the review period, and the municipal directorates are currently reviewing the application. This second

annual review report covers the site-specific application from an MSDF review perspective in section 3.8 of this report.			
Community & Protection Services			
MSDF supportive policies	*Council meeting*	*Council meeting date*	*MSDF implementation (Council item)*
Prepare & implement invasive species control plans for municipal properties.	9th	23/11/2022	Approval of the SM Invasive Alien Plant Management Plan (September 2022), as its 2nd generation invasive alien monitoring, control, and eradication plan prepared in terms of NEMBA.
Ensure environmental compliance and promote a clean environment.	9th	23/11/2022	Approval of the SM Air Quality Management Plan as its 3rd generation Air Quality Management Plan.
Prepare & implement management plans for municipal nature reserves and other ecological properties.	11th	22/02/2023	Idas Valley / Botmaskop nature area environmental management plan, February 2023.
Ensure environmental compliance and promote a clean environment.	13th	26/04/2023	Disaster Management Plan, 2022
Infrastructure services			
Develop resource-efficient strategies for all municipal services & land and building development.	8th	26/10/2022	Approval of Organic Waste Diversion Plan as part of the Integrated Waste Management Plan.

Table 1

Intra-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

Various environmental management plans are being considered and planned to be reviewed and/or updated within the next financial year by the Directorate: Community Services & Protection, i.e.

- Stellenbosch Environmental Management Framework (SEMF);
- Stellenbosch Municipality Integrated Fire Management Plan;

- Papegaaiberg Nature Reserve Environmental Management Plan (EMP) (alternatively known as ATC: Precinct 11);
- Jan Marais Nature Reserve EMP; and -
- Paradyskloof Nature Area EMP.

In addition, the Directorate: Infrastructure Services has indicated that they are in the process of reviewing and/or updating the Stellenbosch River Management Plan, July 2014 to address the supportive MSDF policy, i.e. "*prepare & implement initiatives for the rehabilitation of rivers and wetlands in urban areas*".

RECOMMENDATIONS

3.2.1 The MM and Director: P&ED need to engage with the relevant Directors of the key directorates to request that an official in the Section: Spatial Planning and Heritage Resource Management should form part of the project teams for the update of the following municipal sector plans and this official should report on the implications for the MSDF to the Director:

3.2.1.1 SEMF [Section: Environmental Management];

3.2.1.2 River Management Plan [Section: Environmental Management and/or Section: Roads & Stormwater]; and –

3.2.1.3 Disaster Risk Reduction Plan [Section: Disaster Management & Fire Services].

3.2.2 The MM, Director: P&ED, and Director: Community Services & Protection need to engage with the Bottelary Hills Renosterveld Conservancy to discuss the possibility of agreeing to extend the environmental stewardship and to establish a "Special Management Area" in preparation of the updated SEMF/SDF/IDP plans (Refer to **Appendix E**).

3.2.3 The MM and Director: P&ED to investigate and consider in the organisational review process the possibility of moving the function of environmental planning and management back to the Division: Development Planning within the Directorate: Planning and Economic Development.

Inter-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

Various supporting functions attributed to this spatial imperative fall within national and provincial spheres and accordingly the desktop analysis reviewed and highlighted the key changes in the legislative and policy environment planned over the short term. These proposed changes will directly impact the municipal-level strategic and sector master planning. Figure 2 below, highlights triggers on the national- and provincial level, with key updates on spatial policies that the municipality uses as a key informant in its planning, policy review, and development.

It is important to note that various sector plans within the provincial and national sphere will have an impact on the policy development processes planned by the municipality over the short term (1-3 years).

- Specifically, the Provincial Spatial Development Framework (PSDF) and the Biodiversity Spatial Plan (BSP) will be updated and these are key informants to both the SEMF and the MSDF.
- National Department of Agriculture is finalising the amendments to the Conservation of Agricultural Resources Act (CARA) and the gazetting of high potential agricultural land notices which will have an impact on land use guidelines (Provincial) and the Stellenbosch Municipal Zoning Scheme By-law. From an MSDF perspective, these changes might have an impact on the delineated urban edges.
- Proposed changes to section 26 of the MSA requiring growth scenarios, linked to infrastructure transformation within the context of climate change, require a transversal and inter-disciplinary approach for the development of a master plan. This requirement has been highlighted by the CPF forum earlier in 2024.
- The President signed off the Climate Change Act, 2024 which requires the Municipality to develop a Climate Change Adaptation Plan. Similar to the previous point, this requirement requires a transversal and interdisciplinary approach to the development of a master plan.
- The City of Cape Town (CoCT) is also reviewing its biodiversity plan and as a supportive initiative identified within the MSDF, the municipality is obligated to actively engage with the CoCT and Province to ensure that the integrity of Stellenbosch Municipal natural environment is maintained.
- The province has also initiated support to the Directorate: Community Services & Protection for the compilation of a Disaster Risk Reduction plan, which can address certain aspects related to the proposed MSA changes (refer to **Appendix F**).

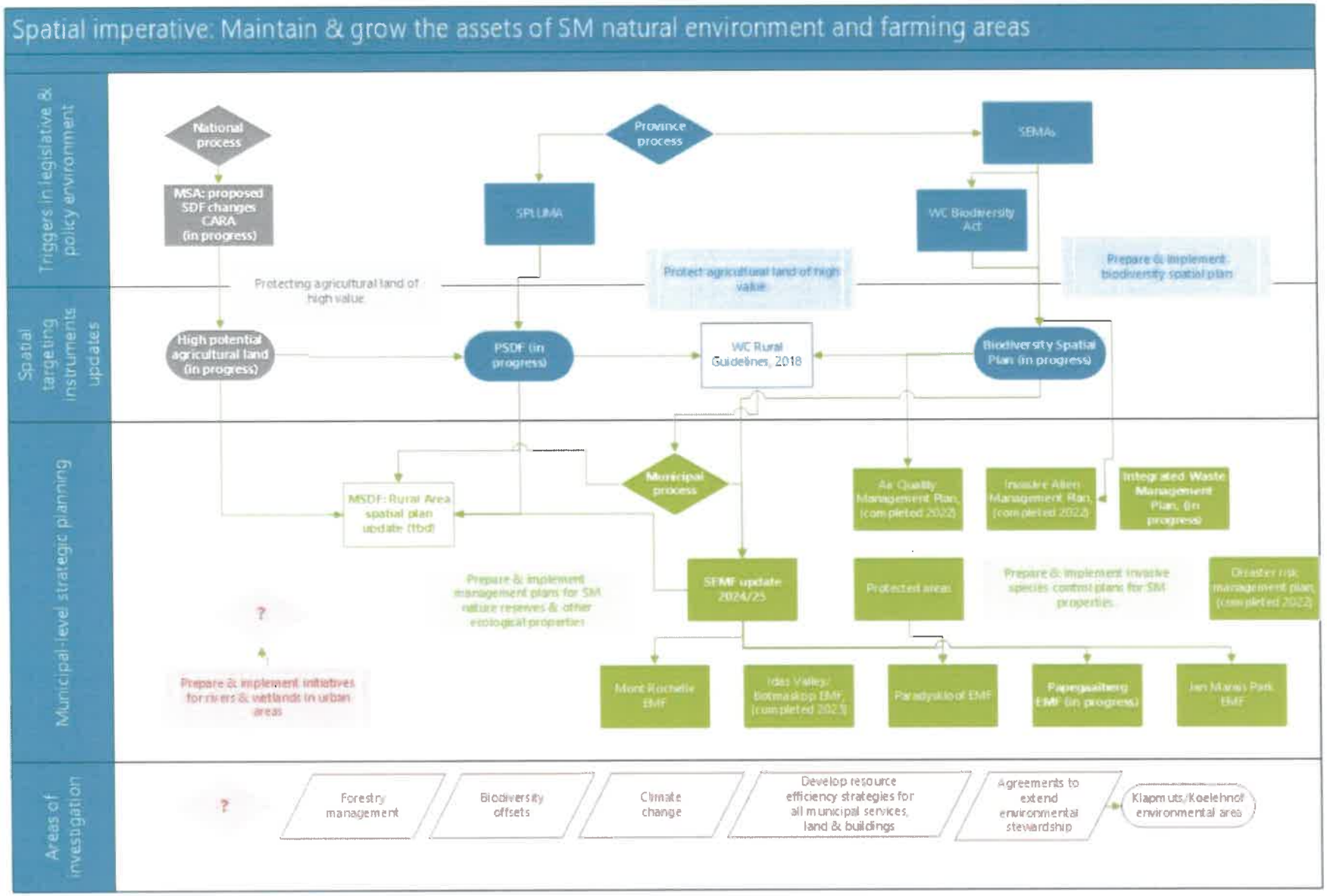

Spatial imperative: Maintain & grow the assets of SM natural environment and farming areas
Triggers in legislative & policy environment
Spatial targeting instruments updates
Municipal-level strategic planning
Areas of investigation
National process
Province process
SEMAs
MSA: proposed SDF changes CARA (in progress)
SPLUMA
WC Biodiversity Act
Protecting agricultural land of high value
Protect agricultural land of high value
Prepare & implement biodiversity spatial plan
High potential agricultural land (in progress)
PSDF (in progress)
WC Rural Guidelines, 2018
Biodiversity Spatial Plan (in progress)
Municipal process
MSDF: Rural Area spatial plan update (tbd)
Air Quality Management Plan, (completed 2022)
Invasive Alien Management Plan, (completed 2022)
Integrated Waste Management Plan, (in progress)
Prepare & implement management plans for SM nature reserves & other ecological properties
SEMF update 2024/25
Protected areas
Prepare & implement invasive species control plans for SM properties
Disaster risk management plans (completed 2022)
?
Prepare & implement initiatives for rivers & wetlands in urban areas
Mont Rochelle EMF
Idas Valley/ Botmaskop EMF, (completed 2023)
Paradyskloof EMF
Papegaaiberg EMF (in progress)
Jan Marais Park EMF
?
Forestry management
Biodiversity offsets
Climate change
Develop resource efficiency strategies for all municipal services, land & buildings
Agreements to extend environmental stewardship
Klapmuts/Koelenhof environmental area

Figure 2

RECOMMENDATIONS

3.2.4 The Director: P&ED should nominate an official in the Section: Spatial Planning and Heritage Resource Management to actively participate in the development of the following spatial policies and this official should report on the implications for the MSDF to the Director:

3.2.4.1 PSDF; and –

3.2.4.2 CoCT Biodiversity Plan.

3.2.5 The Director: P&ED to consider the internal review of the specialist study of the MSDF related to the rural area (i.e. Rural SDF) due to the various intra-municipal and inter-municipal sector planning flags highlighted for 2024/2025. The update of the rural area spatial plan will also provide clarification on the implementation of the spatial planning category – green areas retained – within the MSDF. The Division: Development Management and the Western Cape Provincial Department of Environmental Affairs & Development Planning (DEA&DP – refer to **Appendix G**) have requested clarification on the interpretation of this category, and guidance on the nature of developments (including subdivisions) that is deemed acceptable. In addition, a trend has been observed that the nature of development applications submitted within the rural areas are mostly large-scale tourist accommodations and resorts. These development applications are currently a driving factor for the proliferation of resort developments along scenic routes which can negate the spatial imperative. Both the Division: Development Management and DEA&DP have requested guidance and a policy position on these types of developments within the rural context. To address the abovementioned the Rural SDF should be updated.

3.2.6 The MM, CFO, Director: P&ED, and Director: Community & Protective Services, should consider the development of a Climate Change Adaptation Plan to comply with the various changes in the legislative environment.

3.3 SPATIAL IMPERATIVE: RESPECT AND GROW THE CULTURAL HERITAGE ASSETS OF STELLENBOSCH MUNICIPALITY

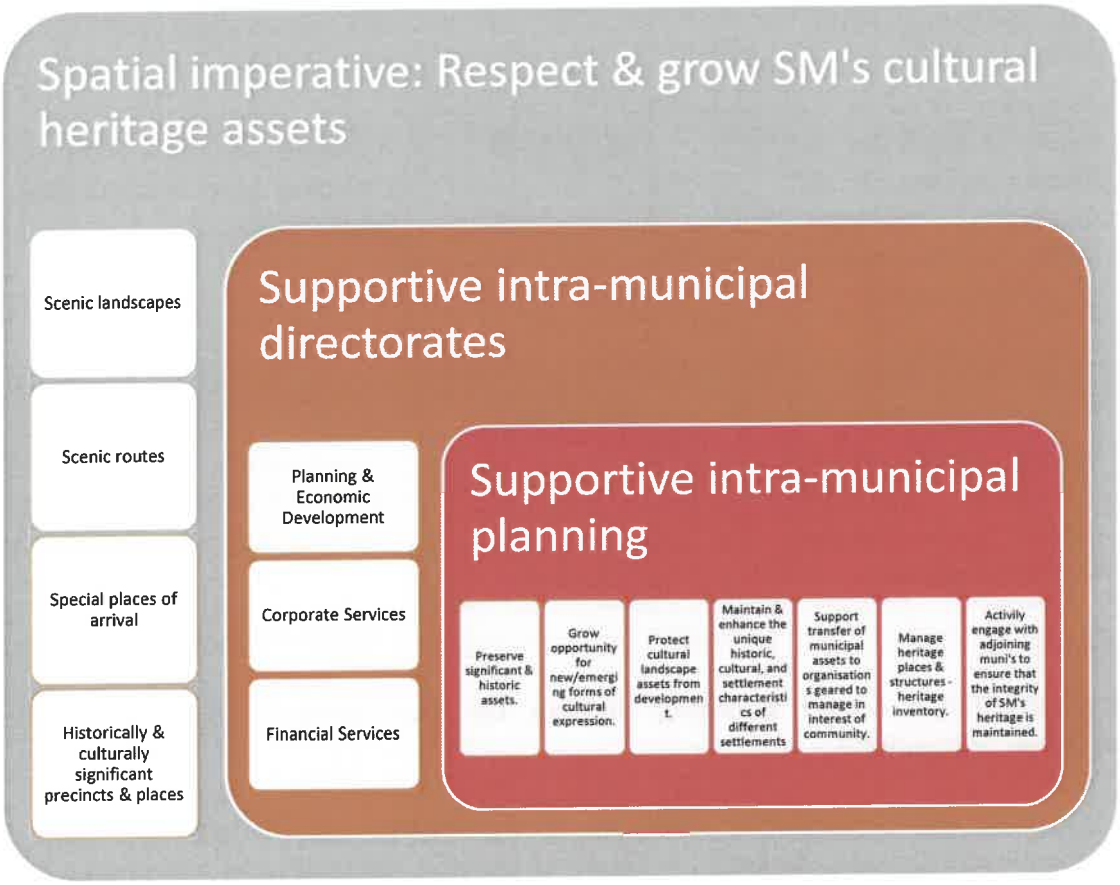


Figure 3

The key municipal directorates associated with the heritage theme are, Planning & Economic Development, Corporate Services, and Financial Services. Table 2 below lists the supportive policies and actions (refer to Figure 3) taken by each of these directorates over the review period.

Planning & Economic Development			
MSDF supportive policies	*Council meeting*	*Council meeting date*	*MSDF implementation (Council item)*
Preserve significant & historic assets.	11th	22/02/2023	Appointment of the Conservation Advisory Committee to make planning recommendations in the Urban and Rural Conservation Overlay Zones.
Preserve significant & historic assets, including protecting the cultural landscape.	14th	24/05/2023	Approval of the final draft SM outdoor advertising and signage by-law.

Preserve significant & historic assets, including protecting the cultural landscape.	16th	23/08/2023	Request to support the application to Heritage Western Cape to declare "Aan de Wagen Weg" as a Heritage site.
Preserve significant & historic assets, whilst managing heritage places in the interest of the community.	18th	29/11/2023	Adoption of the Rhenish Complex and surrounding precinct plan.
Corporate services			
Preserve significant & historic assets, whilst managing heritage places in the interest of the community.	18th	29/11/2023	Report on possible management model for Rhenish Complex, Erf 9672, Stellenbosch.

Table 2

Intra-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

To ensure the preservation, promotion of awareness, and management of the Stellenbosch heritage resources in terms of statutory requirements and related by-laws, policies, and guidelines the Section: Spatial Planning and Heritage Resource Management in collaboration with the Directorate: Corporate Services will need to agree and finalise various management & implementation actions on the adopted Heritage Management Plans (i.e. Rhenish Complex) and municipal-owned heritage resources. Some of the items still to be finalised include:

- The approval for an appropriate institutional mechanism for an overarching management structure for the roll-out and implementation of the Rhenish Complex precinct plan, and includes inter alia the management, security arrangements, restoration of buildings, development & maintenance & utilisation of the properties.
- Agreement on the application to Heritage Western Cape to declare "Aan de Wagen Weg" as a heritage site.

To effectively implement the operational processes constituted for the Urban and Rural Area Overlay Zone as part of the zoning scheme by-law, the Section: Spatial Planning and Heritage Resource Management should engage with the Section: Land Use Management. The engagement should promote and raise awareness of the municipality's heritage resources (specifically the Heritage Inventory demonstration), whilst also developing mechanisms to ensure the effective implementation of the overlay zone to guide land use management.

RECOMMENDATIONS

3.3.1 The Director: P&ED and Director: Corporate Services to engage and finalise the institutional arrangements for the Rhenish Precinct Plan.

3.3.2 The Director: P&ED and Director: Corporate Services to engage and conclude the proclamation of a heritage site application to Heritage Western Cape for the "Aan de Wagen Weg".

3.3.3 The Director: P&ED to nominate an official for the Section: Spatial Planning and Heritage Resource Management to attend the Joint internal LUM Technical meetings.

3.3.4 The Director: P&ED to compile and finalise a standard operating procedure to institutionalise the Conservation Advisory Committee in assessing land development applications received by the Section: Land Use Management and Section: Building Development Management.

3.3.5 The Director: P&ED to engage with the Manager: Development Information (GIS) to enable the development of a function or the integration of the Heritage Inventory with the appropriate platform to ensure development applications are submitted and processed by the Section: Spatial Planning, and Heritage Resource Management.

Inter-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

During the review of the amended MSDF, Heritage Western Cape (HWC) submitted a letter (refer to **Appendix H**) requesting that the municipality update the Heritage Inventory in accordance with Section 30(5) of the National Heritage Resources Act 25 of 1999, and based on this update the MSDF must be reviewed. In addition to this, HWC requested that the information should be thoroughly integrated with the MSDF.

It is important to note that the Heritage Inventory has been administered by the Stellenbosch Heritage Foundation since 2021. This web-based inventory consists of surveys from 2012, 2016, and 2018. This amalgamated database is the object of the update as requested by HWC and the Section: Spatial Planning, and Heritage Resource Management has commenced with the process of updating the Heritage Inventory (also referred to as the Heritage Register) through a tender process. The intention is to compile and ensure that the following are addressed:

- The existing web-based Stellenbosch Municipality Heritage Inventory is managed;
- The existing web-based Stellenbosch Municipality Heritage Inventory is continuously updated;

- Expansion of the current database to prioritize heritage study and survey in earmarked development areas; and
- Expansion of the current database to include more heritage resources in previously identified landscapes and townscapes (from the 2016 Cape Winelands Heritage Survey).

In essence, the current web-based inventory should be retrieved from the current host, and be transferred, hosted, and maintained for three (3) financial years. In addition, this database should be able to be integrated into the Municipality's Geographic Information System (GIS). The outcome of the process will enable the Section: Spatial Planning and Heritage Resource Management to effectively perform its functions relating to the development, maintenance, and implementation of a heritage register and Heritage Management Plans. The database will also ensure the effective implementation of the Urban and Rural Overlay Zone by the Conservation Advisory Committee, as stipulated in Chapter 25 of the Stellenbosch Municipality: Zoning Scheme By-law, 2019 (amended 2023).

The tender process was concluded, however, the bids received were not financially feasible and the process will have to be restarted. The intention is to restart the process within the 2024/2025 budget cycle.

RECOMMENDATIONS

3.3.6 The Director: P&ED to ensure sufficient funding is available and the necessary procurement process is followed to ensure the update of the Stellenbosch Heritage Inventory.

3.4 SPATIAL IMPERATIVE: SUPPORT CATALYTIC INITIATIVES & NEW DEVELOPMENTS IN SPATIALLY TARGETED AREAS

Figure 4

Over the MSDF period, the focus for new development falls within spatially targeted areas, such as the Adam Tas Corridor (ATC), Stellenbosch town, and Klapmuts. Franschhoek as an urban node has limited growth potential and has a primary function as a centre for tourism and culture, and the remaining ten (10) rural settlements remain as distinct entities, surrounded by natural open space and agricultural land.

Maintaining this clear hierarchy of contained settlements and focusing new growth and development in catalytic initiatives and spatially targeted, developable areas enables the Municipality to:

- Minimise associated impacts on the environment, agricultural land, and natural resources.
- Maximise livelihood opportunity through building on the availability of existing public facilities, and commercial opportunity.

- Maximise the sustainability of new facilities and commercial opportunities.
- Enable the provision of infrastructure in the most efficient and cost-effective way.
- Minimise the need for inter-settlement movement.
- Maximise opportunity for and use of non-motorised transport (NMT), and public transport.
- Minimise growth in smaller settlements where opportunity is limited while improving access to local services and facilities (required daily).
- Maintain and enhance the unique historic, cultural, and settlement characteristics of different settlements.

In terms of the aforesaid, the municipality actively works toward maintaining a compact form and structure through supporting infill development, the adaptive re-use of existing structures, and increased densities, to achieve better efficiency in service delivery and resource use, increase the financial viability of public transport and NMT, and to facilitate inclusion, integration, and entrepreneurship development for each of the settlements. These municipal objectives and principles for development in catalytic areas, and spatially targeted, developable areas are communicated in the spatial strategies/plans (refer to Figure 4) and significant progress has been made over the last review period from planning to the spatial implementation of the Adam Tas Corridor and the "Smart City" district in Klapmuts (also known as "Stellenbosch Bridge").

3.4.1 Catalytic Initiative: Adam Tas Corridor Local Areas Spatial Development Framework, Development Guidelines (October 2022)[5] And Local Area Overlay Zone (March 2023).

Following the implementation framework, the overlay zone for the Adam Tas Corridor has been approved (24 May 2023) and has been included as a local area overlay zone in the Stellenbosch Municipality Zoning Scheme Bylaw, 2023 (17 November 2023). The purpose of the overlay zone is to award the zoning rights envisaged by the Adam Tas Corridor LASDF to the individual land portions, together with the conditions applicable to each property, for the landowner to take up these rights. This initiative was awarded with the WCG Service Excellence Awards 2024 in the category "Ease of Doing Business" on the 19th of April 2024.

Institutional arrangements are critical, which include all spheres of government, private stakeholder involvement, and established partnerships. It would include a broad agreement between landowners and the municipality to pursue the corridor development concepts. The landowners collective and the Municipality entered into a Memorandum of Understanding (MOU) confirming the spatial vision and implementation of the ATC LASDF. Council approved the MOU in August 2022.

To assist Stellenbosch Municipality in coordinating the implementation of the Adam Tas Corridor LASDF and development guidelines, a project facilitation unit (PFU) needs to be established. The purpose of the PFU is to coordinate, plan, and assist with the implementation of development along the Adam Tas Corridor. The purpose of the

[5] Council item 11.8.2 – Approval of ATC LSDF & Development Guidelines.

PFU is to provide additional capacity and expertise to manage and implement the vision of the Adam Tas Corridor. The establishment of the unit is currently being investigated and was earmarked to be set up by 30 June 2024[6], however, challenges arose and the set-up of the PFU is still ongoing. The Western Cape Economic Development Partnership (EDP) was appointed by the Council to assist the municipality in setting up the PFU and Steering Committee.

Considering the capital infrastructure investment requirements for the ATC the municipality and the landowners collectively agreed on the phasing of the ATC over the next 10 years. Over the short term (1-5 years), the first phase of the ATC was agreed as being Precincts 2 – 6, including a portion of Precinct 10, whilst the planning and infrastructure demand quantification for the rest of the precincts (including the remaining extent of Precinct 10) are considered in the CEF's capital expenditure programme (2023), and the capital infrastructure investment portfolio[7][8]. The amendment of the CEF as part of the MSDF, 2023 and the current review (2024) enables the municipality to strategically plan, based on an understanding of the catalytic projects that are necessary to meet the needs of the municipality, including ensuring the allocation of resources are financially sustainable whilst also achieving the goals of the municipality. Refer to Council Item 7.2 which served at the Special Meeting of Council on 31 May 2024 for the detailed reports and annexures.

Table 3 below provides the summary of the spatially differentiated capital costs incurred by the Municipality to accommodate the proposed catalytic development (refer to **Appendix I** for the detailed capital programme over the next 10 years).

Capital expenditure incurred	
Year	**Amount**
2020/21	R5 544 346,84
2021/22	R11 978 594,41
2022/23	R7 353 096,64
2023/24	R66 455 712,09
Preliminary Total	**R91 331 749,98**

Table 3

The progress on these Council-approved catalytic initiatives and/or special projects is reported annually.[9] The following development management applications have been considered by the Directorate: Planning and Economic Development since the approval of the various urban management tools of the ATC. Table 4 below and Figure 5 below provide the detailed stages of development management applications per precinct. The table and map are based on the LUM Application Process register (dated 20/05/2024) as received from the Manager: Land Use Management.

Phasing	**Precinct name**	**Precinct nr.**	**Property Description**	**Development Management**

[6]D2291/D3877: "Establishment of an Adam Tas Corridor Governance Structure".
[7]D2115/D3656: "Submission of CEF inputs to the SM: Financial Management Services".
[8]D2652/D2652: "Submission of Capital Expenditure Framework inputs".
[9]D1867/D3387: "Submission of progress reports on Council approved catalytic initiatives and/or special projects to the Director: P&ED"

1	Sawmill	2	Erf 17352	Land use admin
			Erf 17353	Completed (2022)
			Erf 17355	Completed (2022)
1	Adam Tas	4	Farm 1168	Completed (2023)
			Farm 1045	Completed (2021)
			Erf 15755	Completed (2023)
			Erf 6284	Completed (2023)
1	Remgro	5	Erf 13047	Completed (2024)
			Erf 17321	Completed (2022)
1	Bosman's Crossing	6	Erf 14165	Pre-application consultation (2024)
			Erf 14601	Completed (2022)
2	Plankenburg	9	Erf 1439	Land use admin
			Erf 8189	Land use admin
			Erf RE/2624	Land use admin
			Erf 1421	Pre-application consultation (2022)
			Erf 1440	Completed (2022)
			Erf 51	Pre-application consultation (2022)
			Erf 1	Completed (2023)
			Erf 1084	Completed (2021)
			Erf 1428	Completed (2023)
			Erf 14427	Completed (2023)
			Erf 235	Completed (2023)
2	Northern Extension	10	Farm 29/81	Assessment Planner
			Farm 2/81	Land use admin
			Farm RE/183	Pre-application consultation (2023)
			Farm RE/33/81 [Renumbered to Erf 17939]	Completed (2024)
			Farm 23/183	Pre-application consultation (2023)
No development management applications are currently being processed for Precincts 1, 3, 7, 8 & 11.				

Table 4

In addition, the delivery of affordable housing in the ATC overlay zone is estimated over the next 10-year horizon (refer to Table 5 below).

Phasing	Precinct name	Precinct nr.	Minimum	Maximum
1	Sawmill	2	126	245
1	Oude Libertas	3	46	86
1	Adam Tas	4	390	699

1	Remgro	5	41	72
1	Bosman's Crossing	6	44	79
2	Bergkelder	7	41	52
2	Van der Stel	8	104	128
2	Plankenburg	9	80	97
2	Northern Extension	10	682	823
3	Droee Dyke	1	1199	1554
Preliminary totals			**2753**	**3835**

Table 5

Following the review of the ATC implementation programme, the following items need urgent attention and resolutions, as they are critical outstanding elements in the effective and efficient implementation of the Council's most important catalytic initiative.

RECOMMENDATIONS

3.4.1 The ATC Governance Structure needs to be prioritised and concluded by the Municipal Manager and the Director: P&ED.

3.4.2 The Director: P&ED should nominate an official in the Section: Spatial Planning and Heritage Resource Management to develop a practice note on the interpretation and implementation of the ATC overlay zone.

ADAM TAS CORRIDOR: DEVELOPMENT MANAGEMENT PROGRESS

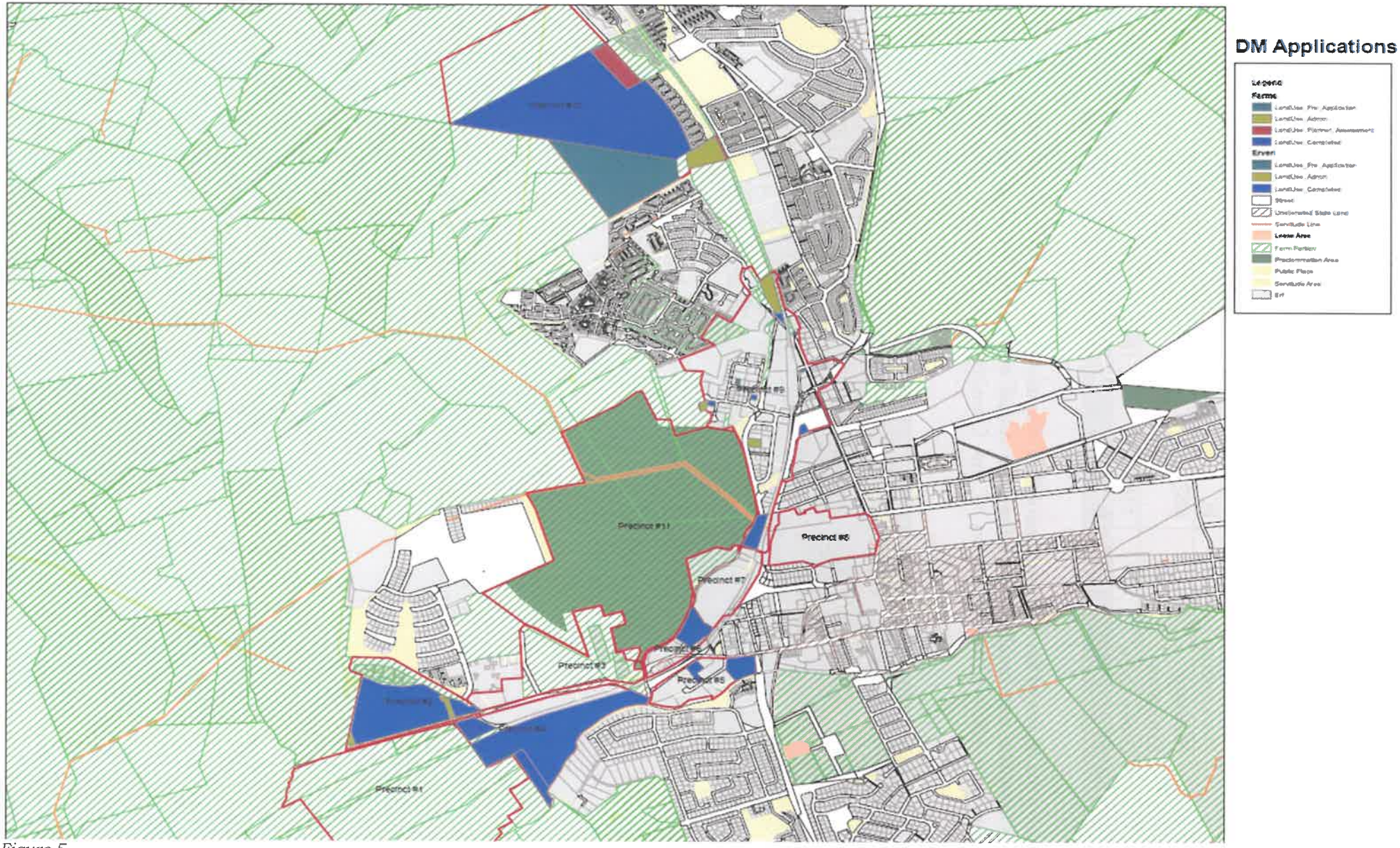


Figure 5

Inter-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

During the review of the amended MSDF and the Comprehensive Integrated Transport Plan (CITP), the Western Cape Department of Infrastructure (previously known as Department of Transport & Public Works) restated that the comments submitted on the ATC LASDF and Development Guidelines need to be discussed and addressed collaboratively (refer to **Appendix J**).

The following items are highlighted to be addressed specifically within the ATC, namely:

- Alternative access and egress routes need to be identified as the ATC cannot rely solely on the ATC Provincial Road Network.
- A sensitivity analysis should be undertaken to estimate the traffic impact of the rail service (operational & non-operational scenarios), including the envisaged reduction in commuting traffic - depending on the traffic calming and alternative mobility networks provided - in a detailed traffic impact assessment.
- The impact of the proposed bulk on the transport infrastructure requirements and phasing needs to be assessed, aligned, and integrated with the Stellenbosch Municipality Roads Master Plan (2018 is referenced and has been updated in 2022).
- The impact of the parking demand needs should be considered with the findings and the proposed interventions of the Stellenbosch Municipality's Parking Study (2019).
- Transport infrastructure improvements, appraisal, investment, and phasing proposed through the updates of the abovementioned studies, including the compilation of the new traffic study should be communicated with the respective provincial department.
- An arterial/access management plan on selected roads that are part of the proclaimed provincial road network should be developed and approved by the applicable road authority.
- There are several conservation-worthy heritage resources identified within the ATC which will hinder increasing transport infrastructure capacity.
- Prioritizing Precincts 6 and 7 for development within an already constrained road network will have to incorporate various interventions which should be consulted with the relevant department for approval.
- The proposed overlay zone and associated development parameters should be supported by an overarching strategic transport master plan.

RECOMMENDATIONS

3.4.3 The MM, Director: P&ED, and Director: Infrastructure Services to engage and agree on how to address the requirements from the Western Cape Government Department of Infrastructure (DoI), namely:

3.4.3.1 Traffic impact assessment and/or strategic transport master plan for the ATC.

3.4.3.2 Update and alignment of the Stellenbosch Municipality Roads Master Plan (2022) with the ATC.

3.4.3.3 Update and alignment of the Stellenbosch Municipality Parking study (2019) with the ATC.

3.4.3.4 Setting up of institutional arrangements to discuss, agree, and conclude the various proposals needed for the implementation of the ATC with the relevant road authority.

3.4.4 The Director: P&ED and Director: Infrastructure Services to engage and conclude agreements for the consideration of the identified heritage assets and the trade-offs and legislative application to accommodate the reviewed and updated road network master plans.

3.4.5 The Director: P&ED should nominate an official in the Section: Spatial Planning, and Heritage Resource Management and Division: Development Management to form part of the project teams for the update of the following municipal sector plans and this official should report on the implications for the MSDF to the Director:

3.4.5.1 CITP;

3.4.5.2 Roads Master Plan (RMP);

3.4.5.3 Parking study; and -

3.4.5.4 Strategic transport master plan for the ATC.

3.4.6 The Director: P&ED, Director: Infrastructure Services, and Chief Financial Officer (CFO) to ensure the capital investment programme for the implementation of the ATC is incorporated within the 10-year capital planning projects of the CEF.

3.4.2 Catalytic Initiative: Klapmuts and inter-governmental planning matters

The MSDF targets significant new mixed-use development, new residential development, and the associated access and mobility infrastructure provisions to reinforce the significant new regional economic role of Klapmuts as identified by the Greater Cape Metro Regional Spatial Implementation Framework (GCMRSIF). The GCMRSIF and the MSDF reinforce Klapmuts as a potential regional logistics/warehousing/manufacturing hub – with associated residential opportunities – based on its location at the intersection of the N1 and regional north/south movement routes. From a contextual perspective, it is also important to note that to unlock the development potential of the ATC, the municipality must actively support the re-location of land for extensive manufacturing, logistics, and warehousing enterprises from Stellenbosch town towards Klapmuts.

One of the catalytic initiatives identified and supported by the MSDF is the "Innovation precinct" or "Smart City" in Klapmuts South. The proposed urban development concept by Osmond Lange Architects and Planners has been incorporated into the MSDF since 2019, and significant progress has been made over the MSDF review process.

The following development management applications have been considered by the Directorate: Planning and Economic Development over the review period as part of the planning and implementation of the smart city catalytic initiative – now known as "**Stellenbosch Bridge**" (refer to **Appendix K** for the approved plans and Figure 9 below). The development rights approved by the municipality are reflected in Table 6 below:

Phasing	Portions	Zonings	Land Uses	Sizes (ha)
1	12, 17, 18, 29, 35-38	Mixed use zone	Mixed-use	9.07
		Industrial zone	Industrial & Business	9.68 *[1.41, 0.08, 4.39, 3.8]*
		Public roads & Parking zone	Public roads	1 *[0.49, 0.5]*
		Utility Services zone	Utility services	0.005
			TOTAL	**±19.75ha**
2	3, 4, 5, 27, 33	Industrial zone	Industrial & Business	12.1 *[0.96, 1.39, 9.75]*
		Public roads & Parking zone	Public roads	3.47
		Private open space	Private roads	0.24
			TOTAL	**±15.81ha**
3	1, 11, 13-16, 20, 23, 24, 28	Multi-unit residential zone	Residential	5.98
		Mixed use zone	Mixed-use	10.98 *[2.07, 4.36, 0.68, 1.21, 2.66]*
		Private open space	Private open space	6.76 *[0.39, 3.21, 3.16]*
		Public roads & Parking zone	Public roads	0.3
			TOTAL	**±24.02ha**
4	6, 9, 10, 21, 33, 34	Mixed use zone	Mixed-use	10.16 *[4.71, 0.81, 4.64]*
		Private open space	Private open space	0.98
		Utility Services zone	Utility services	1.13
			TOTAL	**±12.27ha**
5	2, 30, 31, 39-42	Multi-unit residential zone	Residential	22.05
		Public roads & Parking zone	Public roads	3.92 *[0.6, 1.18, 2.14]*
		Private open space	Private open space	1.1 *[0.34, 0.76]*

		Industrial zone	Industrial & Business	9.16 *[8.09, 1.07]*
			TOTAL	**±36.23ha**
6	7, 8, 22, 26	Mixed use zone	Mixed-use	16.21 *[6.68, 9.53]*
		Private open space	Private open space	2.22
		Public roads & Parking zone	Public roads	0.73
			TOTAL	**±19.16ha**

Table 6

Phase 1 of the Stellenbosch Bridge is scheduled for implementation during 2024/2025, with groundwork already underway for the establishment of the Industrial Park located next to the N1. Refer to the consolidated plan attached in **Appendix I** and an extract captured in Figure 6 below for the approved development plans.

Figure 6

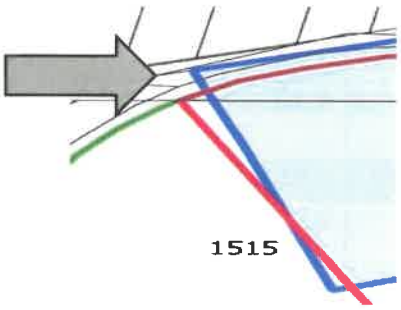


Figure 7

Through the land use planning process, it was highlighted that the urban edge (blue line) does not fully align with the final approved development (red line - refer to the image below). The amendment of the urban edge is minor as it only encompasses the inclusion of Portion 19 (0.69ha) as indicated on the approved consolidated plan and Figure 7. The phasing of the development provides for sufficient time to incorporate this as part of the future amendment MSDF process.

From the Inclusionary Zoning Policy implementation perspective, the development as part of their planning obligations is required to provide 20% inclusionary housing units. The delivery of these units will be agreed to as part of each precinct plan submitted for development management proposals.

In addition to the approved development plans, Stellenbosch Bridge (Pty) Ltd has developed a development framework (refer to Figure 10) for the remaining area on the farm portions. It is important to note that the proposed development areas as reflected in Figure 8 are:

- Outside of the urban edge.
- Located within an ecologically sensitive area classified as a critical biodiversity area (CBA1) by the Western Cape Biodiversity Spatial Plan.
- The ecological corridor links up to Klapmuts Peak which is approximately a ±300m elevation gain, making this development area very visible which can have an impact on the landscape character of the surrounding environment.
- The area is graded as a green transitions conservation system according to the Heritage Survey which aims to preserve the rural landscape of the greater Klapmuts area.

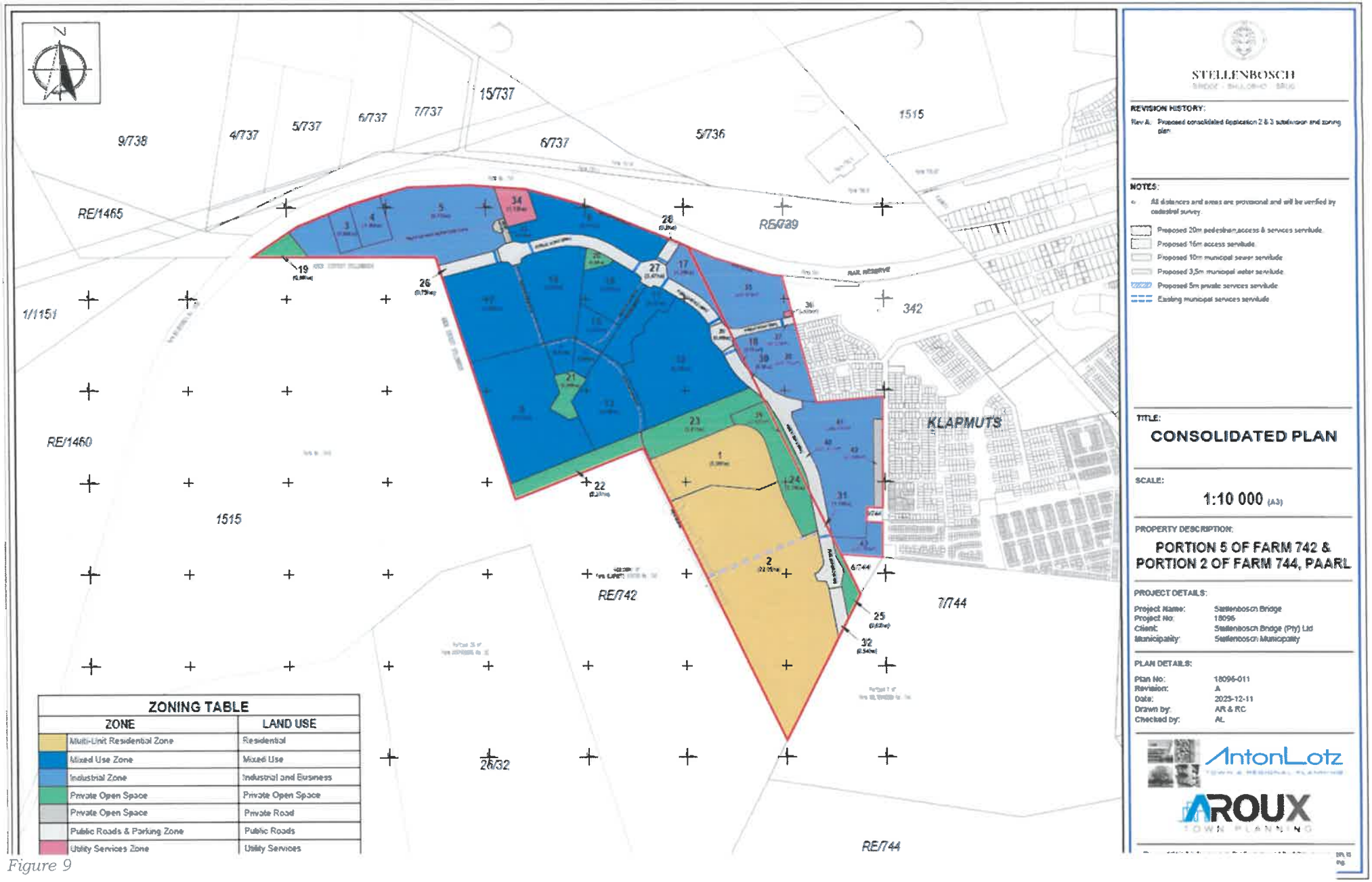
The expansion of the urban development proposed in the Stellenbosch Bridge urban plan currently does not align with any of the spatial imperatives set out by the MSDF and accordingly, any further development will either have to be assessed as a site-specific land use application or can be re-evaluated for inclusion when the MSDF amendment process is commenced, including considering the implementation of phase 1 – 6 of the approved Stellenbosch Bridge development.

Figure 8

RECOMMENDATIONS

3.4.7 The Director: P&ED, Director: Infrastructure Services, and Chief Financial Officer (CFO) to ensure the capital investment programme for the implementation of the Stellenbosch Bridge development are incorporated within the 10-year capital planning projects of the CEF.

3.4.8	The misalignment between the approved development plan and the urban edge is to be corrected during the next scheduled amendment process of the MSDF. The amendment of the urban edge is minor as it only encompasses the inclusion of Portion 19 (0.69ha) as indicated on the approved consolidated plan.


9/738
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15/737
6/737
5/736
1515
RE/1465
RE/739
1/1151
342
KLAPMUTS
RE/1460
1515
RE/742
7/744
6/744
25/32
RE/744
ZONING TABLE
ZONE
LAND USE
Multi-Unit Residential Zone
Residential
Mixed Use Zone
Mixed Use
Industrial Zone
Industrial and Business
Private Open Space
Private Open Space
Private Open Space
Private Road
Public Roads & Parking Zone
Public Roads
Utility Services Zone
Utility Services
STELLENBOSCH
REVISION HISTORY:
Rev A: Proposed consolidated application 2 & 3 subdivision and zoning plan
NOTES:
All distances and areas are provisional and will be verified by cadastral survey.
Proposed 20m pedestrian access & services servitude
Proposed 16m access servitude
Proposed 10m municipal sewer servitude
Proposed 3,5m municipal water servitude
Proposed 5m private services servitude
Existing municipal services servitude
TITLE:
CONSOLIDATED PLAN
SCALE:
1:10 000 (A3)
PROPERTY DESCRIPTION:
PORTION 5 OF FARM 742 & PORTION 2 OF FARM 744, PAARL
PROJECT DETAILS:
Project Name: Stellenbosch Bridge
Project No: 18096
Client: Stellenbosch Bridge (Pty) Ltd
Municipality: Stellenbosch Municipality
PLAN DETAILS:
Plan No: 18096-011
Revision: A
Date: 2023-12-11
Drawn by: AR & RC
Checked by: AL
AntonLotz
AROUX
TOWN PLANNING

Figure 9

Figure 10

Inter-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

Various supporting functions across the inter-governmental spheres are required to reinforce the significant new regional economic role of Klapmuts as identified by the GCMRSIF. A critical issue related to Klapmuts is the split administration between Drakenstein Municipality (DM) and Stellenbosch Municipality (SM). One of the supporting actions considered and identified by the MSDF includes an application to the Municipal Demarcation Board (MDB) for the redetermination of the municipal boundaries in a manner where Klapmuts North (DM administration) and South (SM administration) fall within one municipal demarcation. In this regard, Klapmuts is functionally more related to SM, as extensive investments have been made in infrastructure and social services for the community in Klapmuts by SM. Accordingly, when the municipal redetermination process commenced in 2023, the following supportive policies and actions were taken by the Council over the review period (refer to Table 7 below).

Council directives			
MSDF supportive policies	*Council meeting*	*Council meeting date*	*MSDF implementation (Council item)*
Focus energy and support on a few catalytic areas.	13th	26/04/2023	Consideration and approval by the Council of Representations on Class 2 – 4 municipal boundary proposals submitted to the MDB.
	15th	26/07/2023	Council informed about outcomes of the Section 26 process for the redetermination of the municipal boundary redetermination proposals, with additional inputs made by Council to the MDB.
	19th	24/01/2024	The Council informed about the outcomes of Municipal Boundary Redetermination proposals and confirmed that an objection to the decision on Klapmuts North is to be submitted by the MM.

Table 7

In summary, the following outcomes have been decided by the MDB over the review period:

- The outcome of DEM8251 (Farm Hazendal No. 222) for inclusion into SM is not proceeding & accordingly by the 13th Council meeting dated 26/04/2023.
- The outcome of DEM8252 (Farm Hazendal No. 222) for inclusion into CoCT is proceeding & accordingly by the 13th Council meeting dated 26/04/2023.
- The outcome of the inclusion of Klapmuts North (DEM8250) to not proceeding due to the proposal not meeting the demarcation criteria was noted and the MM was authorised to submit an objection against the decision.

The detailed outcomes of the MDB on the submissions made by the Municipality, including the adjacent municipalities and private landowners are reflected in the Council item herewith attached in **Appendix L**.

OUTSTANDING ITEMS

3.4.9 The MM is to report back on the progress made on the objection to the MDB and the outcomes to be conveyed to the Council.

3.4.10 Based on the outcome of the MDB on DEM8250, the MM to advise on the next appropriate remedies to resolve the critical intergovernmental cross-boundary issues and conflicts.

3.4.11 The MM to determine the necessity to establish an inter-municipal task team to investigate and compile reports for the reclassification of the municipality, including any specialist studies to be commenced for consideration (if applicable) for the redetermination of municipal boundaries. The next review by the MDB will possibly be planned before the municipal elections (2025/2026) and the date and work plan should be confirmed with the MDB.

One of the outcomes that the municipality tried to achieve with the municipal boundary redetermination process was to ensure integrated and coordinated planning and infrastructure delivery by all relevant stakeholders. Due to this process being unsuccessful, it is critically important to note the following extensive development proposals which will have a significant impact on Klapmuts, including the extensive investment decisions being prioritised by the municipality and other roleplayers.

Based on the amended Drakenstein MSDF 2024/25, Klapmuts North has been defined as a catalytic zone with extensive new development being prioritised to the North of Klapmuts and along the eastern edge, along the N1, Ben Bernhard, and Old Paarl Roads (refer to **Appendix M**). In essence, a new urban node will be created to the North of Klapmuts and linked directly to Paarl South through linear corridor developments (refer to Figure 11). The new corridor developments that have been earmarked over the next 5-10 years encompass the following:

- ±1600 ha of greenfield development accommodated within the urban edge, and earmarked for an integrated commercial and industrial hub at Klapmuts consisting of the following:
    - Heineken Operations on the 53ha of a 190ha Farm Portion: The Heineken operations, originally part of Distell, are planned for a 53ha portion of a 190ha farm located on Farm 736/RE, north of the N1 road in Klapmuts. These operations will include beverage production, bottling, warehousing, and a distribution facility. The proposed development is on land that is said to not be environmentally sensitive and aims to attract other businesses, suppliers, and industries to co-locate in the area.
    - Klapmuts North is currently designated as a secondary growth node but is expected to become a regional growth node in the medium to long term. This shift will focus on investing in necessary bulk infrastructure and specialist studies to support a light industrial and commercial hub. Projects include another substation and bulk water infrastructure. Investigations into a possible bio-engineering techno-park and satellite educational facility were also proposed.
    - Klapmuts South Linkage: Klapmuts North LSDF has proposed a movement network, highlighting that no developed road network currently exists. Proposed linkages, including non-motorized transport (NMT) crossings.
    - The promotion of mixed-use developments along the Ben Bernhard corridor (between the N1 and the railway line) to the west up to the municipal boundary of SM. This will include housing developments housing approximately 52,000 households.
- Substantial infrastructure investments will be required as the area currently lacks bulk infrastructure services. New substations and Wastewater Treatment Works (WWTW), as well as upgrading and improving the provision of current water and sewer networks are envisaged. **The adopted Drakenstein Municipality (DM) CEF 2021/2026 has been reviewed and capital projects over the next 10 years for the envisaged development could be identified.**

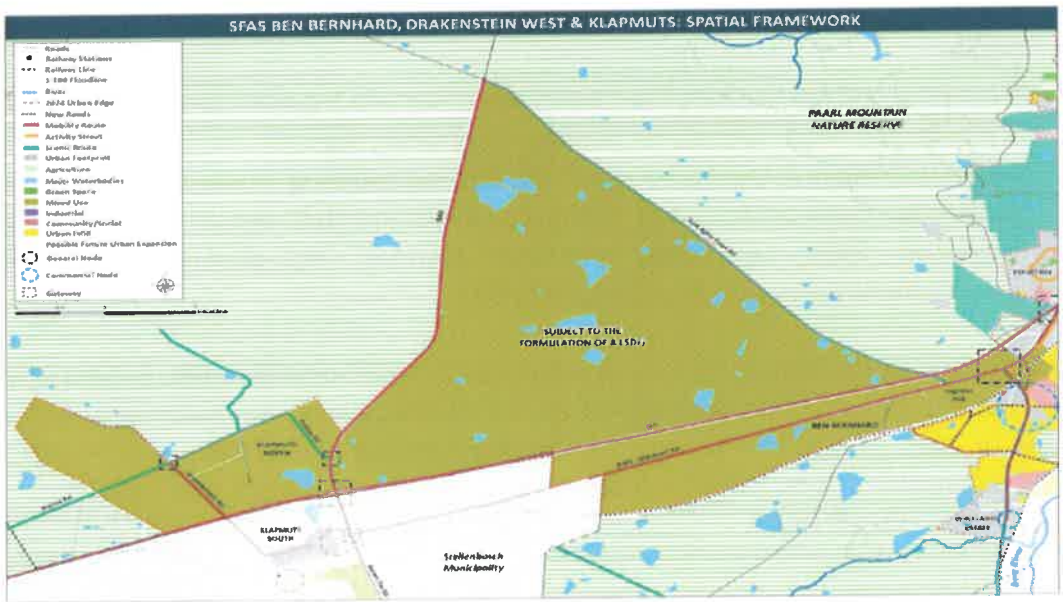

Figure 11

In addition to the municipal cross-boundary development planning earmarked for Klapmuts, it is important to note that various intergovernmental joint planning is currently being undertaken through the Intergovernmental Steering Committee (ISC) of the GCMRSIF. Due to the increased urban development demand for the N1 from the City of Cape Town, Stellenbosch Municipality, and Drakenstein Municipality, the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) – custodian of the regional spatial implementation framework – has in collaboration with the National Department of Agriculture, Land Reform and Rural Development (DALR&RD) initiated discussions on funding a regional spatial development framework in line with one of the key actions contained in the Greater Cape Town Region National Spatial Action Area (GCTR NSAA). The parties concerned have agreed that due to the existence of the GCMRSIF, the funding allocated should further involve technical work around an infrastructure analysis, including localized inter-municipal scenario planning exercises for the N1 corridor.

These discussions to date have been very slow, due to various intergovernmental complexities, and the Concept Note dated 19 February 2024 (refer to **Appendix N**) proposed by DEA&DP (in support of the participating municipalities) has not been concluded. It also appears from the feedback received from DALR&RD on the proposed concept note that an agreed outcome of the study still needs to be reached by all parties involved. The scope for the project from DALR&RD is for the development of a regional study for the Greater Cape Town Region addressing at least the following issues:

- Residential densification close to employment nodes and the urban core of the Greater Cape Town Region;
- Accommodating expected population growth towards 2050;
- Spatial economic restructuring;
- Inter-regional connectivity;
- Urban sprawl mitigation measures (scenario 1);
- Protection of agricultural land for food security (scenario 2);
- Focus area for investment in education and skills development targeted at youth;
- Revisiting and customizing the level of social service provision to accommodate a polycentric nodal system for dense metropolitan regions;
- Develop a regional public transport strategy considering existing and planned provincial, metropolitan, and municipal initiatives that are in line with the proposed RSD, and that prioritise planned high-density residential development areas and employment nodes.

In addition, and which is strongly supported in the DEA&DP concept note, is the study on the current infrastructure systems of all the municipalities, the estimated future demand on both municipal and regional infrastructure systems (water, energy, solid waste, wastewater, roads, public transport, rail (passengers, freight and agriculture), and ecological infrastructure.

The completion of this study is extremely important as the urgent need to coordinate an agreed long-term strategic vision including the coordination, prioritisation, and sequencing of investments will unlock the development potential of Klapmuts and the Cape Functional Region.

RECOMMENDATIONS

3.4.12 The MM and Director: P&ED to engage with the Minister of Local Government, Environmental Affairs, and Development Planning to add the Klapmuts IGSC as an agenda item on the JDMA, SIME, and TIME engagements.

3.4.13 The MM, CFO, and Director: P&ED to engage with Drakenstein Municipality around the extensive developments earmarked on SM's boundary and resolve the bulk infrastructure and/or any other related services issues.

3.4.14 The MM, CFO, and Director: P&ED to engage with the City of Cape Town around the proposed new Winelands airport and its associated land developments earmarked in close proximity on SM's boundary.

3.4.3 Catalytic Initiative: Integrated human settlements in spatially targeted areas in the greater Stellenbosch Municipality

Table 8 below lists the supportive policies and actions taken over the review period.

Planning & Economic Development			
MSDF supportive policies	*Council meeting*	*Council meeting date*	*MSDF implementation (Council item)*
Focus energy and support for municipal-led integrated human settlement projects.	12th	29/03/2023	Review of SM Housing pipeline for MTREF period of 2023-2026.
	Special Council Meeting	27/06/2023	Draft IHSP for the period 2022-2027 for public comment.
	18th	29/11/2023	Adoption of the Integrated Human Settlements Plan 2022-2027.
	22nd	25/04/2024	Progress report: La Motte feasibility for a potential integrated housing project.

Table 8

Intra-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

Various human settlement projects in the Housing Pipeline have progressed from pre-planning through to planning and implementation over the review period. The following projects are currently being processed by the land use management section, namely:

- Jamestown Phase 2-3 (±2 000 IRDP / FLISP opportunities);
- Erf 7001, Stellenbosch (±250 – 300 IRDP / FLISP opportunities); and -
- Northern Extension (±4 000 – 6 000 IRDP / FLISP opportunities).

RECOMMENDATIONS

3.4.15 The Director: P&ED, Director: Infrastructure Services, and CFO to ensure the capital investment programme for the implementation of the priority human settlement developments are incorporated within the 10-year capital planning projects of the CEF.

3.5 SPATIAL PLANNING INITIATIVES SCHEDULED AS PART OF THE MSDF AND 5TH GENERATION IDP IMPLEMENTATION PLANS FOR 2022-2027

Ideally, each of the settlements in SM should have an LSDF, applying the principles of the SDF in more detail. The priority for LSDFs should be determined by the position and role of settlements in the SM settlement hierarchy. The municipality aims to procure the services of a service provider to compile a series of Local Community Investment plans in the form of Local Spatial Development Frameworks over the next 3-years for ten of the priority nodes (both urban and rural)[10][11][12]. The aim is to compile localised planning and development outcomes that need to address the following:

- Spatial and design frameworks, plans, and strategies;
- Social service delivery plans and interventions; and
- Innovative and interactive engagement and public participation processes (refer to **Appendix O**).

These localised spatial planning initiatives require public, and private landowners in key areas to plan and coordinate development collectively (beyond individual property boundaries and interests) to ensure appropriate infrastructure arrangements, the provision of inclusionary housing, public facilities, and so on. Based on consultations with the Division: Development Management and upon review of the land use application being submitted (refer to **Appendix P**), the current top priority LSDF is identified for Koelenhof, followed by the Dwars River area.

Koelenhof is identified as an emerging node in the MSDF with key preconditions necessary highlighted to transform this node and to categorize it as a priority

[10] D2294/D3880: "Development of Local Spatial Development Framework for the 10 small towns (identified nodes)"
[11] D2647/D2647: "Develop LSDFs for small towns"
[12] D2654/D2654: "Number of LSDF developed for small towns"

development area (PDA) which will achieve and align to all the spatial imperatives of the MSDF. The municipality can in this instance proactively engage with the private property developers, and key provincial stakeholders to enable the development of the emerging node and proceed with work to detail the broader plan and activity programme. This will support and allow the alignment of municipal infrastructure (including provincial infrastructure) and social services planning to support the development of Koelenhof into an inclusive, appropriately serviced community, negotiated through formalised public and NMT networks, with a positive relationship with the surrounding natural and agricultural land.

Categorizing and defining the Koelenhof node as a PDA within the settlement hierarchy of SM can allow the shifting of the investment rationale and resources to include, prioritize, and sequence the infrastructure demand requirements over the 10-20-year planning horizon of the CEF. At present the CEF 10-year capital projects do not include the infrastructure demands to enable the significant proposed new developments being processed and assessed by the municipality and province. Table 9 below provides the detailed extent of land developments in each of the four (4) quadrants of the Koelenhof node.

Quadrant	Portions	Type of development	Land Uses	Application progress
1	Farm 1060	Proposed new greenfield development – Retirement Village [25.67ha]	212 Group Housing units	**No** Land Use Application in progress Environmental Impact Assessment in progress
			55 assisted living units	
			Frail care centre	
			195 Apartment/Row House units	
			Clubhouse & associated commercial facilities	
	Farm 1551	Brownfield [2.89ha]	Existing St. Vincent Primary School, Church & associated facilities	Not applicable
PROPOSED NEW DEVELOPMENT TOTAL				**±25.67ha**
	Farm 74/23	Proposed new greenfield development – [31.49ha]	23.21ha multi-unit residential portions	Land use application in progress (2023)
			6.1ha Local Business Zones (incl. Place of	

2			Entertainment & Education)	
			0.83ha Private Road	
	Farm 74/29	Brownfield [10.06]	Lindelani Child & Youth Centre & associated facilities	Not applicable
	Erven 178 – 179, 355 – 357 Koelpark	Brownfield - Existing residential estate township establishment [25.6ha]	Nooitgedacht Estate – 211 Erven, private open spaces, private roads (Phase 1 & 2 – 2001; Phase 3 – 2010; Phase 4 – 2013; Phase 5 – 2014)	Not applicable
PROPOSED NEW DEVELOPMENT TOTAL				**±31.49ha**
3	Farm 1277/5	Brownfield – Existing … [6.22ha]	Origin Wines	Not applicable
	Erf 82, Koelpark	Brownfield – Existing residential estate township establishment [4.02ha]	Koelenbosch Country Estate – 82 erven & public road (2014)	Not applicable
	Farm 74/47	Brownfield – Existing local business zone [1.02ha]	Devon Place Centre	Not applicable
	Farm 74/13	Brownfield – Existing Industrial Zone [2.21ha]	Industrial Zone with consent for Transport usage	Not applicable
	Farm 1512	Brownfield – Existing residential estate township establishment [82.9ha]	Devonvale Golf Course Estate – 160 erven	Not applicable
PROPOSED NEW DEVELOPMENT TOTAL				**0ha**
	43/65	Proposed new greenfield development	Devonbosch mixed-use development	Land Use & Building Plan

4		[26.37ha]	22 Business Zone erven for shops, offices, & flats (10.3ha)	applications in progress
			11 Private open space erven	
			8 Private Road erven	
			1 Authority Zone erf	
	20/65	Brownfield [21.31ha]	Brickfields	New development area to be determined – 61.89ha
	1059	Greenfield [12.08ha]	To be determined	
	9/65	Greenfield [18.4ha]	To be determined	
	3/66	Greenfield [10.1ha]	To be determined	
PROPOSED NEW DEVELOPMENT TOTAL				**±26.37ha**

Table 9

A Koelenhof Landowners Consortium has been established and the municipality has been invited to participate as a key stakeholder. The forum consists of applicants and landowners of Devonbosch, Nooitgedacht, Devon Place, Devon Valley, Koelenbosch Estate, Origin Wines, Koelenhof Estate and Malanshoop. A Terms of Reference for the compilation of an urban development framework has been concluded and is attached in **Appendix Q**. The timeframe for the compilation and submission of a draft urban development framework for the node is ±3 months, with a deadline for submission to the Directorate: P&ED by the end of November 2024.

RECOMMENDATIONS

3.5.1 The Director: P&ED and the CFO to ensure sufficient funding is earmarked to complete the tender process for the LSDFs.

3.5.2 The Director: P&ED to recommend and agree on the prioritisation of Koelenhof's LSDF in collaboration with the Director: Infrastructure Services and the CFO.

3.5.3 The Director: P&ED to nominate an official from the Section: Spatial Planning, and Heritage Resource Management and Division: Development Management to serve as a key role-player on the Koelenhof Landowners Collective / Property Developers Forum.

3.6 SCHEDULED SPATIAL PLANNING AND LAND USE MANAGEMENT SYSTEM WORK[13]

Integrating the system of spatial planning and land use management promotes social and economic inclusion. The Directorate: Planning & Economic Development has been actively working to ensure that the spatial planning and land use management systems are interrelated and integrated to achieve the spatial vision as set out by the Council's spatial policies.

Over the MSDF review process, Table 10 below lists the supportive policies and actions taken by each of these sections over the review period.

Planning & Economic Development			
MSDF supportive policy actions	*Council meeting*	*Council meeting date*	*MSDF implementation (Council item)*
	9th	23/11/2022	Review of the Stellenbosch By-law on municipal land use planning.
	13th	26/04/2023	Report on the internal review of the zoning scheme.
	14th	24/05/2023	Adoption of the final draft Stellenbosch By-law on Municipal Land Use Planning, 2023
	14th	24/05/2023	Approval of the ATC overlay zone
	Special Council	27/06/2023	Approval of the final draft Inclusionary Zoning Policy, 2023 as part of the Stellenbosch Municipality Zoning scheme by-law

Table 10

Intra-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

Over the MSDF period, the focus is to further integrate spatial planning and land use management during the review of the Stellenbosch Municipality Zoning Scheme By-law.

RECOMMENDATIONS

3.6.1 The Director: P&ED should nominate an official in the Section: Spatial Planning and Heritage Resource Management to actively participate in the development

[13] D2082/D3622: "Submit a list of policies and by-laws to be developed or reviewed by the Director: P&ED"

of the following spatial policies and this official should report on the implications for the MSDF to the Director:

3.6.1.1 Zoning Scheme By-law.

3.6.1.2 Franschhoek Development Framework – Groendal strategic sites (listed in 1st review MSDF report).

3.6.1.3 Practice note on site-specific determinations and application procedures (listed in 1st review MSDF report).

3.6.2 Director: P&ED should nominate an official in the Section: Land use Management to actively participate in the development of the following spatial policies:

3.6.2.1 Review and update of the rural spatial plan; and

3.6.2.2 Review of the Inclusionary Zoning Policy (2025).

3.5 SPATIAL IMPERATIVE: ENSURE A BALANCED APPROACH TO TRANSPORT IN SM, THAT APPROPRIATELY SERVES REGIONAL MOBILITY NEEDS AND LOCAL-LEVEL ACCESSIBILITY IMPROVEMENTS

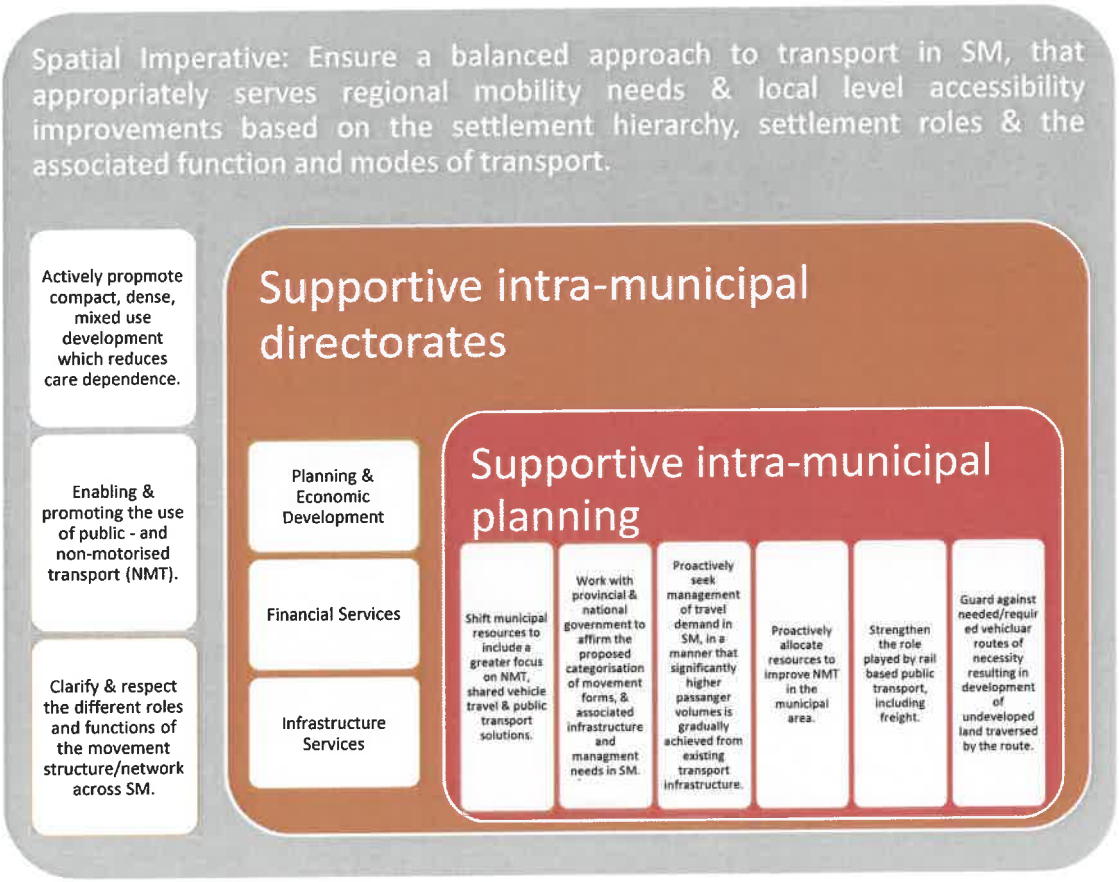

Figure 12

The key municipal directorates associated with the mobility theme are, Planning & Economic Development, Financial Services, and Infrastructure Services. Table 11 below lists the supportive policies and actions taken by each of these directorates (refer to Figure 12) over the review period.

Infrastructure Services			
MSDF supportive policies	*Council meeting*	*Council meeting date*	*MSDF implementation (Council item)*
Strengthening the role of NMT, including proactively allocating resources to improve NMT.	8th	26/10/2022	Approval of revised 2021/22 Non-Motorised Transport Plan.
Affirmation of the categorisation of movement network & the associated infrastructure & management demands.	9th	23/11/2022	Approval of the 2022 Roads Master Plan (RMP).
Researching the role of public transport & the resources required.	12th	29/03/2023	Report on the provision of a public transport service for Stellenbosch.
To be determined	12th	29/03/2023	Leasing of Eikestad Parking area.
	12th	29/03/2023	Leasing of a portion of Bergzicht taxi rank upgrades for the development of electric minibus taxi charging facilities.
	14th	24/05/2023	Parking management along the Main Road in the CBD of Franschhoek.
	16th	23/08/2023	The proposed implementation of a one-way system along Piet Retief and Koch Streets.
	16th	23/08/2023	Prioritise the dualling of the bridge on "Die Laan".
Strengthening the role of NMT, including proactively allocating resources to improve NMT.	17th	25/10/2023	Adoption of the Sidewalk Accessibility Policy.

Affirmation of the categorisation of movement network & the associated infrastructure & management demands.	18th	29/11/2023	Adoption of the Comprehensive Integrated Transport Plan 2023-2028 (CITP).
Proactively seeking to manage travel demand to increase passenger volumes from existing transport infrastructure.	18th	29/11/2023	Stellenbosch Station parking area.
Strengthening the role of NMT, including proactively allocating resources to improve NMT.	22nd	25/04/2024	Approval of Dennesig Neighbourhood Pedestrianisation / Woonerf proposal.
Planning & Economic Development			
Strengthening the role of NMT, including proactively allocating resources to improve NMT.	18th	29/11/2023	Approval to pilot a bicycle park & walk facilities initiative for 12 months.

Table 11

Intra-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

Over the MSDF period, the focus is to integrate spatial planning, transport planning (emphasising public transport & NMT), social facilities planning, and infrastructure planning. This has been one of the key spatial alignment supporting actions driving the Capital Planning Forum to effectively achieve the adopted transport vision for Stellenbosch as an "*integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable & affordable to all communities serviced by the Municipality*".

RECOMMENDATIONS

3.6.3 The MM and Director: P&ED need to engage with the relevant Directors of the key directorates to request that an official in the Section: Spatial Planning and Heritage Resource Management should form part of the project teams for the update of planned municipal sector plans by the Directorate: Infrastructure Services and this official should report on the implications for the MSDF to the Director and the Capital Planning Forum.

3.6.4 The MM, Director: P&ED, Director: Infrastructure Services, and CFO need to engage and agree on institutional mechanisms to achieve spatial alignment between the MSDF, CEF, and CITP which can inform the prioritisation matrix for the 10-year capital planning and capital investment portfolio.

3.6.5 The MM, Director: P&ED, Director: Infrastructure Services, and CFO need to engage and agree on how to best incorporate the comments received by the Western Cape Department of Infrastructure on the ATC (refer to **Appendix H**) and conclude a work plan which can be incorporated in the applicable spatial implementation plans and sector plans.

Inter-municipal sector planning matters for consideration in the IDP/SDF process (2025/2026)

During the review of the amended MSDF and the CITP, the Western Cape Department of Infrastructure (DoI) provided comments that need to be discussed and addressed collaboratively (refer to **Appendix R**).

The following items are highlighted specifically with regards to the CITP, namely:

- The bypass road options for through traffic which are being developed and evaluated do not form part of a formal traffic study and the preliminary work (Royal Haskoning DHV – June 2017) undertaken by the DOI indicates that the construction of a bypass will not solve the problem of congestion within the Stellenbosch town area. The municipality further reiterated and confirmed this in section 3.3.1 of the CITP. Accordingly, the traffic analysis as part of the Roads Master plan confirms the initial comment from DOI and substantiates that the construction of bypasses will not alleviate traffic congestion.
- The High Occupancy Vehicle (HOV) facilities and public transport priority measures on arterials, such as the R44 are not supported.
- The majority of all the measures proposed in the CITP fall within or adjacent to the proclaimed provincial road network and are subject to the Western Cape DoI and the Western Cape Mobility Department review and approval.

Following the review of the MSDF/CEF and CITP implementation programme, the following items need urgent attention and resolutions, as they are critical outstanding elements in the effective and efficient implementation of the Council's most important catalytic initiatives.

RECOMMENDATIONS

3.4.16 The MM, Director: P&ED, Director: Infrastructure Services, and CFO need to engage and agree on how to address the requirements from the Western Cape Department of Infrastructure, namely:

3.4.16.1 Traffic impact assessment and/or strategic transport master plan for the ATC.

3.4.16.2 Update and alignment of the Stellenbosch Municipality Roads Master Plan (2022) with the ATC.

3.4.16.3 Update and alignment of the Stellenbosch Municipality Parking study (2019) with the ATC.

3.4.16.4 Setting up institutional arrangements to discuss, agree, and conclude the various proposals needed for the implementation of the CITP with the relevant road authority.

3.4.17 The Director: P&ED should nominate an official in the Section: Spatial Planning and Heritage Resource Management and Division: Development Management to form part of the project teams for the update of the following municipal sector plans and this official should report on the implications for the MSDF to the Director:

3.4.17.1 CITP;

3.4.17.2 Roads Master Plan (RMP);

3.4.17.3 Parking study; and -

3.4.17.4 Strategic transport master plan for the ATC.

3.4.18 The Director: P&ED, Director: Infrastructure Services, and CFO to ensure the capital investment programme for the implementation of the ATC is incorporated within the 10-year capital planning projects of the CEF.

4. COMMENTS RECEIVED DURING THE IDP 2023/2024 PUBLIC PARTICIPATION PROCESS ON THE REVIEW OF THE AMENDED IDP/MSDF/CEF

The Stellenbosch Agricultural Society (SAS), Stellenbosch Ratepayers Association (SRA), and First Plan Town Planners provided inputs on the review of the Amended IDP/MSDF/CEF during the 5th Generation IDP 2023/2024 public participation process conducted during October and November 2023 (refer to **Appendix S**). The Section: Spatial Planning and Heritage Resource Management provided written inputs on the comments received from SAS, and SRA to the Section IDP/PMR/IGR and the responses are herewith attached as **Appendix T**. In summary, based on the outcomes of this annual review process it was concluded that no amendment is required to the Amended IDP/MSDF/CEF.

The submission by First Plan Town Planners (further referred to as the consultants) intended to motivate the shortcomings of the Amended IDP/MSDF/CEF, 2023, and for the inclusion of the Libertas development proposal within the urban edge. The report from the consultants further explains the site-specific reasons for the deviation from the Council's spatial policy and the reasons for considering a very specific type of development that the Amended IDP/MSDF/CEF did not consider, and which haven't been catered for within Stellenbosch town. The comments received by the consultants requires an assessment of performance measurements (sections 34(a)(i) and 41 of the MSA), and the extent that changing circumstances demands an amendment (section 34(a)(ii)) to the Municipal Council. It is important to note that **changing circumstances generally refers to circumstances that are out of the control of the Municipality that have a substantive impact on the MSDF policies and proposals and could include e.g., changes in legislation, policy, norms or**

standards; disasters; trigger points being reached in terms of certain parameters; significant proposal for development in the municipal area that will result in significantly changed human settlement needs, socio-economic needs or altered natural environments; change in population growth; change in political leadership; new information etc.

Based on the outcomes of the review in terms of both Sections 34(a)(i) and (ii), the Municipal Council may amend its Amended IDP/MSDF/CEF in accordance with prescribed processes. **If an amendment is required, the process prescribed in regulation 3 of the Local Government: Municipal Planning and Performance Management Regulation, 2001 must be followed**. In addition, the requirements of section 20(3) in SPLUMA, sections 10, 11, 12, or 13, and 14 of LUPA and sections 3, 4, or 5 and 10 of Stellenbosch Municipality Land Use Planning By-law (2023) need to be satisfied. Attached in **Appendix C** is the standard operating procedures for the amendment of a MSDF, both in terms of an Intergovernmental Steering Committee (ISC) or without an ISC.

It is important to note that when an amendment process is required due to recommendations from the review and decided by Council, this process should be planned for and included in the IDP process plan developed in terms of section 28 and 29 of the MSA. Furthermore, it should be noted that the timeframe normally associated with an amendment process for the IDP/SDF/CEF ranges between 24 to 36 months, and upon conclusion does not give any development rights and the consultants would still need to submit the necessary land development applications with the Division: Development Management. For the Libertas development proposal, the consultants in the meantime have already submitted the required land development applications for motivating site-specific deviation, and rezoning from Agricultural and Rural Zone to Subdivisional Area to accommodate the Libertas Development proposal. It is important to note that the motivation for the site-specific deviation forms part of a land development application which is currently being processed by the Division: Development Management. Accordingly, the comments and recommendations expressed in the MSDF review report focuses on the assessment of performance measurements as stipulated in sections 34(a)(i) and (ii) of the MSA, and it **DOES NOT** deal with the merits of the site-specific deviation application.

The submission from the consultants were assessed in terms of the performance measurements as detailed in the Implementation Programme (refer to Chapter 6) of the Amended MSDF/CEF, 2023. It is important to note that a similar submission from the same consultant was made during the public participation process (2022) for the amended MSDF. The proposal was considered based on the normative and legislated development and spatial planning criteria as required by SPLUMA and LUPA. For ease of reference, a summary of the outcomes and the recommendation to the Council is provided below (refer to Table 14). These recommendations were presented to the MSDF/CEF's project steering committee which agreed that the recommendations should be accepted and presented to Council. Council approved the comments and recommendations on 27 June 2023 (refer to **Appendix B**).

During the previous (2023/2024), the MSDF/CEF was adopted and no changes were made to the Council's spatial vision. The normative and spatial environment assessment criteria remain since the Council's policy has not changed over the last year.

General comments applicable to the following proposals received.

The amendment of the MSDF process provided an opportunity in September 2022 for the submission of comments, inclusive of development proposals. These proposals for the amendment of the urban edge were submitted during the comment period for the proposed amended MSDF during April - May 2023 and accordingly were not submitted timeously for consideration as part of the amended MSDF, inclusive of the amendment and review of the CEF. Although the proposals were submitted outside of the timeframe, the proposals were captured and considered using the principles of the MSDF, spatial alignment criteria applicable within the CEF, and a high-level strategic environmental assessment using applicable policies (i.e. SEMF, Heritage Inventory, Biodiversity Spatial Plan) and spatial datasets normally associated with these policies. The aforementioned criteria were broadly used to ascertain if, in terms of adopted and approved municipal spatial policies, a form of compliance, conformance, and/or deviation was found between the proposals and policy (columns L - P).

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development name	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	Department response	Compliance with the current urban growth boundary	Development type and setting	Functional & Priority capital investement area	Spatial policies	Strategic environmental assessment of the property	Departmental considerations and recommendation
Urban node	1	Stellenbosch	1a	128.17 Liberties		Remainder Farm 1480 Stellenbosch	Close to schools and medical facilities. Close to Stellenbosch CBD and Stellenbosch University. The current guidelines of the Stellenbosch Municipality MSDF is rendered as inappropriate. Promotion of integration. Restore the functioning of the existing town centre. Limit development locations which leads to increased vehicular travel demand. Reducing the occurrence of mono-functional, stand alone, introverted and isolated development forms. No intrusion into the relatively sensitive cultural and natural environment and does not promote fragmentation and sprawl.	1 241 units of a medium density, non-suburban type distributed within three precincts A, B and C. It is either of duplex, simplex or triplex type with average R2mil at current market value. Land use will primarily remain agricultural. Low- to medium density, high/multi-residential, 3 - 4 storeys to be found in precincts A and B. 1 215 units of 1 241 units (97.9%) will range from 50 - 150m² GBA at an average of 70m² GBA per unit. 26 units found in Precincts A and C are larger single-residential units with average at R4 and R12 mil at current market value. Cultural and heritage significance and to be protected and enhanced. Mixed used activities (Commercial, retail, institutional and educational which will	24 May 23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDF various objections were received due to the site specific application currently being processed. An objection received from Erf 1480 (Portion 1 Farm [illegible] specifically on the proposal was received and is acknowledged	No the proposed development proposal falls outside the urban edge	Greenfield: Peri-urban Low-density residential (approx 6du/ha gross) Mixed use	Yes, although outside of the urban edge	Municipal Spatial Development Framework Municipal Capital Expenditure Framework Stellenbosch Environmental Management Framework Stellenbosch Heritage Inventory Western Cape Biodiversity Plan Stellenbosch Zoning Scheme By-Law	BSP_ESA2 High Potential Agricultural Land Agricultural and Rural Zone Conservation Systems - Green Transversal Landscape Units - Grade IIIb (secondary 2)	The proposal deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klapmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. If it is considered as a proposal, it should be noted that it will have a material impact on the spatial strategies of the MSDF, as well as the spatial targeting of the capital expenditure framework, and accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation. It is important to note that a site-specific deviation application is currently being processed and the outcomes will provide guidance in regards of the future development of the property.
Urban node	1	Stellenbosch	1b	10.91 Liberties		Remainder Farm 1540 Stellenbosch									High Potential Agricultural Land Agricultural and Rural Zone	
Urban node	1	Stellenbosch	1c	9.62 Liberties		Portion 2 of Farm 374 Stellenbosch									BSP_CBA1 BSP_ESA2 High potential agricultural land Agricultural and Rural Zone	
Urban node	1	Stellenbosch	1d	6 Liberties		Portion 2 / A portion of portion 1 of Farm Valley Luxury 371 Stellenbosch									BSP_CBA1 BSP_ESA2 High potential agricultural land Agricultural and Rural Zone	

Total loss of greenfield areas (ha)	**197,9**

Table 12

As part of this 2nd annual review of the MSDF the focus in terms of the submission by the consultants for the Libertas Development proposal will be made based on the fiscal impact of development on the Municipality as summarised in Table 12 below. The intention is to highlight the extent of the capital and operating costs programme necessary to provide for the proposed Libertas Development. The municipality bears the lifecycle cost of providing municipal services to customers in outlying locations and expects to recover these costs through rates and tariffs to cover the operating costs, whilst the development charges are used to cover the capital costs of bulk and connector infrastructure. This section of the report introduces a fiscal impact method to evaluate the capital and operating costs of the Libertas development, proposed in a peripheral location – outside the current urban edge; that is, beyond the reach of existing infrastructure master plans. This approach will place Council in an informed position to decide on whether to consider the amendment of the MSDF, as requested.

The fiscal impact assessment of the proposed Libertas Development is based on the Fiscal Impact Tool (FIT) provided by National Treasury's Cities Support Programme, in partnership with the South African Cities Network (SACN) and PDG. The tool developed by National Treasury (NT) aims to assist municipalities to assess the long term operating and capital costs of development to multiple actors. The model strengthens the financial link to planning and strategy and towards fostering more evidenced based spatial planning decision making. The purpose of the tool is to inform better decision making around development approvals; to illustrate the trade-offs around spatial location; and to identify incidence of cost over the long-term to inform negotiating cost-sharing. Based on the literature review and case study assessments[14][15][16][17], the following aspects are highlighted in the sections below i.e.;

- **Section 4.1**: To understand a model it is important to highlight the factors considered in the approach, including the gaps and how it fits into the relevant legislative and regulatory framework (SPLUMA development principles).
- **Section 4.2**: The factors get translated into the methodology and the key concepts of the tool is highlighted and explained.
- **Section 4.3**: Applying the tool requires a summary of the proposed development and the specialist engineering inputs from both the consultants and the municipality (officials and approved sector master plans).
- **Section 4.4**: Official information and data sources from the Stellenbosch Municipality were used in the model and this section provides the outcomes of the metrics applied in the FIT for financial and non-financial costs.
- **Section 4.5**: Provides a comparison between the independent engineering calculations provided by the consultant and the results of the FIT and key outcomes are highlighted.

[14] National Treasury. 2018. The Fiscal Impact Tool (FIT).
[15] National Treasury & South African Cities Network (SACN). 2015. Assessing the fiscal impacts of development.
[16] National Treasury, SACN, & PDG. 2017. Demonstration of the FIT presentation.
[17] PDG. 2021. Estimating the capital and operating costs of development proposals in discouraged growth areas.

4.1 Fiscal Impact method: Factors considered in the approach

To understand and position the tool it is important to reflect on the arguments made, that there are 'hidden costs' of peripheral development which is not fully internalised into its pricing. It is assumed that these costs vary in space; they are greater in peripheral locations than in other areas; and it is technically possible to calculate actual costs with a reasonable degree of accuracy. Additionally, the municipality bears this lifecycle cost of providing municipal services to customers in these peripheral locations, expecting to recover these costs through rates and tariffs to cover the operating costs, whilst the development charges are used to cover the capital costs of bulk and connector infrastructure. Considering the aforementioned, it is important to note that there are various factors listed below which highlights limitations on the land based financing tools (tariffs, development charges) which is currently at the disposal to the municipality to recoup capital and operating costs, decisions are impacted by the value of the independent specialist inputs received, and that there is a need for planners to have a more credible means of calculating the impact of peripheral development without having to solely rely on the normative planning arguments (e.g. SPLUMA development principles).

- Tariffs and development charges intended to recover the cost of providing infrastructure and services are fixed, irrespective of the actual cost of providing services to the customer.
- Development charges based on a geographical scale to recover costs more accurately within specific impact zones are not currently being implemented by the municipality.
- Spatially variable actual costs are not being internalised in the location decision of developers, and ultimately, the purchase and tariffs born by prospective end users. If the geographic variation costs are shown to be significant, it would imply that **landowners in high-cost areas are effectively being subsidised by those in low-cost areas**.
- The calculations that cover all municipal services are developer-driven estimates which may result in incorrect or inconsistent results. The specialist reports on the preliminary design as provided by the developer for the Libertas development proposal cover **capital costs based on 2018 and 2021/2022 rates**. It is also important to note that some of the reports are based on two different layout options and it may result in incorrect or inconsistent results.
- The legislative and regulatory instruments available in SPLUMA established several principles governing land use management.
  - The principle of spatial sustainability [sections 7(b)(i), (iv), (v), (vi) of SPLUMA] requires:
    - the promotion of land development that is within the fiscal, institutional, and administrative means of the Republic;
    - the promotion of effective and equitable functioning of land markets;
    - the consideration of all current and future costs to all parties for the provision of infrastructure and social services in land development; and

- the promotion of land development in locations that are sustainable and limit urban sprawl.
- The principle of efficiency (section 7(c)(i) of SPLUMA) whereby:
  - Land development optimises the use of existing resources and infrastructure.

- The legislative and regulatory instruments available in LUPA established several land use planning principles.
  - The principle of spatial sustainability [sections 59(2)(i), (iv), (v), (vi), (viii) of LUPA] requires:
    - the promotion of land development that is spatially compact, resource-frugal, and within the fiscal, institutional, and administrative means of the relevant competent authority;
    - promote and stimulate the effective and equitable functioning of land markets;
    - consideration of all current and future costs to all parties for the provision of infrastructure and social services in land development;
    - the promotion of land development in locations that are sustainable and limit urban sprawl;
    - striving to ensure that the basic needs of all citizens are met in an affordable way; and –
    - development should be principle-driven and should prioritise long-term social, economic, and environmental benefits over short-term benefits.
  - The principle of efficiency [sections 59(3)(a), (b)(i) – (vii) of LUPA] whereby:
    - Land development optimises the use of existing resources, infrastructure, agriculture, land, minerals, and facilities; and –
    - integrated cities and towns should be developed.

- To enact the principles of SPLUMA & LUPA, the municipality relies on the urban edge as a simple growth management tool to protect high-potential agricultural land as it is cheaper and less burdensome to administer and creates certainty for the public, officials, and developers. Judicially implementing the urban edge in principle and design will achieve efficiencies by preventing unplanned, leapfrog development.

4.2 Fiscal impact method: Key concepts underpinning the methodology

Considering the factors discussed above, certain technical considerations arose on how to correctly estimate actual costs[18], and how to incorporate this evidence into decision-making. The best practice put forward through the FIT model developed by NT is a form of Net Cost/Benefit analysis (CBA). Generally CBA, is an economic tool that is employed to assess the long term financial, economic or social viability of a project in comparison to an alternative (i.e. no development). Its benefits relate to the

[18] Namely, identifying the typology of costs i.e. which types of cost accrue to the municipality over time? It measures the life-cycle costs of development incurred by the government (including public utilities), the financial impacts on household budgets, and the environmental costs. Identify cost drivers, i.e. which spatial factors influence costs per development unit for the different services (property, water, sanitation, solid waste, electricity, roads & stormwater, transport, municipal public services, and provincial social services). This component of the model considers land value, connector infrastructure length, travel distance, modes & time, and existing infrastructure capacity. It is important to note that the costs are calculated irrespectively of existing capacity as the existing capacity reduces the immediate capital costs needed which is not the intent of the model.

ability to equate up-front capital costs with longer term operating costs and revenue flows through the discounting of future values, and then to produce easily comparable indicators such as Net Present Value (NPV).

The primary output of the FIT is NPV. The NPV is calculated per land use, per actor (Municipality, State, State-owned entities, households/businesses), per service (property, water, sanitation, solid waste, electricity, roads & stormwater, transport, municipal public services, etc.), and in total of the capital and operating cost impact of a development over 20 years. Other financial and non-financial cost outputs of the model include:

- NPV per m² of land use;
- Gross Value Add (GVA) increase as a result of the development construction and operation;
- Employment created as a result of the development;
- Economic value/cost of travel time;
- Increase/decrease in household travel time;
- Household expenditure on transport;
- Environmental costs i.e. carbon emissions from transport. water usage, electricity usage, and solid waste generation);

In essence the tool estimates the overall impact of a development over a 20 year period. Figure 13 below provides a simple representation of the principle of net cost/benefit where the costs are shown in blue and benefits (revenue) is shown in green. By subtracting the costs and benefits of the "no development" scenario from those of the "development" scenario on the same site, produces a net cash flow. This net cost/benefit cash flow is then discounted[19] to produce a NPV.

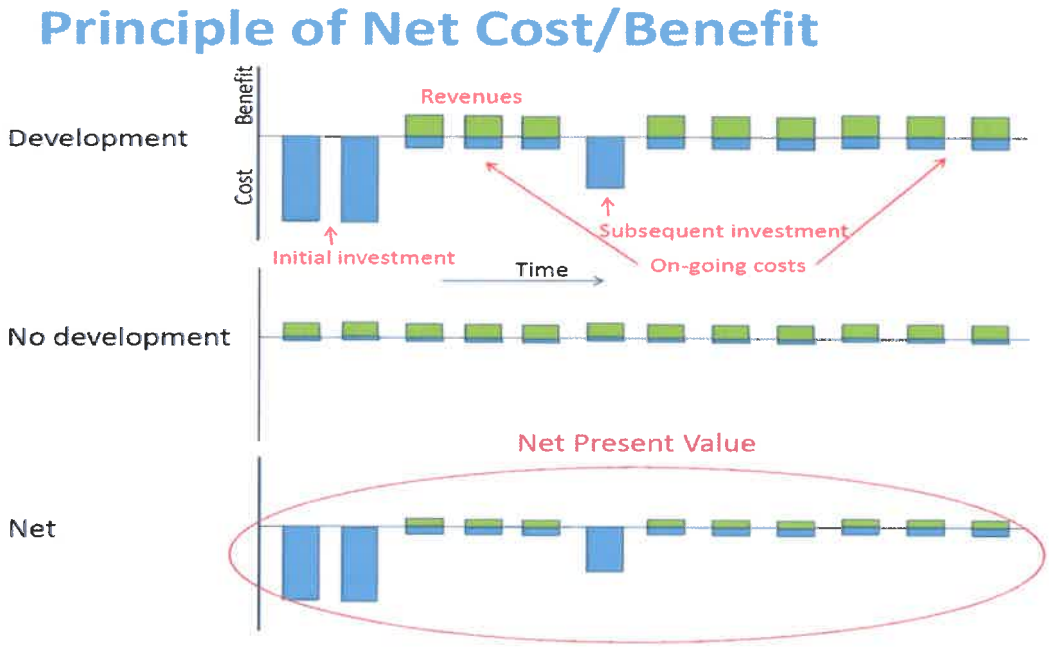

Figure 13

[19] In order to account for time value of money, these costs need to be calculated in the year in which they occur (annual cash flow) and then discounted to the base year as a NPV. The model assumes a discount rate of 3% for this purpose.

4.3 Fiscal impact method: Summary of the proposed Libertas Development

- Inclusion of Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 374, and Portion 2 of Farm 371, Stellenbosch (Libertas proposal). The total extent of the properties amounts to approximately 182 hectares (ha).
- A mixed-use development consisting of three distinct precincts proposing a total of 1 257 residential units, 12 166m² Retail/Office space, and 9 408m² Cultural/Institutional space. The remaining footprint of the development is intended for Agricultural/Rural purposes.
- 1 231 of the proposed residential units will be between 43 and 55m² (GBA). These units will be interspersed in micro apartment blocks throughout precincts 2 and 3 with an estimated price range of R2 million. The remaining 26 units will be around 350m² (GBA), with 7 units located in Precinct 1, and the remaining in Precinct 3 with a price range between R4 to R12 million.
- The proposed development **does not** provide inclusionary housing.
- Table 13 below provides a summary of the proposed land use mix.

Precinct 1 – Conventional Residential (Total area of 2,88ha)	
Category	*Total*
Housing	7 units
Precinct 2 – Mixed-Use (Total area of 9,98ha)	
Category	*Total*
Housing	500 units
Retail/Office	1 500m² GLA
Precinct 3 – Mixed-Use (Total area of 34,92ha)	
Category	*Total*
Housing	750 units
Retail/Office	10 666m² GLA
Cultural/Institutional	9 408m² GLA
Remainder	
Category	*Total*
Agricultural and Rural	124,95ha
Public Roads & Parking	1,34ha

Table 13

- Table 14 below indicates the preliminary spatially differentiated capital costs necessary to accommodate the proposed Libertas development (based on 2021/22 rates).

Water	
Link services fed to existing Paradyskloof Reservoir no. 1 & Papegaaiberg Reservoir	
New item	R372 000
SSW3.2	R405 000
SSW3.3	R1 018 000
SSW3.4	R2 226 000
SSW3.7	R372 000
SSW4.10	R697 000

Network upgrade (Papegaaiberg Reservoir)	R7 304 000
BULK WATER TOTAL	**R12 394 000**
Sewer	
Link services to the existing Die Boord PS sewer system	
Link services (phase 1 & 2)	R0
New and link services to new Fleurbaai bulk sewer PS	
Option 1: New item – SSS3.9 Fleurbaai bulk sewer PS (phase 3)	R9 982 000
Option 1: New item – SSS3.4 Outfall sewer	R3 511 000
Option 2: Internal PS for Phase 3	Not provided
BULK SEWER TOTAL	**R13 493 000**
Electricity	
Capacity required	5.8 MVA
SM available capacity	1 MVA
TOTAL	Not provided
ESTIMATED BULK ELECTRICITY TOTAL	R16 267 450 (DC for new minisubs) Network upgrade cost tbd
Proposed Provincial Road Upgrades for the Development – Traffic Impact Statement	
Roads Master Plan / CITP item SRMP054 – Van Reede Road Provincial Road no. MR171 Upgrade & new road extension Class 4, Urban Collector Streets A portion of Van Reede Road will be upgraded/widened and extended to link with Neutron Road, providing second access to Techno Park. ±2.3km	R22 100 000 (no priority assigned by the master plans & not included in the CEF & Budget)
Provincial Road network upgrades for the development – RMP & CITP	
SRMP018 – R44 Provincial Road no. MR27 Additional lanes Class 2, Urban Major Arterials Additional lanes will be provided to increase road link capacity and intersection stop line capacity. ±3.3km	R15 800 000 (no priority assigned by the master plans & not included in the CEF & Budget)
SRMP055 – Van Reede Road Provincial Road no. MR171 New road extension Class 4, Urban Collector Streets Investigate the extension of Van Reede Road to link with Piet Retief. ±0.6km	R5 800 000 (no priority assigned by the master plans & not included in the CEF & Budget)
ROAD UPGRADES TOTAL	**R43 700 000**
PRELIMINARY TOTAL	**R69 587 000**

Required Municipal Road upgrade not directly related to the development	
SRMP002 – Western bypass, Adam Tas – Technopark Link Provincial Road no. – not registered New road Class 2, Urban Major Arterial Option 3 – new road parallel to existing Techno Avenue from the R44 to R310. The road will have limited intersections with a possible 2nd access to Techno Park linking into Neutron Road. The route crosses the Eerste River (new bridge) and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. ±4km	R95 100 000 R130 000 000 (new rates) (no priority assigned by the master plans but included in the CEF, 2024) CEF planned CRR funding: 2024/25:R2 500 000 2025/26:R30 000 000 2026/27:R30 000 000 2027/28:R40 000 000 Approved budget: 2024/25:R2 500 000 2025/26:R5 000 000 2026/27:R5 000 000 Remaining cost to be capitalised: R117 500 000
TOTAL	**R199 587 000**

Table 14

It is important to note that the municipality has already planned and budgeted through the municipalities catalytic programme for extensive developments in the ATC (12 787 housing opportunities, 372ha of mixed-use development), The Bridge, Klapmuts (127ha of mixed-use development), the Integrated Human Settlements Programme (9 000 housing opportunities), and the planned Koelenhof node development (196ha of mixed-uses). Comparing the total units planned for the exclusive, high-income Libertas Development proposal (1257) with the municipalities extensive, integrated development programme, the overall greenfield development will create a loss of valuable agricultural land and high cultural landscape loss of ±182ha with a minimal overall contribution to the development envelope as contained in the municipal initiatives over the next 10-year planning and implementing horizon.

4.4 Fiscal impact method: Calculating the Net Present Value[20] of Libertas Development (base run 2024)

The results in Figure 14 and Table 15 shows that the NPV of costs of the development is greatest on the households and the businesses that locate in the Libertas Development. This is due to the dominance of the initial property price in the overall costs. The NPV of costs for the municipality indicate a loss (-R3 479 million), whilst the costs incurred by the State and State-owned Entities is far lower at only R541 million and R4 million respectively.

[20] The Net Present Value over 20 years by each actor represents the sum of operating and capital costs, less the capital and operating revenue, discounted at the assumed discount rate over 2 years and provides an indication of which actor is most heavily impacted financially by the development.

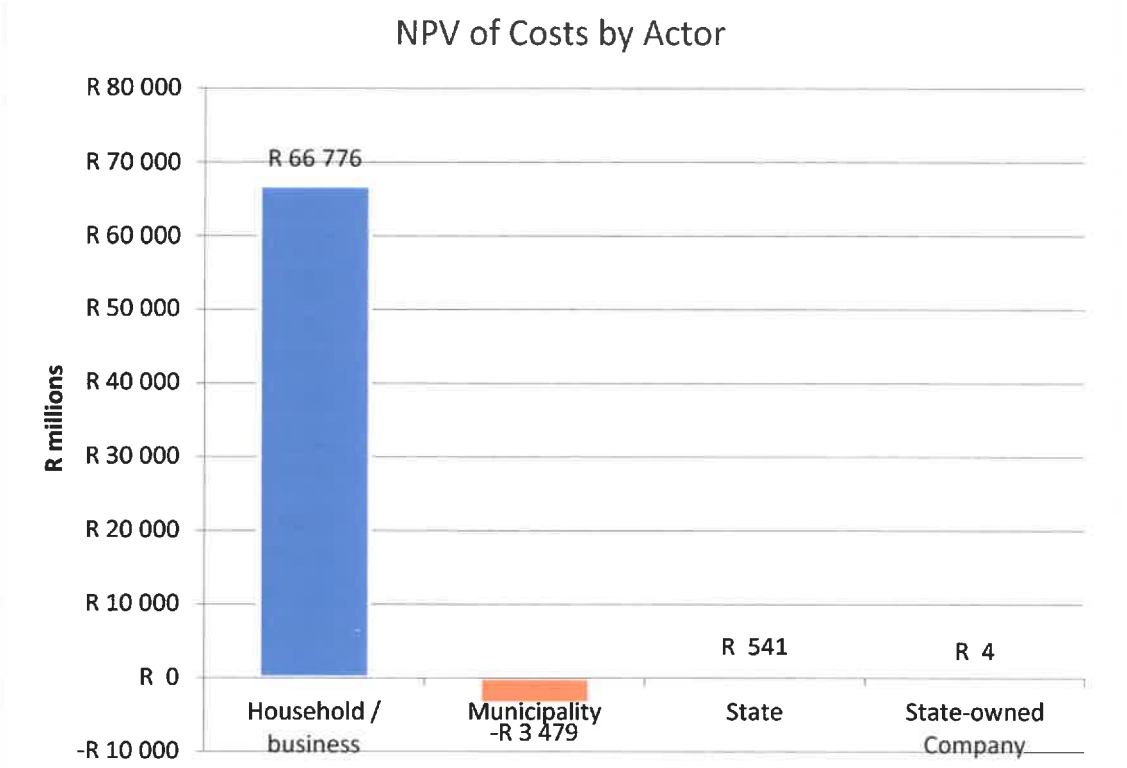

Figure 14

Net Present Value of Costs over 20 years - by actor				
	Household / business	Municipality	State	State-owned Company
High income attached	R 5 100 162 708	-R 2 539 701 944	R 1 164 487	R 11 135
High income semi-detached	R 0	R 0	R 0	R 0
High income detached	R 421 456 304	-R 144 528 595	R 35 047	R 1 695
Medium shop / office / facility	R 1 127 373 725	-R 272 911 691	R 1 044 066	R 1 133 327
Education	-R 106 960 150	R 2 664	R 501 184 580	R 179 062
Smallholding	R 60 234 054 219	-R 521 422 877	R 37 125 794	R 2 448 700
TOTAL / AVERAGE	**R 66 776 086 806**	**-R 3 478 562 443**	**R 540 553 974**	**R 3 773 918**

Table 15

The dominance of the property value is clearly shown in Figure 15 below and makes up approximately 68% of the total NPV of costs. This is followed by Roads, Electricity, and Sanitation as the next largest contributors to the total.

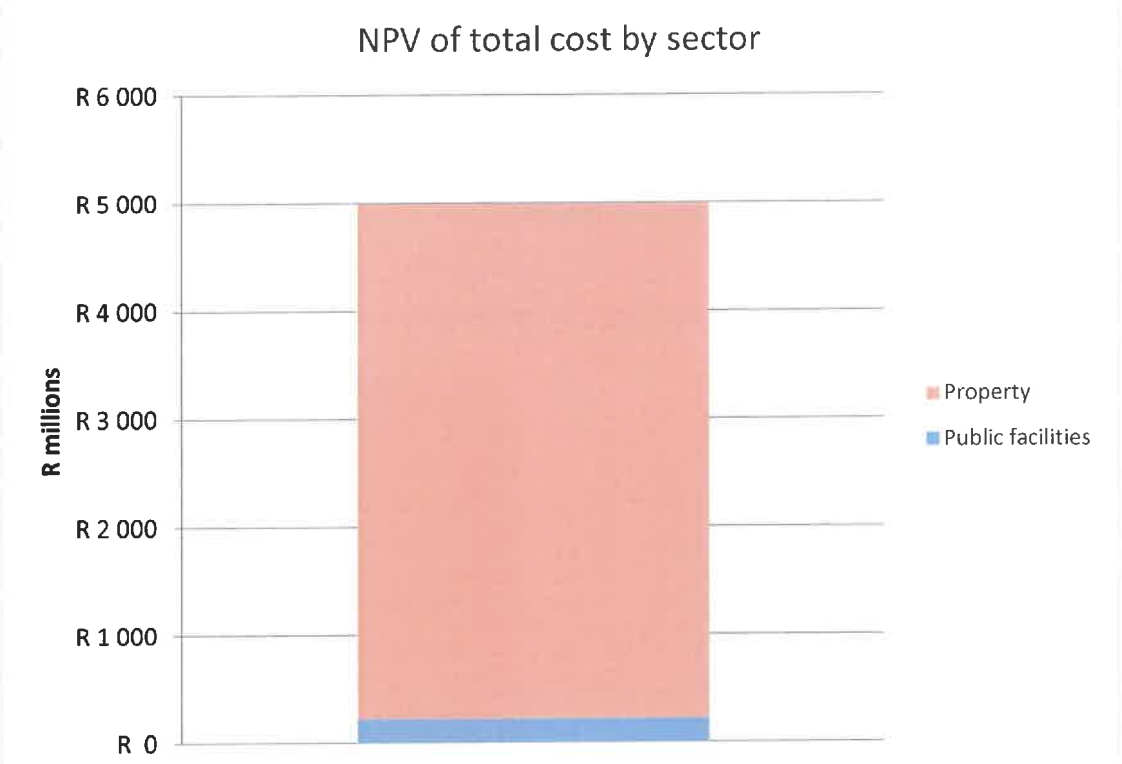

Figure 15

The split of the NPV of costs between capital and operating costs shown in Figure 16, indicates that the operating costs required over the 20-year period is more than double of the capital costs.

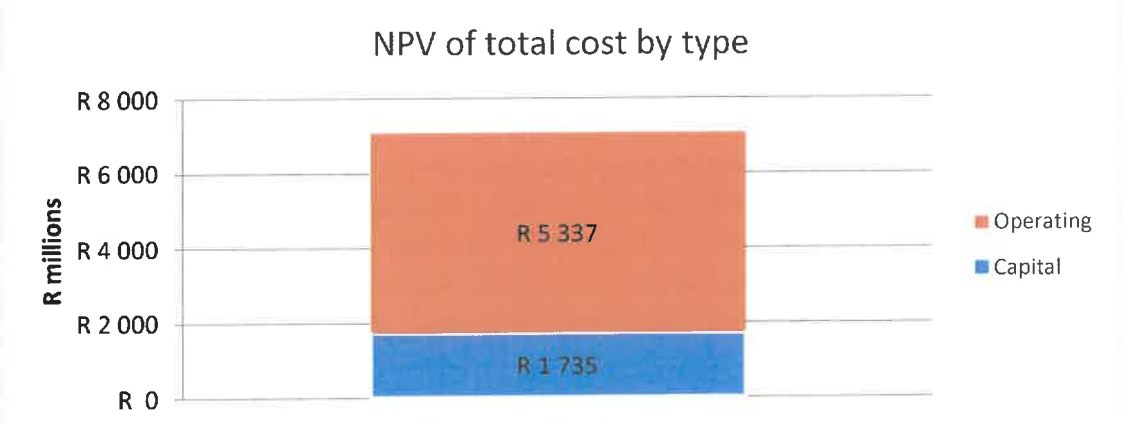

Figure 16

The percentage of costs that are made up by each of the eight sectors differs between the operating and capital costs as indicated in Figure 17. Roads dominates the capital investment, followed by Electricity, Sanitation, and Water. All the services (except property & public facilities) require significant connector infrastructure and bulk infrastructure upgrades. The initial capital investments for these services are greater than the NPV of the operating costs over the 20-year period.

Property dominates the operating costs and is relatively smaller on the capital side. The NPV of the operating costs for the initial capital investment for property and public facilities are significant over the 20-year period.

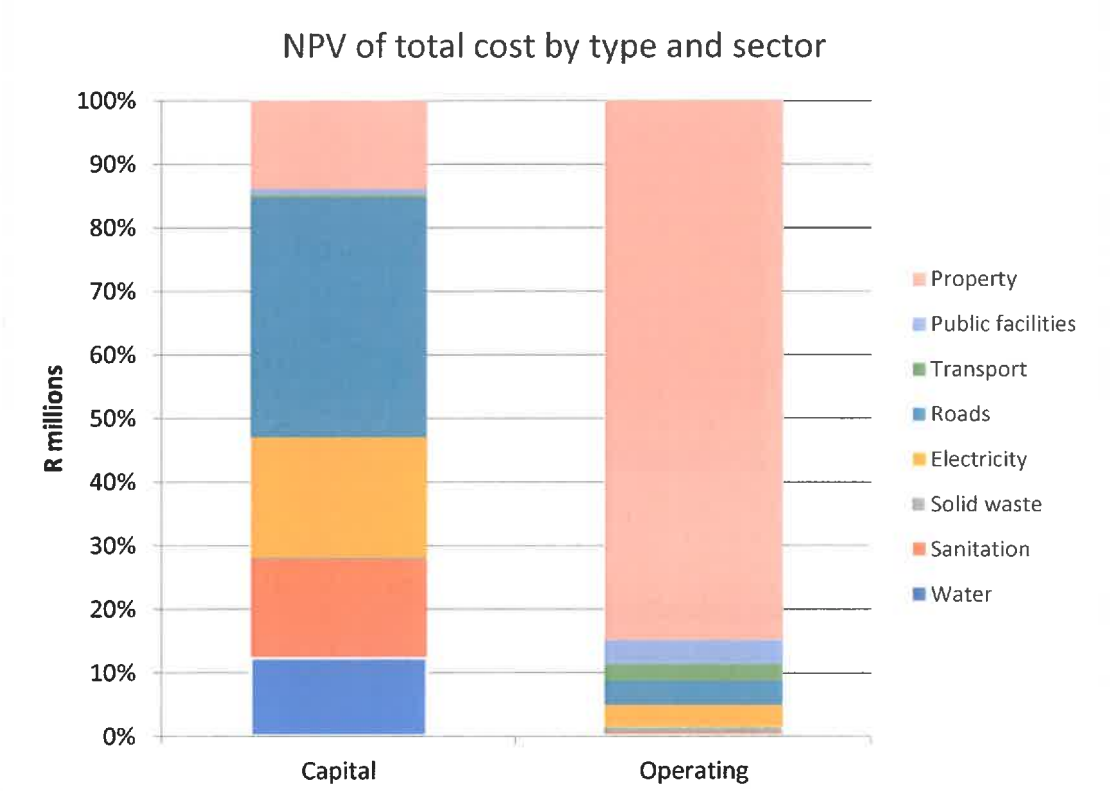

Figure 17

Figure 18[21] shows the unit cost of servicing each of the land uses, both in terms of initial capital costs and long-term operating costs. The graph illustrates the higher costs of servicing the non-residential land uses, with variations in the unit costs of servicing the high income attached (apartments) and high income detached residential land uses. The blank spaces in the figure represent land uses that are not included in Libertas.

[21] Net Present Value of costs per m² - this is the previous output divided by the net coverage of each land use and provides an indication of the most expensive land uses.

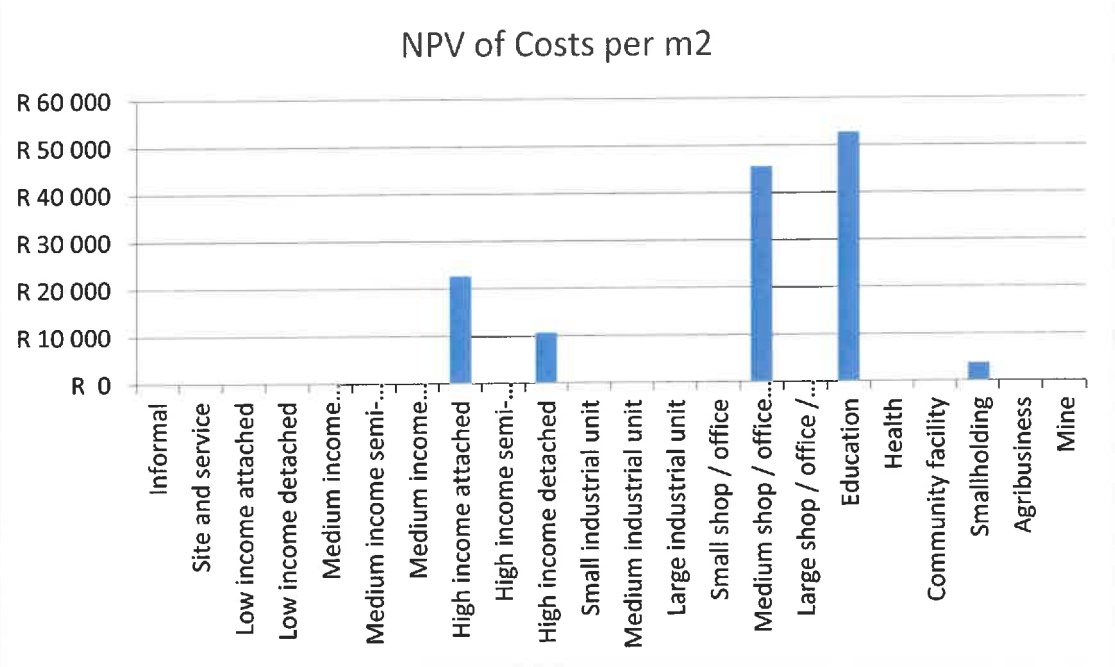

Figure 18

Fiscal impact method: Calculating the economic benefits[22] of the Libertas Development proposal (base run 2024)

The economic benefits included in the model comprise GVA and employment (refer to Table 15). The model calculates the total NPV of the GVA of Libertas over 20 years to be R17 670 million. The distribution of this economic benefit by land use (i.e. the land uses that contribute to this impact) is shown in Figure 19 below.

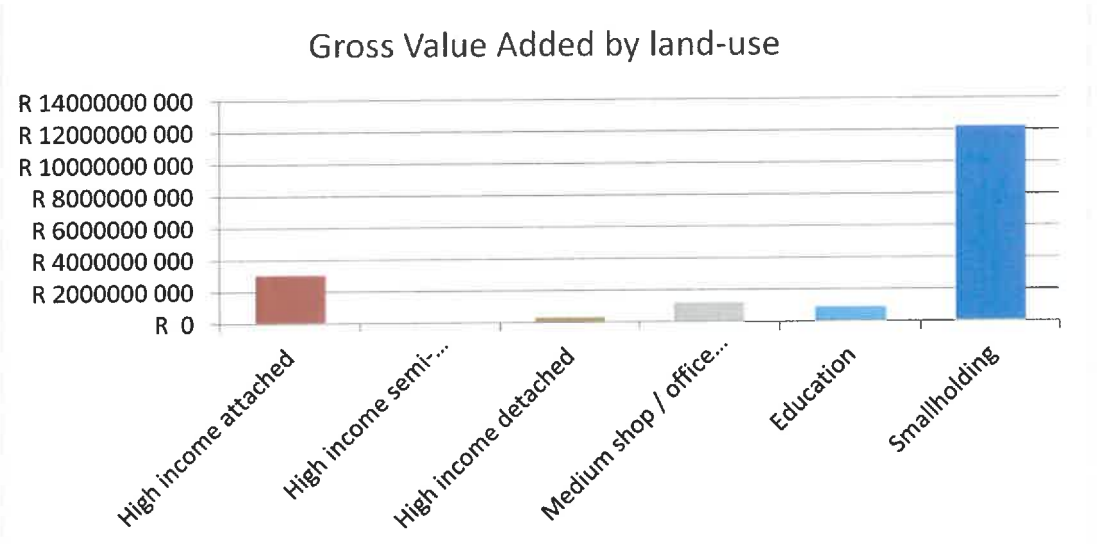

Figure 19

[22] This is the Net Present Value (i.e. discounted) economic benefit of the investment in property and infrastructure, as well as the economic benefit of operating the development over 20 years. It is therefore heavily influenced by the amount and type of capital investment. It does not represent the economic benefit of the non-residential land uses doing business over the period.

The total employment for the construction and operation of Libertas is calculated to be 88 902 person years[23].

Economic impacts			
GVA from construction, operations and maintenance	R	17 670	million
Employment from construction, operations and maintenance		88 902	person years

Table 16

Fiscal impact method: Calculating the non-financial impacts of the Libertas Development (base run 2024)

The non-financial impacts include the impacts on the environment[24] and the social impacts of travel time. Table 16 shows that an estimated 3007 million tons of additional CO_2 will be produced over 20 years from transport emissions because of the Libertas development. An additional 68KL of water and an additional 2856 KWh of electricity will be required in year 20.

Environmental impacts	Per capita (res)	Per m² (non-res)
Additional tons CO2 (from transport)	3007	0
Additional electricity demand (KWh pa in year 20)	2853	3
Additional volume of water required (Kl pa in year 20)	68	0

Table 17

The transportation assumptions included in the model were based on Stellenbosch Municipality's Comprehensive Integrated Transport Plan, 2023 indicating a modal split predominantly focused on private vehicle use (96%). Furthermore, an assumption of no change due to development not forming part of the integrated roads and transport master planning were made and is indicated in Table 17 below. These assumptions result in a significant economic cost[25] of travel time originating in Libertas development proposal over 20 years is R1 051 million, and this cost it is borne by the user.

Transport impacts			
Average increase/decrease in travel time over 20 years (mins/day)		0	minutes per day
Economic cost of total travelling time (R million)	R	1 051	million
Maximum % of household income spent on transport in year 20		0%	

Table 18

[23] This represents the employment potential, measured in person years, of the initial construction activity, as well as the operating of services in the development over 20 years.
[24] Three types of impact are calculated: carbon emissions, electricity demand and water demand. Carbon emissions are calculated as a result of transport as additional tons of CO_2, i.e. the difference between the developed and non-developed state. The calculation does not account for the fact that trips may have been displaced from elsewhere in the city. The electricity and water demand figures are presented as GWh per annum and ML per annum in year 20 respectively. It could be argued that MVA and Ml/d may be more relevant units from an engineering units, but as this output indicates impact on natural resources, the units have been calculated for a full year.
[25] The economic cost of travel time, which is calculated by multiplying the total travel time over the 20 year period by the estimated hourly wag of residents in each land use category. This result is the cumulative cost of all travel to and from the development and does not subtract any project travel from the 'no development' case.

4.5 Fiscal impact method: Comparing the outcomes of the Libertas Development (base run 2024) with Engineering Projections provided by the consultant

Official information and data sources from the Stellenbosch Municipality were used to calibrate the model and achieve direct costs inputs. However, cost estimates provided in Table 13 above were the result of independent engineering calculations which only consider capital costs and not operating costs. It was furthermore confirmed that the calculations were made at 2021 rates and not at calculated at current prices and/or discounted prices. By comparing the results of the Fiscal Impact Tool with the independent engineering calculations the following commentary provided in Table 19 is provided.

Services	Libertas specialist inputs	Fiscal Impact Tool (FIT)	Comment
Water	R12 394 000	R229 266 208	
Sanitation	R13 493 000	R283 064 189	
Solid Waste	Not provided	R51 335 508	The specialist reports did not consider the off-site impacts of solid waste transfer and disposal.
Electricity	Not provided	R509 987 690	The specialist reports did not cost the demand for the electricity service.
Provincial Road upgrades (SRMP054)	R22 100 000	R858 107 677	The specialist reports only costed the required provincial and municipal road upgrades for the project. In addition, the costing reflects an assumption that the road will remain a class 4 road, however due to the planned trips generated due to the development outside the master planning of the municipality and applying the RedBook norms and standards. The road needs to be reclassified as a class 3 and costed accordingly.
Provincial Road network upgrades (SRMP018 & SRMP055)	R21 600 000		
Municipal Road upgrade not directly related (SRMP002)	R130 000 000		
Transport	Not provided	R150 297 003	The specialist reports did not cost the demand for transport services.
Public facilities	Not provided	R218 080 929	The specialist reports did not cost the demand for public facilities.

Property	Not provided	R4 772 357 856	The specialist reports did not cost property value.
Open space / wetland improvement and maintenance	Not provided	Not included	The capital and operating cost item is not currently a feature of the FIT.
Internal infrastructure	Not provided	Included above	The internal infrastructure is not broken down by the specialist reports.
TOTAL	**R199 587 000**	**R7 072 497 060 (capital & operational costs required)**	

Table 19

FISCAL IMPACT METHOD: CONCLUSION

3.4.19 The negative Net Present Value to accrue to the municipality over the next 20-years demonstrates that the development outside of predetermined growth area will place pressure on the financial sustainability of the municipality. Due to this, the development principles of SPLUMA i.e. spatial sustainability (sections 7(b)(i), (iv), (v), (vi)) and efficiency (section 7(c)(i)) cannot be proven at this point in time.

3.4.20 The normative and legislated spatial planning criteria and spatial environmental assessment as required by SPLUMA which was adopted by the Council resolution on 27 June 2023 remains unchanged. Furthermore, the fiscal impact of the development further underlines that the development is inconsistent with SPLUMA's development principles.

3.4.21 Based on the assessment of performance measurements (sections 34(a)(i) and 41 of the MSA), whilst considering an amendment to the MSDF to include the development within the urban edge, will set a precedent and have ripple effects requiring significant changes to various municipal policy instruments e.g. the Integrated Development Plan, Capital Expenditure Framework, SDBIP, and master plans (i.e. CITP, IHSP, RMP, SEMF, etc.).

3.4.22 Amending the MSDF to include the Libertas Development proposal within the urban edge, will result in a different trajectory envisaged through the IDP and MSDF, including the implementation programme consisting of the catalytic initiatives (i.e. Adam Tas Corridor, The Bridge, Northern Extension, Jamestown Phase 2-3, Koelenhof etc.), the Capital Expenditure Framework and various related spatial supportive strategies, and non-spatial policies with specific implications on intra-municipal sector planning. Each Directorate will have to assess the impact of the proposal on its sector planning over the medium to long-term and accordingly cost the administrative and legislative process to amend the various plans. For instance, to amend the MSDF and CEF the estimated cost for professional fees amounts to approximately R6 million and can take 24-36 months to finalise, whilst providing no tangible development rights.

3.4.23 The key road and road network upgrades have not been identified as priorities in the master plans, and accordingly have not been budgeted for over the 10-year capital expenditure framework or within the budget over the next 3-years.

The capital projects of the municipality will have to be reprioritised to provide for the critical road projects. In addition, the proposed road classification and design standards of Van Reede Road in accordance with the norms and standards of the Red Book needs to be investigated and confirmed.

RECOMMENDATIONS

3.4.24 The MM, Director: P&ED, Director: Infrastructure Services, and Chief Financial Officer need to agree and present the review of the MSDF report at the Capital Planning Forum and/or Directors Meeting.

3.4.25 The MM, Director: P&ED, Director: Infrastructure Services, and Chief Financial Officer to compile and present the recommendations based on the MSDF review report, and/or addition information to be considered by the relevant Mayoral Committees.

3.4.26 The MM, Director: P&ED, Director: Infrastructure Services, and Chief Financial Officer to communicate the recommendations based on the MSDF review report, and/or additional information to Council for their consideration and decision on the request to amend the MSDF.

3.4.27 If Council decides to amend the MSDF, the MM, Director: P&ED, Director: Infrastructure Services, and Chief Financial Officer in consultation with the Manager IDP/PMP/PP and the Manager Spatial Planning and Heritage Resource Management should amend the IDP Process Plan for 2025/2026 (section 26 and 29 of the MSA) and then present this amended IDP Process Plan to Council in January 2025. The IDP Process Plan will have to adhere to the process as prescribed in regulation 3 of the Local Government: Municipal Planning and Performance Management Regulation, 2001 must be followed. In addition, the requirements of section 20(3) in SPLUMA, sections 10, 11, 12, or 13, and 14 of LUPA and sections 3, 4, or 5 and 10 of Stellenbosch Municipality Land Use Planning By-law (2023) must also be satisfied. **Appendix C** provides the minimum legislative requirements for amending a MSDF, following an Intergovernmental Steering Committee process. The timeframe normally associated with an IDP/SDF/CEF amendment process ranges between 24 to 36 months and will require additional funding (±R6 million) to be made available to the Director: P&ED.

3.4.28 If Council accepts the recommendations of the MSDF review report and decides to not amend the MSDF, the Directorate: PED should consider the implications on the site-specific deviation. In this case, the Municipality is not liable for the capital and operating expenditure of the development and the full cost will have to be borne by the developer. Accordingly, the developer as part of its motivation for the site specific deviation must provide the Municipality with the planned capital and operating expenditure over a 20-year period.

SIGNED:

C. HAUPTFLEISCH
(Pr.Pln A/1484/2011)

CONTACT DETAILS:

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Directorate	Planning & Economic Development
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Report Date	27 November 2024

APPENDIX A

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

To	:	**Director: Development Planning and Economic Development**
From	:	**Manager: Spatial Planning**
Reference	:	**Review of MSDF (1st annual review)**
Date	:	**23 February 2024**
Re	:	**Review of MSDF as part of IDP review 2023/24**

Dear Director

BACKGROUND INFORMATION

The need for all Municipalities (Metropolitan, Local and District) to have Spatial Development Frameworks (MSDF's) as core components of their Integrated Development Plans (IDP's) has been a requirement for the past 24 years, since the implementation of the Municipal Systems Act, Act 32 of 2000 (MSA). Over this time an understanding as to the importance of MSDF's has increased and three further pieces of legislation have been introduced, namely the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) (SPLUMA), the Land Use Planning Act, 2014 (Act No. 3 of 2014) (LUPA), and the Stellenbosch Municipality Land Use Planning By-law (2023). The aforementioned pieces of legislation, provides further detail on the content of MSDF's and the administrative processes to be followed for amendment, review, and adoption.

Given that the MSA makes it clear that an MSDF (including the CEF) is a core component of an IDP, it follows that the process requirements prescribed by the MSA in respect of an IDP, necessarily apply to an MSDF. Council approved the commencement of the proposed review and amendment process of the Municipal Spatial Development Framework, 2019 (MSDF) and Capital Expenditure Framework, 2021 (CEF) to achieve strategic, spatial, and financial alignment and to enable the coordination of policies within the municipality. Following an integrative spatial and financial planning approach helps to avoid the duplication of efforts and to ensure maximum positive impact from the investment of resources with specific consideration on the adoption of the catalytic projects as approved in the Adam Tas Corridor Local Area Spatial Development Framework, 2022 (ATC LASDF). The reviewed and amended MSDF and CEF were supported and adopted at a Council Meeting dated 27 June 2023.

The final adopted MSDF and CEF were incorporated and adopted within the 2022-2027 IDP on 30 October 2023, with confirmation from the MEC on compliance to the relevant legislative requirements received on 28 November 2023.

DESKTOP REVIEW OF THE MSDF (2023) AS PART OF THE IDP PROCESS PLAN 2023/24

Section 34(a)(i) and (ii) of the MSA speak directly to the need to "review" an MSDF annually in terms of performance of the municipality in relation to the guidance provided in its MSDF, as well as at any time deemed necessary in response to changing circumstances. The amended MSDF (2023) has just been concluded and accordingly the review that is required is a departmental desk-top exercise for proactive monitoring of the implementation of the MSDF, while highlighting the need for actions that need to be taken to support the MSDF implementation on a sustained basis. The annual review will start to highlight and build up a list of what should inform the review in year 4 and 5 and should be addressed in the next generation IDP (and MSDF) to be adopted for the next 5-year term of office. Hence, the review will compile a list of issues to be dealt with when compiling the MSDF for the period 2028-2032.

The sections below provide an overview of the spatial challenges, opportunities, strategies and programmes as reflected in the amended SDF and CEF, 2023 over the longer term.

For the first annual review of the MSDF (2023/2024) a desktop review as part of the IDP process plan 2023/24 was undertaken and the following factors have been considered regarding the performance of a municipality in relation to its MSDF, namely:

- Are the aims and objectives of the MSDF being reached by the municipality?
- Is the direction provided by the MSDF being brought into the compilation or amendments of relevant sector plans, e.g., the Integrated Transport Plan (ITP), Water Services Development Plan, Integrated Waste Management Plan, Air Quality Management Plan, engineering services master plans, the human settlements plan, etc.
- Is the municipal budget being spent in line with the priority development areas identified in the MSDF?
- What substantive development permissions (rezoning's and subdivisions) has the municipality given in the past financial year?
    - Are these development permissions aligned to the objectives, principles and policies set out in the MSDF?
    - What site specific deviations did the Municipal Planning Tribunal (MPT) permit? What is the impact of these on the IDP/ Budget/MSDF?
- Are implementation actions identified by the MSDF (including the Capital Expenditure Framework) being brought forward into the IDP, and SDBIPs and where relevant, budgeted for?
- Are implementation actions identified by the MSDF (including the Capital Investment Framework) in the Strategic Plans and/ or Annual Performance Plans and Budgets of relevant provincial and national government departments and state-owned entities?
- Do prior amendments suggest the municipality needs to commence with a compilation of a new MSDF.

KEY OUTCOMES OF THE REVIEW OF THE MSDF & CEF 2023

CATALYTIC INITIATIVES:

Adam Tas Corridor Local Areas Spatial Development Framework, Development Guidelines (October 2022) and Local Area Overlay Zone (March 2023)
Following the implementation framework, the overlay zone for the Adam Tas Corridor has been approved (24 May 2023) and has been included as a special zone in the Stellenbosch Municipality Zoning Scheme Bylaw, 2023 (17 November 2023). The purpose of the overlay zone is to award the zoning rights envisaged by the Adam Tas Corridor LSDF to the individual land portions, together with the conditions applicable to each property, for the land owner to take up these rights.

Institutional arrangements are critical, which include all spheres of government, private stakeholder involvement, and established partnerships. It would include a broad agreement between landowners and the municipality to pursue the corridor development concepts. The landowners collective and the Municipality entered into a Memorandum of Understanding (MOU) confirming the spatial vision and implementation of the ATC LASDF. Council approved the MOU in August 2022.

To assist Stellenbosch Municipality in coordinating the implementation of the Adam Tas Corridor LSDF and development guidelines, a project management unit (PMU) needs to be established. The purpose of the PMU is to coordinate, plan, and assist with the implementation of development along the corridor. The PMU will be formed on an equal basis between the municipality and the private sector involved with the Adam Tas corridor. The purpose of the PMU is to provide additional capacity and expertise to manage and implement the vision of the Adam Tas corridor. The establishment of the unit is currently being investigated and will be set up by 30 June 2024. The Economic Development Partnership (EDP) was appointed by Council to assist the municipality in setting up the PMU and Steering Committee.

Considering the capital infrastructure investment requirements for the ATC the municipality and the landowners collective agreed on the phasing of the corridor over the next 10 years. Over the short term (1-5 years), the first phase of the ATC was agreed as being Precincts 2 – 6, and a portion of Precinct 10, whilst the planning and infrastructure demand quantification for the rest of the precincts are considered in the CEF's capital expenditure programme (2023) and the capital infrastructure investment portfolio. The amendment of the CEF as part of the MSDF, 2023 and the review (2024) enables the municipality to strategically plan, based on an understanding of the projects that are necessary to meet the needs of the municipality, including ensuring the allocation of resources are financially sustainable whilst also achieving the goals of the municipality.

OTHER LOCAL PLANNING INITIATIVES

Ideally, each of the settlements in SM should have an LSDF, applying the principles of the SDF in more detail. The priority for LSDFs should be determined by the

position and role of settlements in the SM settlement hierarchy. The municipality aims to procure the services of a service provider to compile a series of Local Community Investment plans in the form of Local Spatial Development Frameworks over the next 3-years for ten of the priority nodes (both urban and rural). The aim is to compile localised planning and development outcomes which needs to address the following:

- Spatial and design frameworks, plans and strategies;
- Economic development intervention business plans;
- Social service delivery plans and interventions; and
- Innovative and interactive engagement and public participation processes.

In addition to the aforementioned a number of precinct plans for specific areas as identified in the MSDF have been completed and are in the process of being finalised by initiatives driven by the municipality and private property owners. The Rhenish Complex and surroundings Precinct plan was initiated by the municipality and has been adopted by Council on 29 November 2023. The precinct plan includes an urban design framework which aims to guide the future utilization, preservation and development of the study area with a specific view to unlock the potential of the area which plays an important role as a key site of cultural and heritage significance.

The Franschhoek Development Framework contained in the MSDF further identified an area in Groendal for "strategic sites, projects and/or infill opportunities", and the development of a precinct plan. A spatial and urban design framework for a specific area within the strategic site, has been commissioned by the land owners of Klein La Provence. The municipality required in the drafting of the proposed spatial and urban design framework, that the precinct plan needs to consider the relationship of the site to its broader context and setting, whilst also being replicable across similar contexts. The precinct plan is currently being finalised and will be public participated in due course.

PARTNERSHIPS

A formal Memorandum of Agreement exist between Stellenbosch municipality and the Stellenbosch Heritage Foundation to host the Heritage Inventory on the GIS system and to give free public access to system until such a time that the municipality can do so. A tender was advertise in January 2024 for the updating of the Heritage Inventory on the GIS system and to assist Stellenbosch municipality to undertake heritage assessments in areas under severe development pressure.

In order to strengthen the ability of the Directorate: Planning and Economic Development in managing development taking place within the Franschhoek and Stellenbosch historical cores and along the scenic routes in the rural landscape, Council appointed an advisory committee to evaluate, consider and make recommendations to the directorate with respect to new developments and alterations to the existing built environment. This committee consist of registered architects and experts in the field of cultural historic environments.

The municipality own several significant historical properties in Stellenbosch that requires proper maintenance and appropriate uses that should support and enhance

the tourism sector. To assist the municipality in managing these assists Council is in the process of outsourcing the responsibility to maintain, manage and lease some of the buildings to Historiese Huise of South Africa. His partnership will ensure the proper maintenance of historical landmarks whilst and appropriate use that will ensure public access and the support of the tourism sector will be obtained.

FURTHER PLANNING WORK

In reviewing development permissions (rezoning's and subdivisions) given by the municipality over the past financial year, including the nature of developments applied for and/or discussed in the pre-application and application procedures the following needs have been highlighted by the Directorate Development Management in assisting with the interpretation and clarification on implementing the MSDF, namely:

- Site specific deviations considered by the MPT around land uses within the rural area requires an update on the Rural Area Spatial Plan of the municipality. In addition to this, National is in the process of updating and gazetting its high potential agricultural land classifications (including land use determinations), including the amendment of its legislative framework. The Western Cape Province has also initiated an update on its Biodiversity Spatial Plan and both this dataset with the agricultural land classifications forms as key considerations in the Rural Area Spatial Plan. The update of the rural area plan will also provide clarification on the implementation of the spatial planning category – green areas retained – within the MSDF (2023).
- Development proposals outside the determined growth boundary (urban edge) are received on a continuous basis and accordingly a practice note is required with regards to the interpretation of site specific deviations. The practice note also requires a detailed list of relevant information and documentation necessary for the consideration of these types of applications and its spatial costing implications on both the MSDF, CEF, IDP/Budget, and other master plans (i.e. CITP, electricity master plan etc.).

CONCLUSION

From the desktop review the MSDF it can be concluded that the aims and objectives of the MSDF is in alignment with the strategic plans of the municipality. The MSDF spatial strategies (including the ATC LASDF) have been used in providing direction to other relevant sector plans, e.g. the Integrated Transport Plan, Water Services Development Plan, Integrated Waste Management Plan, Air Quality Management Plan, engineering services master plans, the human settlements plan, etc. Through the internal review of the CEF by the Capital Planning Forum the municipal budget is being spent in line with the priority development areas identified in the MSDF and the implementation actions are being brought forward into the IDP, SDBIP and budget.

Based on the desktop review and in consultation with the Capital Planning Forum (CPF), and the Directorate: Development Management the abovementioned "other planning initiatives" and "further planning work" described can address the current implementation needs of the MSDF and the municipality does not need to commence with a compilation of a new MSDF.

No amendments to the approved MSDF will be required this year, and a review process can be considered and incorporated in the process plan for 2026/2027.

BJG de la Bat
MANAGER: SPATIAL PLANNING

Antony Barnes
DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

APPENDIX B

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MINUTES

SPECIAL MEETING OF THE

COUNCIL OF STELLENBOSCH MUNICIPALITY

2024-05-31 AT 10:00

MINUTES
SPECIAL MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY
2024-05-31

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5.	DISCLOSURE OF INTERESTS	
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	NONE	
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	NONE	

APPENDIX C

ANNEXURE A

STANDARD OPERATING PROCEDURE FOR THE AMENDMENT OF MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORKS WITH AN INTERGOVERNMENTAL STEERING COMMITTEE (ISC)

The process that needs to be followed when amending a Municipal SDF should be set out in the IDP Process Plan which is referred to in Section 28 of the Municipal Systems Act (Act 32 of 2000) MSA.

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
1	The Municipality must approach a member or committee of the Council to introduce a proposal for amending an MSDF in the Council. The Council must decide on whether or not to establish an Intergovernmental Steering Committee for the purpose of amending their MSDF. (For the purpose of this table, we are assuming that the Council has decided to follow the Intergovernmental Steering Committee Route)	**MSA Regulations Chapter 2 Section 3(1)** **LUPA – Section 11 (a) and (b)** **Standard Draft By-Law on Municipal Planning, Chapter 2, Section 3 (1)**
2	Notice of the proposal to amend the MSDF must be published in two of the official languages of the Province most spoken in the area, in two newspapers circulating in the area. The notices must indicate: • The Municipal intention to amend the MSDF • The process to be followed for the amendment of the MSDF in accordance with section 28(3) and 29 of the MSA Ask stakeholders to register so that they may be invited to comment on the draft amendment of the MSDF. The Municipality must inform the Provincial Minister in writing of the intention to amend the MSDF, and must indicate that the ISC process will be followed in the amendment	**Standard Draft By-Law on Municipal Planning, Chapter 2 Section 3 (2) (a) (i)(ii)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 3(2)(c)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 3(2)(b) (i-iii)**
3	The Municipality must establish a project committee to amend its MSDF. The project committee must consist of: • the Municipal Manager (or a municipal employee designated by the Municipal Manager) • Municipal employees appointed by the Municipal Manager from at least the following municipal departments – IDP, Spatial Planning, Engineering, LED and Housing	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 4(1) and (2)**
4	The Municipality must: • In writing, invite written nominations for representatives to serve on the ISC from the following persons or organs of state: • the head of the provincial department responsible for land use planning • the head of the provincial department responsible for environmental affairs; and • other relevant organs of state	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 5**
5	The project committee must compile a draft status quo report setting out an assessment of the existing levels of development and development challenges in the municipal area and must submit these to the ISC for comment.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 6(1)**
6	After consideration of the comments of the ISC, the project committee must finalise the status quo report and submit it to the Council for adoption.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 6(2)**
7	After finalising the status quo report the project committee must compile a first draft of the amendment of the municipal spatial development framework and submit it to the ISC for comment.	**Standard Draft By-Law on Municipal Planning Chapter 2 section 6(3)**

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
8	After consideration of the comments of the ISC the project committee must finalise the first draft of the amendment of the MSDF and submit it to the Council to approve the publication thereof for public comment in accordance with the process adopted in terms of Section 28 and 29 of the MSA	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 6(4)**
9	The public, the Provincial Minister and the District Municipality must be made aware that any MSDF amendment is also an IDP amendment. Therefore, the request for comment on the proposed MSDF amendment must also include reference to an IDP amendment. In terms of the MSA Regulations, Chapter 2 Section 3(4)(b), the public should be given a period of at least 21 days to submit their comments on the proposed MSDF amendments. (NB LUPA and SPLUMA require a 60 day comment period as is evident below)	**MSA Regulations, Chapter 2 Section 3(4)(b)**
10	Invite the public / local community to submit written comment on this proposed amendment within 60 days of the publication thereof in the Gazette and the Media. (The media means the local newspaper or newspaper(s) of the area determined by the council as "a newspaper of record", or by means of radio broadcasts covering the area of the municipality. Such notification must be in the official languages of the area, as determined by Council) The District Municipality must be consulted regarding the proposed amendment.	**SPLUMA – Section 20(3)(b)** **MSA Chapter 4, Section 21(1) and (2)** **MSA Regs Chapter 2 Section 3(6)**
11	After consideration of the comments and representations received on the proposed amendment, the project committee must compile a final draft of the amendment of the municipal spatial development framework and submit it to the ISC for comment.	**Standard Draft By-Law on Municipal Planning Chapter 2 section 6(5)**
12	After consideration of the comments of ISC, the project committee must finalise the final draft of the amendment of the municipal spatial development framework and submit it to the Council for adoption.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 6(6)**
13	Any proposed amendment submitted to Council must be accompanied by a memorandum setting out the reasons for the proposal and must indicate how the amendment is in line with the District Municipality's Framework for Integrated Planning.	**MSA Regulations Chapter 2 Section 3(2)**
14	The Council or the project committee may at any time in the process of drafting an amendment of the spatial development framework request comments from the ISC.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 6(8)**
15	The Municipal Council must consider all representations received in respect of the proposed MSDF amendment.	**SPLUMA, Section 20 (3)(c)** **MSA Regs Section 3 (4)(b) and 3(6)**
16	If the final draft of the amendment of the municipal spatial development framework contemplated in step 11 is materially different to what was published in terms of step 10, the Municipality must follow a further consultation and public participation process before the amendment of the municipal spatial development framework is adopted by the Council.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 6(7)**
17	Once the amended MSDF and by implication the amended IDP has been adopted by the Council, the Municipal Manager must submit a copy of the amended MSDF, to the MEC for Local Government, within 10 days of the adoption. This submission of the amended MSDF and IDP must be accompanied by: • a summary of the public participation process • a statement that the process set out in Section 29(1) of the MSA has been complied with • a copy of the Districts Framework for Integrated Development Planning (See Section 27 of the MSA)	**MSA Section 32 (1)**
18	Within 10 days of adoption of the MSDF, the Municipal Manager must submit the following to the Provincial Minister: • A written notice of the decision to amend the municipal spatial development framework, together with the reasons for the decision; • The amended municipal MSDF; • A report setting out the response of the municipality to the comments submitted in terms of section 12(4) of LUPA	**LUPA Section 14**
19	Please note that currently the MEC for Local Government in the Western Cape and the Provincial Minister, as defined in LUPA, are one and the same person. Therefore, the requirements in terms of both pieces of legislation should reach the Minister/MEC within 10 days of Council adoption of the amendment. It is not necessary for the Municipality to prepare two separate submissions to the same person. One submission can address the requirements of both steps 17 and 18 above. Reference must be made however to both pieces of legislation in the submission	

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
20	Once adopted by the Council, a notice of this adoption must appear in the media and the Provincial Gazette, within 14 days of the date of adoption (It is assumed that the same definition of "media" as referred to in step 10 above, applies here.)	**SPLUMA Section 20(1)** **Standard Draft By-Law on Municipal Planning Chapter 2, Section 6(9)**
21	Within 30 days from the date of receipt of the amended MSDF, the MEC for Local Government must determine if: • the MSDF (and IDP) amendment complies with the MSA; • the amendment is in line with any development plans and strategies of other affected municipalities or organs of state; • the public participation process outline in Section 29 of the MSA has been complied with.	**MSA Section 32(2)**
22	Should the amended MSDF not comply with the above, the MEC for Local Government should request the relevant municipal council to adjust the MSDF	**MSA Section 32 (2)**
23	The Municipal Council must consider the MEC's request to adjust the MSDF, and within 30 days of receiving the MEC's request, the Council must consider: • If it agrees with the proposals to adjust the MSDF in accordance with the MEC's request. • Object to the MEC's request and furnish the MEC with reasons in writing why it disagrees	**MSA Section 32(3)**
24	If the Municipality objects to the MEC's request, the MEC may refer the municipality's objection to an ad hoc committee (see Section 33 of the MSA). The MEC must refer an objection to the ad hoc committee within 21 days of receiving the objection.	**MSA Section 32 (4)**
25	See Section 33 of the MSA which deals with the Ad Hoc Committee process	

N.B. It is acknowledged that in terms of the MSA Regulations an amendment to the IDP / MSDF should be advertised for a period of "at least 21 days" – See Section 3(4)(b). SPLUMA on the other hand requires that proposed MSDF amendments should be advertised for 60 days – See Section 20 (3)(b). Where possible, these two advertising processes should overlap with one another. If this is not possible however the 21day advertising period in terms of the MSA can happen at a later point in time. (The issue of public participation timeframes is referred to in steps 9 and 10 above)

Please note: where reference in the steps above is made to the By-Law, these steps are **not applicable** to the District Municipalities.

ANNEXURE B

STANDARD OPERATING PROCEDURE FOR THE AMENDMENT OF A MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK WITHOUT AN INTERGOVERNMENTAL STEERING COMMITTEE (ISC)

The process that needs to be followed when amending a Municipal SDF should be set out in the IDP Process Plan which is referred to in Section 28 of the MSA. In this Process Plan the Municipality must make known its decision as to whether or not it will establish an Intergovernmental Steering Committee as part of the SDF amendment process. (See LUPA - Section 11 (a) and (b) and Standard Draft By-Law, Chapter 2, Section 3(1))

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
	The Municipality must approach a member or committee of the Council to introduce a proposal for amending an MSDF in the Council. The Council must decide on whether or not to establish an Intergovernmental Steering Committee for the purpose of amending their MSDF. (For the purpose of this table, we are assuming that the Council has decided not to follow the Intergovernmental Steering Committee Route)	**MSA Regulations Chapter 2 Section 3(1)** **LUPA – Section 11 (a) and (b)** **Standard Draft By-Law on Municipal Planning, Chapter 2, Section 3 (1)**
1	The Municipality must publish a notice of the proposal to amendment the MSDF in two of the official languages of the Province, most spoken in the area, in two newspapers circulating in the area. The notice must indicate: • The Municipal intention to amend their MSDF • The process to be followed in accordance with section 28(3) and 29 of the MSA The notice must also include an invitation for people to register as Stakeholders	**Standard Draft By-Law on Municipal Planning, Chapter 2 Section 3 (2) (a) (i)(ii)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 3(2)(c)**
2	The Municipality must inform the Provincial Minister in writing of the intention to amend the MSDF and the process to be followed in the amendment. In addition, the Municipality must inform the Provincial Minister that the ISC process will not be undertaken.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 3(2)(b) (i-iii)**
3	The Municipality must establish a project committee to amend its SDF. The project committee must consist of: • the Municipal Manager (or a municipal employee designated by the Municipal Manager) • Municipal employees appointed by the Municipal Manager from at least the following municipal departments – IDP, Spatial Planning, Engineering, LED and Housing	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 4(1) and (2)**
4	The project committee must compile a draft status quo report setting out an assessment of the existing levels of development and development challenges in the municipal area and submit it to Council for adoption	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(a)**
5	After adoption of the status quo report by Council the project committee must compile a first draft of the amendment to the MSDF and submit it to Council to approve the publication thereof for public comment and to request comment from the Provincial Minister and the District Municipality.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(b)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(c)** **LUPA -section 13(1)(a)** **MSA Regs Chapter 2 Section 3(6)**

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
6	Council must give notice of the proposed MSDF amendments in the Gazette and the media. (The media means the local newspaper or newspaper(s) of the area, in a newspaper or newspapers circulating in the area which is determined by the council as "a newspaper of record", or by means of radio broadcasts covering the area of the municipality. Such notification must be in the official languages of the area, as determined by Council)	**SPLUMA – Section 20(3)** **MSA Chapter 4, Section 21(1) and (2)**
7	The public, the Provincial Minister and the District Municipality must be made aware that any MSDF amendment is also an IDP amendment. Therefore, the request for comment on the proposed MSDF amendment must include reference to an IDP amendment. In terms of the MSA Regulations, Chapter 2 Section 3(4)(b), the public should be given a period of at least 21 days to submit their comments on the proposed IDP/ SDF amendments.	**MSA Regulations, Chapter 2 Section 3(4)(b)**
8	The Provincial Minister and the District Municipality must submit written comments to the Municipality within 60 days of receiving a draft amendment of an MSDF	**LUPA -section 13(2)**
9	The public must be invited to submit written representations in respect of the proposed MSDF amendment within 60 days after the notice regarding the proposed amendment is advertised.	**SPLUMA, Section 20(3)(b)**
10	After considering the comments and representations received from the public and the Provincial Minister on the MSDF amendments, the project committee must submit the proposed amendments on the MSDF to the Council. (If the final draft of the amendment to the MSDF is materially different to what was published in terms of the step above, then the Municipality must follow a further consultation and public participation process before the amended SDF is adopted by Council.)	**SPLUMA Section 20(3)(c)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(d)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(2)**
11	Any proposed amendment to the MSDF submitted to Council must be accompanied by a memorandum setting out the reasons for the proposal and must indicate how the amendment is in line with the District Municipality's Framework for Integrated Planning. (The memorandum should include a comment and responses schedule.)	**MSA Regulations Chapter 2 Section 3(2)** **[The District Framework for Integrated Development Planning is a requirement in terms of Section 27 of the MSA.]**
12	No amendment to a municipality's MSDF may be adopted by the Council unless all members have been given reasonable notice	**MSA Regulations Chapter 2 Section 3(4)**
13	Once the amended MSDF has been adopted by the Council, the Municipal Manager must submit a copy of the amended MSDF to the MEC for Local Government in the Province, within 10 days of adoption. This submission of the adopted amended MSDF must be accompanied by: • a summary of the public participation process • a statement that the process set out in Section 29(1) of the MSA has been complied with • a copy of the Districts Framework for Integrated Development Planning (See Section 27 of the MSA)	**MSA, Section 32(1)(a)**
14	In addition to the step above, the MM must submit the following to the Provincial Minister within 10 days of the amended MSDF: • A written notice of the decision to amend the municipal spatial development framework, together with the reasons for the decision; • The amended MSDF; • A report setting out the response of the municipality to the comments submitted in terms of section 12(4) or 13(2) of LUPA	**LUPA Section 14**
Please note that currently the MEC for Local Government in the Western Cape and the Provincial Minister, as defined in LUPA, are one and the same person. It is not necessary for the Municipality to prepare two separate submissions to the same person. Therefore, the submission can address the requirements of both steps 13 and 14 above. Reference must be made however to both pieces of legislation in the submission.		
15	The Council must within 14 days of the adoption of the amended MSDF, give notice of its decision in the media and the Provincial Gazette.	**Standard Draft By-Law on Municipal Planning Chapter 2 Sections 7(3)** **SPLUMA Section 20(1)**

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
16	Within 30 days from the date of receipt of the amended MSDF, the MEC for Local Government must determine if: • the amended MSDF complies with the MSA; • the amendments are in line with any development plans and strategies of other affected municipalities or organs of state; • the public participation process outline in Section 29 of the MSA has been complied with.	**MSA Section 32(2)**
17	Should the amended MSDF not comply with the above, the MEC for Local Government should request the relevant municipal council to adjust the MSDF	**MSA Section 32 (2)**
18	The Municipal Council must consider the MEC's request to adjust the MSDF, and within 30 days of receiving the MEC's request, the Council must consider: • If it agrees with the proposals to adjust the MSDF in accordance with the MEC's request. • Object to the MEC's request and furnish the MEC with reasons in writing why it disagrees	**MSA Section 32(3)**
19	If the Municipality objects to the MEC's request, the MEC may refer the municipality's objection to an ad hoc committee (see Section 33 of the MSA). The MEC must refer an objection to the ad hoc committee within 21 days of receiving the objection.	**MSA Section 32 (4)**
20	See Section 33 of the MSA which deals with the Ad Hoc Committee process	

N.B. It is acknowledged that in terms of the MSA Regulations an amendment to the IDP / MSDF should be advertised for a period of "at least 21 days" – See Section 3(4)(b). SPLUMA on the other hand requires that proposed MSDF amendments should be advertised for 60 days – See Section 20 (3)(b). Where possible, these two advertising processes should overlap with one another. If this is not possible however the 21day advertising period in terms of the MSA can happen at a later point in time. (The issue of public participation timeframes is referred to in steps 7, 8 and 9 above)

Please note: Where reference in the steps above is made to the By-Law as the underpinning legislation, these steps are not applicable to the District Municipalities.

ANNEXURE C

STEPS IN THE PROCESS OF COMPILING A MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF)

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
1	The Council must decide whether or not to establish an Intergovernmental Steering Committee (ISC)	**LUPA – Section 11 (a) and (b) and the Relevant Bylaw on Municipal Planning, Chapter 2, Section 5**
2	Notice of the proposal to compile an MSDF must be published in two of the official languages of the Province, most spoken in the area, in two newspapers circulating in the area. The notices must indicate: • The Municipal intention to compile an MSDF • The process to be followed for the compilation of the MSDF	**Relevant Bylaw on Municipal Planning, Chapter 2 Section 3 (2) (a) (i)(ii)**
3	The Municipality must inform the Provincial Minister in writing of the intention to compile the MSDF, indicate whether or not the ISC process will be undertaken and the process to be followed in the compilation	**Relevant Bylaw on Municipal Planning Chapter 2 Section 3(2)(b) (i-iii)**
4	Register relevant stakeholders who may be invited to comment on the draft MSDF	**Relevant Bylaw on Municipal Planning Chapter 2 Section 3(2)(c)**
5	The Municipality must establish a project committee. The project committee should consist of: • the Municipal Manager (or a municipal employee designated by the Municipal Manager) • Municipal employees appointed by the Municipal Manager from at least the following municipal departments – IDP, Spatial Planning, Engineering, LED and Housing	**Relevant Bylaw on Municipal Planning Chapter 2 Section 4(1) and (2)**
If the decision above was to establish an Intergovernmental Steering Committee (ISC):		
6	The Municipality must invite, in writing, written nominations for representatives to serve on the IGSC from the following persons or organs of state: • The head of the provincial department responsible for land use planning; • The head of the provincial department responsible for environmental affairs • Other relevant organs of state	**Relevant Bylaw on Municipal Planning Chapter 2 Section 5**
7	The project committee should compile a draft status quo report setting out an assessment of the existing levels of development and development challenges and submit it to the ISC for comment	**Relevant Bylaw on Municipal Planning Chapter 2 Section 6(1)**
8	The project committee must consider the comments of the ISC, finalise the status quo report and submit it the Council for adoption	**Relevant Bylaw on Municipal Planning Chapter 2 Section 6(2)**
9	The project committee must compile a first draft of the municipal spatial development framework and submit it to the ISC for comment	**Relevant Bylaw on Municipal Planning Chapter 2 Section 6(3)**

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
10	After considering the comments of the ISC, the project committee must finalise the first draft of the municipal SDF and submit it to Council to approve the publication thereof for public comment in accordance with the process adopted in terms of section 28 and 29 of the MSA A municipality must give the local community at least **21 days** to comment on the final draft of the MSDF This time period can run concurrently with the 60 days referred to in SPLUMA (see step 12 below)	**Relevant Bylaw on Municipal Planning Chapter 2 Section 6(4)** **MSA Regulations Chapter 4 Section 15(3)**
11	The Municipal Council must give notice of the proposed municipal spatial development framework in the Gazette and the media	**SPLUMA - Section 20(3)(a)**
12	The public / local community must be invited to submit written comment on the proposed MSDF within 60 days of the publication thereof	**SPLUMA – Section 20(3)**
13	The District Municipality must be consulted and given an opportunity to comment in writing.	**MSA Regulations Chapter 2 Section 3(6)**
14	After consideration of the comments and representations received through the public participation process, the project committee must compile a final draft of the MSDF and submit it to the ISC for comment	**Relevant Bylaw on Municipal Planning Chapter 2 Section 6(5)**
15	After considering the comments of the ISC, the project committee must finalise the final draft of the MSDF and submit it to Council for adoption.	**Relevant Bylaw on Municipal Planning Chapter 2 Section 6(6)**
If the decision was not to establish an ISC:		
16	If the Municipality has decided not to establish an ISC, then the project committee must draft a status quo report setting out an assessment of the existing levels of development and development challenges in the municipal area and submit it to the Council for adoption.	**Relevant Bylaw on Municipal Planning Chapter 2 Section 7(1)(a)**
17	Once the status quo report has been adopted, the first draft of the municipal SDF should be prepared by the project committee and submitted to Council for approval for it to be published for public comment. Once approval is granted, the draft SDF must be submitted to the Provincial Minister for written comment.	**Relevant Bylaw on Municipal Planning Chapter 2 Section 7(1)(b) and (c)** **LUPA – Section 13**
18	The Council must give notice of the draft MSDF in the Gazette and the media	**SPLUMA – Section 20 (3)**
19	The Council must invite the public to submit written representations on the draft SDF to the Council within 60 days after the publication of the notice. In addition, any organs of state or other role players must be identified and consulted on the proposed MSDF. All representations received must be considered.	**SPLUMA – Section 20 (3)** **MSA, Section 29(1)(b)(iii)**
20	The Provincial Minister must submit written comment to the Municipality within 60 days (The period can be extended if the municipality agrees) The municipality may not adopt its MSDF, until comment has been received from the Provincial Minister or 60 days have passed.	**LUPA – Section 13 (2)** **LUPA – Section 13 (1) (b)**
21	A municipality must give the local community at least 21 days to comment on the final draft of the MSDF This time period can run concurrently with the 60 days referred to in both SPLUMA and LUPA (see steps 19 and 20 above)	**MSA Regulations Chapter 4 Section 15(3)**
22	The project committee must consider the input received from the public and the Provincial Minister, make any amendments that are required and prepare the final draft of the municipal SDF for the adoption of Council	**Relevant Bylaw on Municipal Planning Chapter 2 Section 7(1)(d)**
23	If the final draft of the MSDF is materially different from what was published, the Municipality must follow a further consultation and public participation process before the MSDF is adopted by Council	**Relevant Bylaw on Municipal Planning, Chapter 2, Sections 6(7) and 7(2)**
24	Once adopted by the Council, a notice of this adoption must appear in the media and the Provincial Gazette, within 14 days of the date of adoption.	**SPLUMA Section 20(1)** **Relevant Bylaw on Municipal Planning, Chapter 2, Sections 6(9) and 7(3)**

STEP	STEPS TO BE UNDERTAKEN	UNDERPINNING LEGISLATION
25	Once adopted, the Municipal Manager must submit a copy of the MSDF as adopted by the Council to the MEC for Local Government, within 10 days of the adoption. This submission must include: • a summary of the public participation process • a statement that the process set out in Section 29(1) of the MSA has been complied with • a copy of the relevant Districts Framework for Integrated Development Planning (See Section 27 of the MSA)	**MSA Section 32 (1)**
26	The Municipal Manager must also within 10 days of the adoption of the MSDF, submit: • a written notice of the decision to adopt or amend a municipal spatial development framework, • the adopted or amended MSDF • a report setting out the response of the municipality to the comments of the ISC to the Provincial Minister.	**LUPA Section 14 (a) – (c)**
27	Within 30 days from the date of receipt of the adopted MSDF, the MEC for Local Government must determine if: • the drafting process and content of the MSDF complies with the MSA • whether the MSDF is in line with any development plans and strategies of other affected municipalities or organs of state • the public participation process outlined in Section 29 of the MSA has been complied with	**MSA Section 32(2)**
28	Should the adopted MSDF not comply with the above, the MEC for Local Government should request the relevant municipal council to amend the MSDF	**MSA Section 32 (2)**
29	The Municipal Council must consider the MEC's request to amend the MSDF, and within 30 days of receiving the MEC's request, the Council must consider: • If it agrees with the proposals to adjust the MSDF in accordance with the MEC's request. • Object to the MEC's request and furnish the MEC with reasons in writing why it disagrees	**MSA Section 32(3)**
30	If the Municipality objects to the MEC's request, the MEC may refer the municipality's objection to an ad hoc committee (see Section 33 of the MSA). The MEC must refer an objection to the ad hoc committee within 21 days of receiving the objection.	**MSA Section 32 (4)**
31	See Section 33 of the MSA which deals with the Ad Hoc Committee process	
32	Also note Section 22(3) of the SPLUMA which states that where a PSDF is inconsistent with a MSDF, the Premier must in accordance with the Intergovernmental Relations Framework Act, take the necessary steps to support the revision of those spatial development frameworks in order to ensure consistency between the two	

*** Please note:**

1. That the Section numbers referred to in the "Relevant Bylaw on Municipal Planning" relates to the numbering in the LUPA Proposed Standard Draft By-Law, which may be different from the corresponding numbers in your own Municipal Planning By-law.

2. That in those instances where only the Standard Draft By-Law is referred to, it is not necessary for a District Municipality to undertake this step.

APPENDIX D

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Enquiries: Gurswin Cain
Contact number: 021 808 8174
Reference: 3/5/3/5
Date: 26 August 2024

Mr Paul Pienaar
Provincial Treasury
7 Whale Street, Room 3 -50
Cape Town
8001

Per hand delivery

RE: SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2025/26

Dear Mr Paul Pienaar,

Notice is hereby given that the Stellenbosch Municipality, at a Council Meeting held on 23 August 2024, adopted the Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan 2025/26.

In view, and in terms, of the requirements of Sections 29(1) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) and Section 21(1)(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA), attached please find the following documents for your information:

a) A copy of the adopted SDF / IDP / Budget Time Schedule / Process Plan 2025/26; and
b) Minutes of the Council Meeting held on 23 August 2024.

Please do not hesitate to contact us should you have any queries.

Yours faithfully,

GARY BOSHOFF
ACTING MUNICIPAL MANAGER

8.1	SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2025/26

Collaborator No: 771524

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: 14 August 2024 & 23 August 2024

1. SUBJECT:SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2025/26

2. PURPOSE

To table to the Council for consideration and approval:

(a) The SDF / IDP / Budget Time Schedule / Process Plan 2025/26, attached as **ANNEXURE A.**

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Each municipality is legally required to adopt a time schedule stipulating the key strategic activities and deadlines 10 months before the start of the new financial year.

The Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan for 2025/26 outlines the key strategic activities and public participation processes that will guide the planning, drafting, and adoption of the **3rd review of the 5th Generation IDP 2022 – 2027** and the Medium – Term Revenue Expenditure Framework (Budget) for the period 2025/26 – 2027/28.

The SDF / IDP / Budget Time Schedule / Process Plan for 2025/26 is, therefore, compiled in terms of Section 21(1)(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA), which states that "the mayor of a municipality **must** –

at least **10 months** before the start of the budget year table in the municipal council a time schedule outlining key deadlines for –

(i) the preparation, tabling and approval of the annual budget;

(ii) the annual review of-

  (aa) the integrated development plan in terms of section 34 of the Municipal Systems Act; and

  (bb) the budget-related policies;

(iii) the tabling and adoption of any amendments to the integrated development plan and budget-related policies; and

(iv) any consultative processes forming part of the processes referred to in subparagraphs (i), (ii) and (iii)

The SDF / IDP / Budget Time Schedule / Process Plan for 2025/26 is also compiled in terms of Section 29 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA).

Section 29(1) of the MSA specifies that:

The process followed by a municipality to draft its integrated plan, including its consideration and adoption of the draft plan, must-

(a) be in accordance with a predetermined programme specifying timeframes for the different steps;

(b) through appropriate mechanisms, processes and procedures established in terms of Chapter 4, allow for:

(i) the local community to be consulted on its development needs and priorities;

(ii) the local community to participate in the drafting of the integrated development plan; and

(iii) organs of state, including traditional authorities and other role players to be identified and consulted on the drafting of the integrated development plan;

(c) provide for the identification of all plan and planning requirements binding on the municipality in terms of national and provincial legislation; and

(d) be consistent with any other matters that may be prescribed by regulation.

In preparation for the drafting of the 3rd review of the 5th Generation IDP 2022 – 2027, the public participation period will be from 09 – 30 September 2024, to allow members of the community and stakeholders sufficient time to submit written input and to make oral representations for consideration during the review process of the IDP.

The IDP public participation open days are provisionally scheduled to be held from 10 – 16 September 2024. The IDP public participation open days schedule will be published in the local newspaper, on the municipal website, on the notice boards of libraries, and on social media platforms (Facebook, X, Stellenbosch Citizens App, WhatsApp, and Email).

24TH COUNCIL MEETING: 2024-08-23: ITEM 8.1

RESOLVED (majority vote)

(a) that the Council adopts the SDF / IDP / Budget Time Schedule / Process Plan for 2025/26 for the compilation of the annual budget in terms of Section 21(1) of the MFMA and Section 29 of the MSA to guide the planning, drafting, and adoption of the 3rd review of the 5th Generation IDP 2022 – 2027, attached as **ANNEXURE A**; and

(b) that an advertisement is placed on the official website of the municipality and in the local newspaper notifying the public of the adopted SDF / IDP /Budget Time Schedule / Process Plan for 2025/26.

FOR FURTHER DETAILS CONTACT:

NAME	*G Mettler*
POSITION	*Municipal Manager*
DIRECTORATE	*Office of the Municipal Manager*
CONTACT NUMBERS	*021 808 8025*
E-MAIL ADDRESS	*municipal.manager@stellenbosch.gov.za*
REPORT DATE	*1 August 2024*

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SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN FOR 2025/26

(In accordance with Section 21(1)(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) and Section 29 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) and the Regulations made under these Acts)

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
AUGUST 2024									
1	Place 4th Quarter Performance Report 2023/24 on website **(must be placed on the website not later than 5 days)** after its tabling in the council or on the date on which it must be made public, which ever occurs first)	MFMA - Section 75 (2) MSA 21(b)						01 August 2024	Manager: Financial Statements, Compliance and Reporting
2	Submit 4th Quarter Performance Report 2023/24 - SDBIP and Financial Performance Reports to National and Provincial Treasury	MPPMR - Reg 13						07 August 2024	Manager: Financial Statements, Compliance and Reporting
3	Executive Mayor and Mayoral Committee considers the 2024/25 Roll-Over Adjustments Budget	MFMA - Sec 28(2)(e) MBRR - Reg 23(5)				14 August 2024			Snr Manager: Financial Management Services
4	Executive Mayor and Mayoral Committee recommend that **SDF/IDP/Budget Time Schedule / Process Plan (at least 10 months before the start of the budget year)** be approved by the Council	MFMA - Sec 21(1)(b)	**14 August 2024**	**14 August 2024**					**Manager: IDP/PMS/PP**
5	Council considers the 2024/25 Roll-Over Adjustments Budget **(to be tabled before 25 August 2024)**	MFMA - Sec 28(2)(e) MBRR - Reg 23(5)				**21 August 2024**			**Snr Manager: Financial Management Services**
6	Council approve the **SDF/IDP/Budget Time Schedule / Process Plan for 2025/26** (at least 10 months before the start of the budget year)	MFMA - Sec 21(1)(b)	**21 August 2024**	**21 August 2024**		**21 August 2024**			**Manager: IDP/PMS/PP**
7	Place the 2024/25 Roll-Over Adjustments Budget on the website **(must be placed on the website not later than 5 days after its tabling in the council or on the date on which it must be made public, whichever occurs first)**	MFMA - Sec 75(2) MSA - Sec 21(b)				28 August 2024			Manager: Budget and Costing
8	Place an advertisement to notify the public of the approved SDF/IDP/Budget Time Schedule on the municipal website, and local newspaper	MSA - Sec 21, 21A, 28(3)	30 August 2024	30 August 2024					Manager: IDP/PMS/PP

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
9	Submit the Annual Financial Statements (AFS) and Annual Performance Report (APR) 2023/24 to the Auditor-General of South Africa (AGSA) for auditing **(the accounting officer of a municipality must prepare the annual financial statements of the municipality within 2 months after the end of the financial year to which those statements relate and submit the statements to the Auditor-General for auditing)**	MFMA Sec 126 (1)(a) MSA - Sec 46 (1) (2)					**31 August 2024**	**31 August 2024**	**Chief Financial Officer** **Manager: IDP/PMS/PP**
	SEPTEMBER 2024								
10	Submit the **Budget** to the National- and Provincial Treasury as prescribed by legislation	MFMA - Sec 22(b) MBRR - Reg 20				04 September 2024			Manager: Budget and Costing
11	District IDP Managers Forum	MSA Section 24	06 September 2024						Manager: IDP/PMS/PP
12	**IDP Public Participation period commences:** during this period the community and stakeholders will be able to submit inputs for the 3rd review of the 5th Generation IDP 2022 - 2027 and MSDF	MSA Section 29(1)(b)(i)	09 - 30 September 2024	09 - 30 September 2024					**Manager: IDP/PMS/PP**
13	**Host IDP Public Participation Open Days** for the 3rd review of the 5th Generation IDP 2022 – 2027 and MSDF	MSA Section 29(1)(b)(i)	10 - 16 September 2024	10 - 16 September 2024					**Manager: IDP/PMS/PP**
14	Review of the Long Term Financial Plan	MSA Section 26(a)				02 September 2024 - 31 March 2025			Senior Manager: Financial Management Services
	OCTOBER 2024								
15	Capture and refine all community inputs from the needs analysis process and stakeholder engagement	Not Applicable	01 - 18 October 2024	01 - 18 October 2024					Manager: IDP/PMS/PP
16	Finalise all IDP inputs (Chapters) and distribute to all municipal departments for input and revisions / amendments	MSA Section 34	25 October 2024	25 October 2024					Manager: IDP/PMS/PP
17	Submission of priority requests to the sector departments and the district municipality	Not Applicable	25 October 2024						Manager: IDP/PMS/PP
18	The formulation of disaster strategies: prevention and mitigation strategies, vulnerability reduction strategies, capacity building, Contingency building, and Emergency preparedness	DM Act, No 57 of 2002, Section 53(1) (a-d), Section 53(2)(a)			30 October 2024				Manager: Fire and Disaster

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
19	Submit the Quarter 1 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 for the **period ending 30 September 2024** on the implementation of the budget and financial state of affairs of the municipality to the Council	MFMA - Sec 52(d) MFMA - Sec 71(1) MBRR - Reg 28						**30 October 2024**	**Manager: Financial Statements, Compliance and Reporting**
20	Submit Quarter 1 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 - SDBIP and Finance Performance Reports to National and Provincial Treasury	MFMA - Sec 75(2) MSA - Sec 21(b)						30 October 2024	Manager: Financial Statements, Compliance and Reporting
21	Operationalise disaster management in the municipality by means of identifying projects such as setting up the relevant structures	DM Act, No 57 of 2002, Section 53(1) (a-d), Section 53(2)(a)			30 October 2024				Manager: Fire and Disaster
NOVEMBER 2024									
22	Directorates to submit inputs for the 2024/25 Operating and Capital Mid-Year Adjustments Budget to the Manager: Budgeting and Costing	MFMA - Section 28				04 November 2024			Manager: Budget and Costing
23	Directorates complete the template for 2025 - 2028 Capital and Operational Budget for Budget Prioritisation	MFMA - Section 21 MSA Section 26(h)				04 November 2024			Manager: Budget and Costing
24	Place the Quarter 1 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 on the municipal website **(must be placed on the website not later than 5 days after its tabling in the council or on the date on which it must be made public, which ever occurs first)**	MFMA - Sec 75(2) MSA - Sec 21(b)						04 November 2024	Manager: Financial Statements, Compliance and Reporting
25	Identify all plans and planning requirements binding on the municipality in terms of national and provincial legislation	MSA - Sect 29(1)(c)	01 - 30 November 2024						Manager: IDP/PMS/PP
26	**Submit to the Council a consolidated report on the IDP public participation input and comments received during September / October for consideration**	MSA Section 34(a)	**27 November 2024**						**Manager: IDP/PMS/PP**
27	Operationalise disaster management in the municipality by means of identifying projects such as setting up the relevant structures	DM Act, No 57 of 2002, Section 53(1) (a-d), Section 53(2)(a)			29 November 2024				Manager: Fire and Disaster

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
DECEMBER 2024									
28	District IDP Managers Forum	MSA - Sec 24	04 December 2024						Manager: IDP/PMS/PP
29	Design of disaster management projects	DM Act, No 57 of 2002, Section 53(1) (a-d), Section 53(2)(a)			30 December 2024				Manager: Fire and Disaster
JANUARY 2025									
30	MAYCO considers and adopts the **2024/25 Adjustments Budget** and **Revised SDBIP 2024/25**	MFMA - Sec 28 MBRR - Part 4				**22 January 2025**	**22 January 2025**		**Snr Manager: Financial Management Services and Manager: IDP/PMS/PP**
31	Submit Mid-Year Budget and Performance Assessment Report 2024/25 to Executive Mayor	MFMA - Sec 72				22 January 2025	22 January 2025		Manager: IDP/PMS/PP
32	Submit Mid-Year Budget and Performance Reports 2024/25 to Provincial Treasury and National Treasury by 25 January	MFMA - Section 72(1)(b) MBRR - Reg 35						24 January 2025	Manager: IDP/PMS/PP and Manager: Financial Statements, Compliance and Reporting
33	Council considers the **2024/25 Adjustments Budget and Revised TL SDBIP 2024/25**	MFMA - Sec 28 MBRR - Part 4 MSA - Sec 28 and 29				**29 January 2025**	**29 January 2025**		**Snr Manager: Financial Management Services and Manager: IDP/PMS/PP**
34	Submit the Quarter 2 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 for the **period ending 31 December 2024** on the implementation of the budget and financial state of affairs of the municipality to the Council	MFMA - Sec 52(d) MFMA - Sec 71(1) MBRR - Reg 29						**29 January 2025**	**Manager: Financial Statements, Compliance and Reporting and Manager: IDP/PMS/PP**
35	Submit the MFMA S72 Mid-Year Budget and Performance Assessment Report 2024/25 to the Council	MFMA - Section 72(1)(b) MBRR - Reg 35				**29 January 2025**	**29 January 2025**	**29 January 2025**	**Manager: Financial Statements, Compliance and Reporting and Manager: IDP/PMS/PP**

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
36	Council considers the **Draft Annual Report 2023/24** before advertising it for public comment	MFMA - Sec 127					**29 January 2025**	**29 January 2025**	**Manager: IDP/PMS/PP and Senior Manager: Financial Management Services**
37	Council considers the **MSDF/CEF review recommendations**, and decides if the review process introduces a proposal for amending the MSDF due to a) the outcomes of the review or b) due to 'changing circumstances', including deciding on the establishment of an Intergovernmental Steering Committee (ISC)	MSA - Section 3(1) LUPA - Section 11(a) & (b)		**29 January 2025**					**Senior Manager: Development Planning**
FEBRUARY 2025									
38	Make public the Mid-Year Budget and Performance Report 2024/25 in the local newspaper and on municipal website	MFMA - Section 75 (2) MSA - Sec 21(b)				05 February 2025		05 February 2025	Manager: Financial Statements, Compliance and Reporting and Manaaer: IDP/PMS/PP
39	Submit the **Draft Annual Report 2023/24,** within five (5) days via e-mail and hard copy to the National Treasury, the Western Cape Department of Local Government, the Western Cape Provincial Treasury and the Auditor General	MFMA - Section 127(5)(b)					**05 February 2025**		**Manager: IDP/PMS/PP**
40	Place the Quarter 2 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 on the municipal website	MFMA - Section 75 (2) MSA - Sec 21(b)						**05 February 2025**	Manager: Financial Statements, Compliance and Reporting
41	Place an advertisement in local newspaper to notify the public and other stakeholders to submit written comments on the **Draft Annual Report 2023/24**	MFMA - Sec 127(5)(a) MSA - Sec 21A					06 February 2025		Manager: IDP/PMS/PP
42	Table the draft Annual Report 2023/24 to the MPAC to consider and evaluate the content of the Draft Annual Report 2023/24	MFMA 127 and 129 (1)					**10 - 14 February 2025**		**Manager: IDP/PMS/PP**
43	Advertise the approved **Adjustments Budget 2024/25 and Revised SDBIP 2024/25** and submit budget and B Schedules to National Treasury and Provincial Treasury as required per legislation **(within 10 working days)**	MFMA - Sec 28(7) MSA - Sec 21A MBRR - Part 4				**12 February 2025**	**12 February 2025**		Manager: Budget and Costing and Manager: IDP/PMS/PP
44	**Public Hearing:** Consultation on the Draft Annual Report 2023/24 with the community and interested stakeholders	MFMA - Sec 127(5) MFMA - Sec 127(6)					12 February 2025		Manager: IDP/PMS/PP

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
45	Feedback from officials confirming internal arrangements if the Draft Annual Report 2023/24 content is credible, reliable and accurate. (Modification to the report before tabling it to the Council)	MFMA Sec 121 and 122					19 February 2025		Manager: IDP/PMS/PP
46	**Annual (2023/24) and Mid-year (2024/25) Performance Assessments** for the Municipal Manager and Managers directly accountable to the Municipal Manager	MPPMR - Reg 13 GN 21- 17/01/2014					**26 February 2025**		**Manager: IDP/PMS/PP**
47	Complete tariff setting exercise for 2025/26	MFMA Section 17				28 February 2025			Manager: Budget and Costing
48	Review the current Budget and Related Policies / By-laws inputs and newly needed budget related policies	MFMA - Sec 21 MBRR - Part 3				28 February 2025			Snr Manager: Financial Management Services
49	Technical Integrated Municipal Engagements **(TIME)**	MSA - Chapter 5	28 February 2025						Municipal Manager
MARCH 2025									
50	District IDP Managers' Forum	MSA - Sec 24	07 March 2025						Manager: IDP/PMS/PP
51	Compilation of the Disaster Management Plan	DM Act, No 57 of 2002, Section 53 (1)(a-d) Section 53(2)(a))			15 March 2025				Manager: Fire and Disaster
52	MAYCO meeting to consider the draft IDP, draft Budget and draft SDBIP 2025/26	MFMA - Sec 24	**19 March 2025**			**19 March 2025**	**19 March 2025**		**Manager: IDP/PMS/PP and Snr Manager: Financial Management Services**
53	Council considers the Oversight Report and Annual Report 2023/24 for approval	MFMA - Sec 129					26 March 2025		Manager: IDP/PMS/PP
54	Review the municipality's Performance Management System (PMS) - submit the Revised Performance Management Policy to the Council	MPPR - Reg 3(4)(b) and Reg 11(2)					26 March 2025		Manager: IDP/PMS/PP
55	Submission of the **draft IDP, Budget, tariffs, budget related policies and SDBIP (at least 90 days before the start of the budget year)** to the Council for approval for the purpose of obtaining public comment and inputs **(21 days)**	MFMA - Sec 16(2) MSA - Sec 25 MBRR - Part 3	**26 March 2025**			**26 March 2025**	**26 March 2025**		**Manager: IDP/PMS/PP and Snr Manager: Financial Management Services**

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
56	Submit the **Budget** to National and Provincial Treasury, as prescribed by legislation	MFMA - Sec 22(b) MBRR - Reg 20				26 March 2025			Manager: Budget and Costing
57	The Cape Winelands District Municipality (CWDM) to table their draft 3rd review IDP and Budget to its Council	MFMA - Sec 16(2) MSA - Sec 25 (b)(c) MBRR - Part 3	**27 March 2025**						**Cape Winelands District Municipality**
	APRIL 2025								
58	Place an advertisement for the Annual Report Oversight Report and the Annual Report 2023/24 to be released for information which must be placed on the municipal website within **five (5) days** after it is approved	MFMA - Sec 129(3) MFMA - Sec 75 ©					01 April 2025		Manager: IDP/PMS/PP
59	Distribute the Annual Report Oversight Report and Annual Report 2023/24 to all municipal offices and libraries for information	MFMA - Sec 129(3)					03 April 2025		Manager: IDP/PMS/PP
60	Submit the **Draft IDP, Draft SDBIP 2025/26** to Department of Local Government, National and Provincial Treasury, prescribed national or provincial organs of state and to other municipalities affected by the IDP and budget	MFMA - Sec 22(b) MSA - Sec 29(3)(b) MSA - Sec 32(1) MBRR - Reg 20	04 April 2025				04 April 2025		Manager: IDP/PMS/PP
61	Advertise the **Draft IDP and Draft Budget** and other required documents and provide at least **21 days** for public comments and written submissions	MFMA - Sec 22(a) MSA - Sec 21A, 42 MPPMR - Reg 15(3)	**07 - 29 April 2025**			**07 - 29 April 2025**	**07 - 29 April 2025**		Manager: IDP/PMS/PP and Manager: Budget and Costing
62	**Host IDP and Budget Public Participation Meetings:** to consult on the Draft IDP, Draft SDBIP 2025/26 and Draft Budget	MFMA - Sec 22(a) MSA - Sec 21A, 42 MPPMR - Reg 15(3)	**08 - 14 April 2025**			**08 - 14 April 2025**	**08 - 14 April 2025**		**Manager: IDP/PMS/PP and Manager: Budget and Costing**
63	Submit the Quarter 3 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 for period **ending 31 March 2025** on implementation of the budget and financial state of affairs of the Municipality to the Council	MFMA - Sec 52(d) MFMA - Sec 71(1) MBRR - Reg 29						**30 April 2025**	**Manager: Financial Statements, Compliance and Reporting and Manager: IDP/PMS/PP**

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
MAY 2025									
64	Submit the Quarter 3 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 - SDBIP and Performance Reports to National and Provincial Treasury	MPPMR - Reg 13						07 May 2025	Manager: Financial Statements, Compliance and Reporting
65	Place the Quarter 3 MFMA S52 Quarterly Report Performance Assessment Report 2024/25 on the municipal website	MFMA - Sec 75(2) MSA - Sec 21 (b)						07 May 2025	Manager: IDP/PMS/PP
66	SIME / LG MTEC 3 IDP and Budget Assessments by Provincial Treasury and Department of Local Government	MSA Chapter 5 MFMA Section 23	09 May 2025			09 May 2025	09 May 2025		Manager: IDP/PMS/PP and Snr Manager: Financial Management Services
67	MAYCO meeting to consider the final IDP and Budget **(at least 30 days before the start of the budget year)**	MFMA - Sec 24	**21 May 2025**			**21 May 2025**	**21 May 2025**		**Manager: IDP/PMS/PP and Snr Manager: Financial Management Services**
68	Council meeting to adopt the IDP, Performance Management Measures and targets and the final Budget **(at least 30 days before the start of the budget year)**	MFMA - Sec 24	**28 May 2025**			**28 May 2025**	**28 May 2025**		**Manager: IDP/PMS/PP and Snr Manager: Financial Management Services**
69	The Cape Winelands District Municipality (CWDM) adopts their 3rd Review IDP and Budget	MFMA - Sec 24	29 May 2025						Cape Winelands District Municipality
JUNE 2025									
70	Place the adopted IDP, multi-year budget, all budget-related documents and all budget-related policies on the municipal website	MFMA - Sec 22 and 75 (1)(2) MSA - Sec 21A and 21B	02 June 2025			04 June 2025			Manager: IDP/PMS/PP and Manager: Budget and Costing
71	Submit a copy of the adopted IDP to the MEC for Local Government **(within 10 days of the adoption of the plan)**	MSA - Sec 21, 21A, 28(3)	06 June 2025						Manager: IDP/PMS/PP
72	CWDM District IDP Managers' Forum	MSA - Sec 24	06 June 2025						Manager: IDP/PMS/PP
73	Submit the Approved Budget to the National- and Provincial Treasury as prescribed by legislation	MFMA - Sec 24(3) MBRR - Reg 20				11 June 2025			Manager: Budget and Costing

ACTIVITY / TASK		LEGISLATIVE REQUIREMENTS	TARGET DATES						RESPONSIBLE OFFICIAL
NO	DESCRIPTION		IDP/ PP	SDF	DISASTER MANAGEMENT	BUDGET	PMS	REPORTING	
74	Give notice to the public of the adoption of the IDP and Budget **(within 14 days of the adoption of the plan)** and budget **(within 10 working days)**	MBRR - Reg 18 MSA - Sec 25(4)(a)(b) MFMA - Sec 75(1)	11 June 2025			11 June 2025			Manager: IDP/PMS/PP and Manager: Budget and Costing
75	Submit to the Executive Mayor the draft TL SDBIP 2025/26 **(no later than 14 days after the approval of an annual budget)**	MFMA - Sec 69(3)(a)					11 June 2025		Manager: IDP/PMS/PP
76	Executive Mayor takes all reasonable steps to ensure that the SDBIP is approved **(within 28 days after approval of the budget)**	MFMA - Sec 53(1)(c)(ii)					25 June 2025		Manager: IDP/PMS/PP
JULY 2025									
77	Preparation of the SDF / IDP / Budget Time Schedule for 2026/27	MFMA - Sec 21(1)(b)	01 - 30 July 2025						Manager: IDP/PMS/PP
78	Make public the projections, targets and indicators as set out in the TL SDBIP **(no later than 14 days after the approval of the SDBIP)** and submit to National and Provincial Treasuries **(no later than 10 working days after the approval of the SDBIP)**	MFMA Section 53(3)(a MBRR Reg 19					09 July 2025		Manager: IDP/PMS/PP
79	Make public the performance agreements of the Municipal Manager and Managers directly accountable to the Municipal Manager **(no later than 14 days after the approval of the SDBIP)**	MFMA Section 53(3)(b)					09 July 2025		Manager: IDP/PMS/PP

APPENDIX E

Charlotte De Wet (Mayor Assistant)

From: christel@bottelaryconservancy.co.za
Sent: Wednesday, 14 June 2023 15:25
To: Mayor (Gesie Van Deventer)
Cc: mm; 'Tielman Roos'
Subject: [EX] SDF terugvoer vanaf BHRB
Attachments: 2023-06-13 BHRC STBMun Letter.pdf

Dear Advocate Van Deventer

Please find attached the Bottelary Hills Renosterveld Conservancy comment on the first draft amended Stellenbosch SDF (2022 – 2027) as supported by our members for your perusal. The Conservancy is looking forward to the opportunity to contribute to the advancement of sustainable development of the Greater Stellenbosch in a spirit of partnership with the Municipality in terms of its IDP and SDF policies.

Yours truly,
Christel
On behalf of the BHRC management committee chaired by Tielman Roos.

BOTTELARY HILLS
CONSERVANCY
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BOTTELARY BEWAREA CONSERVANCY

13 June 2023

The Mayor
Stellenbosch Municipality
Plein Street
STELLENBOSCH, 7600

Dear Advocate Van Deventer

BOTTELARY HILLS RENOSTERVELD CONSERVANCY: COMMENT ON THE 1ST DRAFT AMENDED STELLENBOSCH SDF (2022 – 2027) OF 15 MARCH 2023

Against the background of discussions that I and other members of my Executive Committee had with you during the past years and formal discussions and submissions with municipal officials in the past, we wish to compliment the Municipality on an excellent 5th Generation IDP and wish to assure you of the support of the Bottelary Hills Renosterveld Conservancy (the Conservancy) in its implementing.

The Conservancy), at its 9 June 2022 AGM, decided that its Management Committee would formally comment on the 2022–2027 Spatial Development Framework (SDF) when it becomes available for public comment. A response by the Management Committee on the 2022-2027 SDF was presented to the Members of the Conservancy at the 18 May 2023 AGM and was supported by the Members in principle.

A formal response by the Conservancy to the Draft SDF was submitted on 30 May 2023 to the planning department of the Municipality.

One of the principal proposals that was presented at the 18 May 2023 AGM was that a formal partnership with the Municipality should be pursued in accordance with the provisions of the Stellenbosch IDP and SDF as it relates to the establishment of a "Special Management Area" (SMA) for the Conservancy as a whole. In this context, specific reference is made to Chapter D2.4.4. "Joint Venture between Community and Private Sector" and Chapter D3 "Special Management Area" (SMA) of the Stellenbosch Environmental Management Framework (SEMF) that forms part of the 2022–2027 SDF.

In the later document a SMA is defined as an *"area of excellence and best practice, where the ethos of sustainable development is served in practice. It is a cadastral geographical area, which is formally recognised and managed as an area where environmental sustainability is promoted in practice and in accordance with international standards".*

Consistent with the AGM meeting 18 May 2023 this letter summarises Bottelary's views on the merit of a partnership with the Municipality in terms of the SMA concept.

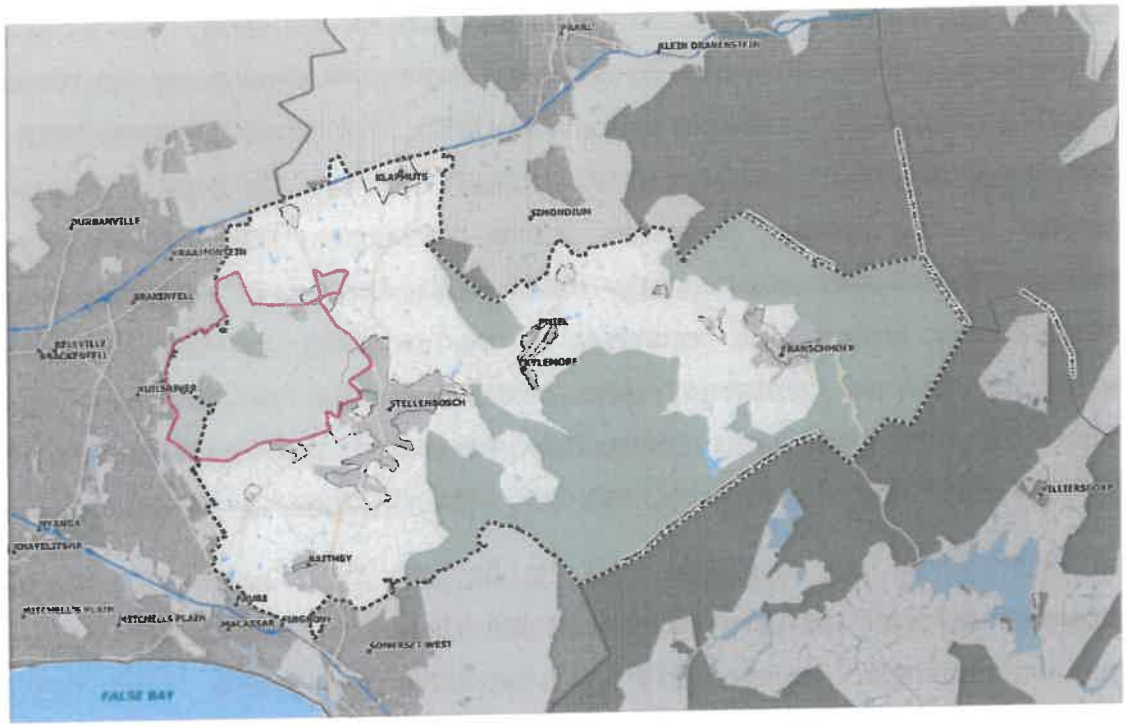
Firstly, I wish to provide a brief historical overview of the constructive cooperation between the Conservancy and the Municipality going back more than four decades.

The Conservancy has its roots in the establishment of a private nature reserve by the late Mr Stevie Smit, owner of Koopmanskloof, on his farm in 1980. His vision at the time was to promote and facilitate the establishment of a conservancy in the Bottelary for the protection and management of the endangered renosterveld and other flora and fauna that occur in the area.

Following a decade of support and cooperation between the farmers in Bottelary during the 1980's and assistance from Cape Nature, the Conservancy was formally founded in 1992 and received its Non-Profit Status in 2008. The vision of the Conservancy is that the area of the Conservancy could be in the order of 11 000 ha (as illustrated by the aerial view below).

Aerial view of the potential extent of the Conservancy looking south-west.

The plans below illustrate the locality the Conservancy in context of Stellenbosch town and Stellenbosch Municipality and the extent of member farms of the Conservancy.


KLAPMUTS
SIMONDIUM
MURRAYSBURG
KRAAIFONTEIN
BRACKENFELL
KUILSRIVIER
STELLENBOSCH
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Stellenbosch Municipality in terms of the Municipal Structures Act during 1998-2000, as well as the preparation of the Provincial Bioregional Planning Framework and the Winelands Integrated Development Framework during 1998–2002. The latter frameworks have been foundational to the SDF of Stellenbosch Municipality to this day. The Conservancy has also participated in the planning processes of the Winelands District Municipality and Stellenbosch Municipality since the early 1990's. Within context of the implementation of the Conservancy programmes pertaining to the promotion of nature conservation, community development, tourism and recreational programmes, the Conservancy played a significant role in the establishment of the Cape Winelands Biosphere Reserve in terms of UNESCO's MaB Program in the period 1995-2007 when the latter was formally established.

Since South Africa has committed itself to the UN 2030 Agenda for Sustainable Development and the Paris Agreement on Climate Change in 2015, the Conservancy has focussed on the practical implementation of Sustainable Development. In this regard, the Conservancy has participated in the 2012 – 2017 and the 2017 – 2022 SDF processes (that include formal submissions made in January 2017 and in June 2019 to the Municipality for consideration in the preparation/review of the 2017 – 2022 SDF).

The Conservancy is looking forward to the opportunity to contribute to the advancement of sustainable development of the Greater Stellenbosch and beyond in a spirit of partnership with the Municipality in terms of its IDP and SDF policies. Formal partnerships and working associations with the institutions and government entities listed below are in place with WWF-SA, The Table Mountain Fund, Land Care, Cape Nature, Cape Leopard Trust, Conservation at Work, Fire Protection Association, ATKV, Cycle 2 Ride, SANBI, Department of Cultural Affairs and Sport, Department of Social Development, Conservation Outcomes and Resource Renovation.

In the above regard the Conservancy considers the five-year planning cycle of the Municipality as a unique opportunity to demonstrate how sustainable development could be measurably advanced by an inclusive municipal structure provided for by the SDF. It is envisaged that the principal guide for decision-making on the policy level going forward, would be the Stellenbosch IDP with specific reference to Chapter 3 Strategic Policy Context "An Integrated Valley of Opportunity and Innovation", supported by the Strategic Focus Areas (SFA's) 1 – 5. These would be made explicit in the Conservancy by the Municipal SDF Policies, seen through the lens of the implementation of the UN 2030 Agenda for Sustainable Development that incorporates the Paris Agreement on Climate Change (as is proposed for Chapter 3.5.1. of the IDP).

Having regard for the commitment of the Municipality to the 2030 Agenda for Sustainable Development and the Paris Agreement on Climate Change, the Conservancy is of the view that the implementation of the Sustainable Development Goals (SDGs) in the Conservancy, located in a potential Special Management Area (SMA), could add meaningful value to the potential partnership with the Municipality.

The Conservancy also supports the notion that sustainable development policies of Stellenbosch should ideally apply seamlessly to neighbouring municipalities, as is advocated in both the Stellenbosch IDP and SDF. The planning approach of the Conservancy, consistent with the IDP and SDF, is circumscribed by a sustainable development systems approach. Of fundamental importance in the latter regard is the principle that a larger system creates the favourable conditions for the smaller systems to flourish. The Conservancy is located in Stellenbosch Municipality and the ultimate success of the Conservancy depends on the success of Stellenbosch Municipality. (As is illustrated by the plan above a small portion of the Conservancy is located in the City of Cape Town in its south-west corner).

Koelenhof is partially located in the Conservancy and the development of Koelenhof is subject to the provisions of the IDP/SDF. It follows that an integrated and harmonious relationship between the Conservancy and Koelenhof should be pursued in context of the principles and standards they share as circumscribed in the IDP/SDF/SEMF. The Conservancy is actively pursuing the latter.

The Conservancy recognises the importance of Neighbourhood Planning as circumscribed by Municipal policy. In this regard the Conservancy envisages that formal neighbourhoods could be defined within the Conservancy by the boundaries of Wards 11, 19 and 20 that are partially located within the Conservancy.

The Conservancy has commented formally on the 2022 – 2027 SDF in a submission under separate cover prepared by Dennis Moss Partnership (DMP) in collaboration with the Conservancy. (DMP has provided *pro bono* services to the Conservancy for more than 30 years). The latter document was informed by the principles summarised in this letter that were presented to the Bottelary Conservancy AGM at two meetings referred to above.

Having regard for the Global Policy Direction of the IDP (Chapter 3.5), the Conservancy is committed to the optimal implementation of the Global Goals locally. In the comment to be made by the Conservancy to the Municipal SDF, it will be requested that two additional International Agreements be appended to the UN 2030 Agenda (2015). These are the:

- UN Biodiversity Framework (2022)
- UN High Sea Treaty (2023)

In the **localisation** of UN Agenda 2030, as is advocated in the Agenda, these two additional agreements will be critical for the Conservancy. Implementing the UN Biodiversity Framework, that has the objective to enable the formal protection of 30% of the Earth's Biodiversity by 2030 is an imperative as it subscribes to the principle that the regeneration of biodiversity holds the key to sustainable socio-economic development and for a healthy biosphere upon which all life on Earth depends. Furthermore, this includes the protection of biodiversity of the oceans, as toxic pollution, including the devastating impact of plastic waste, ultimately land up in the sea and that the principal origin of pollution comes from terrestrial water catchments.

The successful achievement of sustainable development globally is dependent on it to be promoted and practically achieved locally. The key to success lies in the hands of local government and, more broadly at local governance level.

Whilst the Bottelary Conservancy has been a recognised entity that supported sustainable development since 1992 the contribution it could make to advance the Sustainable Development System could be significantly increased if it would be recognised as an SMA and therefore a formal partner of Stellenbosch Municipality's Governance System.

The Conservancy trusts that the municipality would view this proposal in a favourable light.

With appreciation.

Tielman Roos
Chairman: Bottelary Hills Renosterveld Conservancy

APPENDIX F

DISASTER RISK REDUCTION AND INTEGRATION INTO DEVELOPMENT PLANNING FOR THE STELLENBOSCH MUNICIPALITY

2024

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ACRONYMS

CCA	Climate Change Adaptation
CWDM	Cape Winelands District Municipality
DRR	Disaster Risk Reduction
EPWP	Expanded Public Works Programme
FDI	Fire Danger Index
FPA	Fire Protection Association
IDP	Integrated Development Plan
UNISDR	United Nations Office for Disaster Risk Reduction
SDF	Spatial Development Framework
SFDRR	Sendai Framework for Disaster Risk Reduction
WC: PDMC	Western Cape: Provincial Disaster Management Centre

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1. INTRODUCTION

The Stellenbosch Municipality is faced with several hazards that repeatedly threaten the environment, economic activity, and livelihoods of the municipal area. Only recently, the Stellenbosch Municipality has been adversely impacted by floods during 2023.

These disasters are a result of the interaction between a hazard, the vulnerability, and the capacity. They can be sudden or develop slowly. While communities are usually aware of their risks, they often wait to respond by activating their plans when disasters strike. This has seen major losses for infrastructure and property and requires a paradigm shift from a response-centric approach to a focus on Disaster Risk Reduction (DRR), which is what this document seeks to achieve.

The United Nations Office for Disaster Risk Reduction (UNISDR) defines a DRR plan as "a document prepared by an authority, sector, organization, or enterprise that sets out goals and specific objectives for reducing disaster risks together with related actions to accomplish these objectives". DRR plan first outlines the risk profile of the Stellenbosch Municipality. it analyses the key gaps in institutional arrangements that are necessary for the coordination of DRR activities, explains how Stellenbosch Municipality can integrate DRR into developmental planning processes, and highlights the current and proposed DRR measures.

The Western Cape: Provincial Disaster Management Centre (WC: PDMC) supported the Stellenbosch Municipality in developing the DRR plan. The plan was developed in line with the Risk Reduction Planning and Integration into Integrated Development Planning Guidelines for the Western Cape.

An extensive consultation process was undertaken whereby one-on-one interviews were held with role players identified by the municipality.

1.1.LEGISLATIVE MANDATE

The legislative and policy mandate to develop a DRR plan emanates from international and national policy frameworks. The Sendai Framework for Disaster Risk Reduction (SFDRR) (2015-2030) calls on signatory states to prevent new and reduce existing disaster risk through the implementation of integrated and inclusive economic, structural, legal, social, health, cultural, educational, environmental, technological, political, and institutional measures that prevent and reduce hazard exposure and vulnerability to disaster, increase preparedness for response and recovery, and thus strengthen resilience. Moreover, priority three (3) of the SFDRR, encourages public and private investment in disaster risk prevention and reduction through structural and non-structural measures. These investments are critical to enhancing the economic, social, health, and cultural resilience of persons, communities, countries, and their assets, as well as the environment.

In addition, the Municipal Systems Act (Act No. 32 of 2000) mentions that a core component of an Integrated Development Plan is a Disaster Management Plan and the Disaster Management Act, as amended (Act No. 57 of 2002), calls for the integration of risk reduction into development planning.

1.2. HAZARD PROFILE FOR STELLENBOSCH MUNICIPALITY

The Stellenbosch Municipality Ward-Based Risk Assessment identified the following hazards as priority risks:

- inability to control urbanization,
- increased poverty and unemployment,
- access to basic services,
- safety and security,
- poor/no electricity, and
- illegal dumping,

During consultations with the Stellenbosch Municipality Disaster Management, it was concluded that these were risk drivers rather than disaster hazards and did not align with the Extensive List of Provincial Hazards that the WC: PDMC developed. An analysis of the Ward Based Risk Assessment document was then undertaken to determine which hazards were prevalent across all wards and these hazards would be the focus of the DRR plan. It was therefore agreed that the plan would focus on:

- wildfires,
- informal settlement fires,
- water pollution,
- urban and riverine flooding, and
- drought.

2. POLICIES AND BY-LAWS SUPPORTING DISASTER RISK REDUCTION

This section identifies and outlines the policies and By-laws of the Stellenbosch Municipality which support DRR.

2.1. COMMUNITY FIRE SAFETY BY LAW

The Community Fire Safety By-Law supports preparedness and DRR measures by locking in the following preparedness and DRR measures in Chapter 3 of the By-law:

12(1)When, in the opinion of the controlling authority, premises are not readily accessible from public roads, they must be provided with emergency vehicle access and, notwithstanding the provisions in the National Building Regulations (T1), it may be required to comply with the following:

(a) an access road must be constructed so that it is capable of supporting the mass of the heaviest emergency vehicle required to cater to the risk of the premises;

(b) a motorized or electronically operated gate must be equipped in such a manner that access to the premises can be gained without the use of a motor or any other electronic device;

(c) fire lanes must be provided for all premises which are set back more than 45 meters from a public road or exceed nine meters in height and are set back over 15 meters from a public road;

(d) fire lanes must be at least four meters in width, the position of which must be decided upon after consultation with the controlling authority, and the area from ground level to a clearance height of four meters, above the fire lane must remain unobstructed;

(e) a cul-de-sac that is more than 90 meters in length, must be provided with a minimum turning circle at the closed end of the road capable of accommodating the largest emergency vehicle which is required to clear for the risk of the premises;

(2) The design, marking, use, and maintenance of fire lanes not forming part of a public road must comply with the requirements of the controlling authority.

(3) It is unlawful for a person to park a vehicle in or otherwise obstruct a fire lane.

The Cape Winelands District Municipality (CWDM) has a Fire Safety By-law that was adopted in 2008. The conditions set out in the By-law concurs with the aforementioned Community Fire Safety By-Law.

Moreover, Chapter 4 of the Community Fire Safety By-law also makes provisions for the installation of fire extinguishers, which states that they must be provided and installed on-premises as required by the controlling authority and in accordance with the National Building Regulations (T1) and (T2).

2.2. STELLENBOSCH MUNICIPALITY BY-LAW RELATING TO STORMWATER

The By-law Relating to Stormwater aims to reduce the impact of flooding on community livelihoods and regional communities, safeguard human health, protect natural aquatic environments, and maintain recreational water quality. Table 2 below highlights some of the provisions that support the integration of DRR into development planning. The left side of the table is the section in which the measure is found, and the right elaborates on such measures.

SECTION IN BY-LAW	DISASTER RISK REDUCTION MEASURES
(4) Applications for permits, consent or authorization- a person who wishes to obtain a permit, consent or authorization of the municipality as contemplated in this By-law, must apply in writing and follow the applicable process as prescribed by the municipality	(a) Applicants may be required to submit impact studies such as, but not limited to, environmental impact studies or environmental impact investigations as required in terms of national and provincial environmental legislation; and (b) To establish and provide documentation indicating flood lines
(7) Sustainable Urban Drainage System: To advance a holistic approach to catchment development and the application of Water Sensitive Urban Design Principles, all developers, owners, professionals, and contractors must, at all times, comply with the following provisions:	(a) Determine all flood lines which may impact the development concerned, in which event the municipality, must, on written request, make available any flooding information that is on record; (b) Do planning and take flood attenuation measures before any development above an existing development or in a catchment area commences; (h) Construct stormwater systems before any construction on a site commences; (i) Monitor and adjust the stormwater control measures taken during the construction progress, to ensure complete erosion control and appropriate runoff control (k) Design elements of developments so as not to impede the drainage process or cause a

	flood hazard by unsafely storing storm runoff on the property; and (l) Avoid concentration of flow onto downstream properties due to walls and fences around properties that cross natural drainage channels.

Table 1 Disaster Risk Reduction measures for flooding contained within the By-Law for Stormwater (Stellenbosch Municipality)

2.3. STELLENBOSCH MUNICIPALITY BY-LAW RELATING TO WATER SERVICES

The following table gives a summary of the provisions in the By-Law Relating to Water Services that give the municipality authority to monitor and enforce these provisions in support of Disaster Risk Reduction.

SECTION IN BY-LAW SECTION IN BY	DISASTER RISK REDUCTION MEASURES
Part 2 Standards, (83)- Pollution of Water	An owner must provide and maintain approved measures to prevent the entry of any substance, which might be a danger to health or adversely affect the portability of water or affect its fitness for use, into- (a) The water supply system; and Any part of the water installation on his premises.
Part 2: Standards, (84) Water Restrictions	(1) The municipality may for purposes of water conservation or where, in its opinion, drought conditions are imminent, by public notice – (a) prohibit or restrict the consumption of water in the whole or part of its area of jurisdiction – (i) in general or for specified purposes; (ii) during specified hours of the day or on specified days; and (iii) in a specified manner; and (b) Determine and impose – (i) a restriction on the quantity of water that may be consumed over a specified period;

	(ii) charges additional to those determined in respect of the supply of water in excess of a restriction contemplated in subsection (1)(b)(i); (iii) a general surcharge on the determined charges in respect of the supply of water; and (c) impose restrictions or prohibitions on the use or manner of use or disposition of an appliance by means of which water is used or consumed, or on the connection of such appliances to the water installation.

Table 2 Disaster Risk Reduction Measures for Water Use contained in the Water Services By-Law

2.4. INTEGRATION OF DISASTER RISK REDUCTION INTO THE SPATIAL DEVELOPMENT FRAMEWORK

Considering that DRR can be integrated into various processes, the Spatial Development Framework (SDF) offers a unique governance and policy mechanism for integration. The Stellenbosch Municipality Spatial Development Framework has seven principles which are listed below:

1. First, maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas;
2. Second, to respect and grow the cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
3. Third, within developable areas – areas not set aside for limited development owing to their natural or cultural significance – allow future opportunities to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented, or expanded;
4. Fourth, clarify and respect the different roles and potentials of existing settlements;
5. Fifth, address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunities related to natural assets, cultural assets, infrastructure, and the role of settlements;
6. Sixth, pursue balanced communities. All settlements should be balanced.
7. Finally, focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

Unfortunately, none of the principles address either DRR or Climate Change Adaptation (CCA) directly or indirectly. It is imperative, that to develop sustainable spaces, the municipality integrate DRR into its planning processes in a coordinated and intentional manner. This can be expressed through the governance and policy mechanisms of the municipality such as the SDF. Therefore, there is an opportunity to explicitly express DRR as a principle within the SDF.

2.4.1. INTEGRATION OF DISASTER RISK REDUCTION INTO THE DEVELOPMENT APPROVAL PROCESS

Chapter V of the Stellenbosch Municipality By-Law on Municipal Land Use Planning (2023) has a criterion for development planning that supports the inclusion of DRR measures in planning decisions. These include the following:

(iv) impact on safety, health, and well-being of the surrounding community;

(vi) impact on the biophysical environment;

(vii) whether the imposition of conditions can mitigate an adverse impact of the proposed use or development of land.

Criterion (iv) mentions the safety, health, and well-being of the surrounding community, this can also allude to ensuring communities are safe from disaster hazards which the development can exacerbate or create new risks. This gives a mandate to the municipality to ensure that the impact of new developments does not adversely impact communities. Moreover, where a development may have an adverse impact, section 66 (1) of the Stellenbosch Municipality By Law on Municipal Land Use Planning enables the municipality to mitigate the adverse impacts of the development. Conditions that can be used to impose DRR measures upon a development include (i) requirements aimed at addressing climate change- this would specifically speak to climate-related hazards.

2.4.2. OPPORTUNITIES TO INTEGRATE DISASTER RISK REDUCTION MEASURES IN DEVELOPMENT PLANNING

- Conditions for new developments should Include as a requirement rainwater harvesting so that sustainable development is achieved and that residents contribute to building water resilience against future droughts.
- Urban sprawl is accelerating in Stellenbosch and there is growth moving into natural areas, these developments increase fire risk- better integration of fire risk measures into development planning (Integrate Risk Reduction managers into spatial development planning and development approval processes is needed- this can be done through the inclusion of Disaster Management in the development planning process so that they are aware of the pace and general location of developments, this will enable Disaster

Management to ascertain the regularity of when to undertake multi-hazard risk assessments, which would better inform preparedness planning measures.

- Inclusion of the Fire Services in the Environmental Impact Assessment process.
- Articulate that DRR and/or CCA be adopted as one of the principles of the SDF.

3. DISASTER RISK REDUCTION MEASURES

This section outlines the current and proposed DRR measures for the various hazards that were identified in the Stellenbosch Municipality Ward-Based Disaster Risk Assessment. These hazards include Water Pollution, Wildfire, Drought, Informal Settlement Fire, Urban Flooding, and Riverine Flooding.

3.1. DISASTER RISK REDUCTION MEASURES FOR WATER POLLUTION

TECHNOLOGICAL HAZARD			
WATER POLLUTION			
Objective	Reduce the incidents of water pollution and make the public aware of the importance of cleaner rivers		
Areas Affected	Various rivers in the municipal area.		
Performance Indicators	Stellenbosch Municipality has reduced incidents of river pollution.		
	Residents are more aware of the importance of keeping their rivers clean.		
	The rivers in Stellenbosch are clean.		
PROPOSED DRR MEASURES			
DESCRIPTION		**STAKEHOLDERS**	**ESTIMATED COST OF PROJECT**
Development of an emergency response plan for a water-borne disease outbreak.		CWDM and Stellenbosch Municipality	
Increase capacity to fully implement the functions of Environmental Health at the District level, to strengthen ongoing monitoring of rivers.		CWDM	
Reprioritisation of resources to focus on prevention including awareness, education and enforcement measures.		CWDM	
Development of an awareness and education strategy to address behavioral issues and highlight the negative impacts of pollution on the community itself.		CWDM	

Skills development for existing staff to contribute towards improving the functionality of wastewater plants.	Stellenbosch Municipality	
Recruitment of technical staff to increase capacity to run plants.	Stellenbosch Municipality	
Strengthen enforcement capabilities for land invasion as unplanned developments ultimately contribute to pollution as the land is not serviced.	Stellenbosch Municipality	
Develop partnerships with research institutions to research alternative ways of handling wastewater and construction of wastewater treatment plants.	Stellenbosch Municipality and Research Institutions	
Improve waste collection in inaccessible areas of Kayamandi and Langrug.	Stellenbosch Municipality	

CURRENT/KNOWN DRR MEASURES BEING IMPLEMENTED	
DESCRIPTION	**RESPONSIBLE/ IMPLEMENTING ENTITY**
PREPAREDNESS PLANNING	
A procedure is in place for the implementation of mechanisms for monitoring upon identification of increased water pollution.	CWDM
AWARENESS, EDUCATION AND TRAINING	
Multi-hazard campaigns for schools are conducted within the Stellenbosch Municipality area.	CWDM Environmental Health
Provide informal education sessions with residents about dumping during routine inspections.	CWDM Environmental Health
POLICIES AND REGULATIONS	
The Municipal Health By-law is in place.	CWDM
ENFORCEMENT	
The monitoring, reporting and enforcement of the Municipal Health By-Law with respect to dumping is ongoing.	CWDM

3.2. DISASTER RISK REDUCTION MEASURES FOR WILDFIRE

HYDRO-METEOROLOGICAL HAZARDS	
WILDFIRE	
Objective	To undertake measures to reduce fire load and reduce the number of uncontrolled fires.
Areas Affected	Areas in the Wildland-Urban interface, open spaces, and rural farm areas within the municipality.
Performance Indicators	A reduction in uncontrolled fires in the Stellenbosch Municipality.
	A reduction in fuel load.
	An increase in the number of prescribed burns completed.
	All fire breaks are regularly maintained.

PROPOSED DRR MEASURES		
DESCRIPTION	**STAKEHOLDERS**	**ESTIMATED COST OF PROJECT**
A review of the District Fire Safety By-law.	CWDM	
The standardization of Fire Safety By-Laws in the province.	WC: PDMC	
The review of the fire services functions in South Africa.	Stellenbosch Municipality	
Training of firefighters for wildfire management.	CWDM and Stellenbosch Municipality	
Conduct regular fuel load reduction through prescribed burning and the removal of biomass during alien vegetation clearing.	CWDM, Cape Nature, Winelands Fire Protection Association (FPA)	
Development of an integrated fire awareness strategy.	CWDM, Winelands FPA, Cape Nature, WOF and	

	Stellenbosch Municipality	
Strengthen enforcement of the current by-laws such as the Fire Safety By-Law and Community Safety By-Law.	CWDM and Stellenbosch Municipality	
Better management and compliance of land belong to the Department of Forestry, Fisheries, and the Environment.	Department of Forestry, Fisheries and the Environment	

CURRENT/KNOWN DRR MEASURES BEING IMPLEMENTED	
DESCRIPTION	**RESPONSIBLE/ IMPLEMENTING ENTITY**
PREPAREDNESS PLANNING	
An Integrated Wildfire seasonal plan is in place.	Winelands FPA.
Identification, development, and mapping of strategic fire breaks.	CWDM, Stellenbosch Municipality and Cape Nature.
Annual infrastructure risk assessment is conducted	Cape Nature.
The dissemination of early warnings and the Fire Danger Index (FDI).	Cape Nature, CWDM, Stellenbosch Municipality and Winelands FPA
An approved fire protection plan for Stellenbosch Municipality.	CWDM and Stellenbosch Municipality
FDI threshold triggered preparedness activities for Cape Nature Reserves.	Cape Nature
An established Cape Winelands Veldfire Working Group for integrated planning.	CWDM, Winelands FPA, Cape Nature, Working on Fire and Stellenbosch Municipality.
AWARENESS, EDUCATION AND TRAINING	
A partnership between Stellenbosch Municipality and Stellenbosch University for the conducting of fynbos management and climate change education and awareness in schools.	Stellenbosch Municipality and Stellenbosch University.

Established an Eco-centre for school learners concerning the natural environment.	Stellenbosch Municipality.
In-house training of Expanded Public Works Program Workers (EPWP) skilled in terms of using equipment and plant identification, Invasive Alien plants for clearing.	Stellenbosch Municipality
Training conducted for forest and wildfire management for response.	Cape Nature.
Training of FPA members in wildfire response.	Winelands FPA
Fire awareness programme is conducted in schools.	Cape Nature.
Social media fire awareness campaign is conducted.	CWDM, Winelands FPA and Stellenbosch Municipality.
Ongoing awareness campaigns are conducted for fires in various communities across the municipal area.	Stellenbosch Municipality
POLICIES AND REGULATIONS	
Invasive alien plan management plan is in place.	Stellenbosch Municipal.

3.3. DISASTER RISK REDUCTION MEASURES FOR DROUGHT

HYDRO-METEOROLOGICAL HAZARDS			
DROUGHT			
Objective	To ensure water security and resilience to drought.		
Areas Affected	The Stellenbosch Municipal area.		
Performance Indicators	Improved preparedness for drought.		
	Increased number of households with water tanks.		
PROPOSED DRR MEASURES			
DESCRIPTION		**STAKEHOLDERS**	**ESTIMATED COST OF PROJECT**
An education and awareness campaign to sensitize the public, especially in informal settlement areas on water saving.		Stellenbosch Municipality and CWDM	
Capacitation of internal staff and recruitment of qualified and experienced staff must be undertaken so that water plants and borehole equipment can be well maintained.		Stellenbosch Municipality	
Research into the recharging of aquifers.		Stellenbosch Municipality	
Development of an awareness, education and training strategy to address how awareness, education, and training is done to change the mindset on water use and how to save water.		Stellenbosch Municipality	
Inclusions of conditions for new developments to include water saving devices such as that they are built with water tanks installed.		Stellenbosch Municipality	
Increase drought water tariffs to benchmark them with other municipalities.		Stellenbosch Municipality	
Development of a Drought Risk Management Plan.		Stellenbosch Municipality	

Upgrading of the Wemmershoek Sewerage Recycling Plant	Stellenbosch Municipality	
CURRENT/KNOWN DRR MEASURES BEING IMPLEMENTED		
DESCRIPTION	**RESPONSIBLE/ IMPLEMENTING ENTITY**	
INFRASTRUCTURE AND PREPAREDNESS PLANNING		
Installation of various boreholes equipped with containerized water treatment plant.	Stellenbosch Municipality	
Contingency planning for water augmentation as part of the Berg River Voelvlei Water Augmentation Scheme in the case of a water shortage or drought.	Stellenbosch Municipality	
Installation of smart water meters in formal settlements.	Stellenbosch Municipality	
Indigent leak repair programme.	Stellenbosch Municipality	
AWARENESS, EDUCATION AND TRAINING		
Ongoing campaign that encourages wise water use that is done through the social media pages of the municipality.	Stellenbosch Municipality.	
Distribution of dam levels to role players.	CWDM	

3.4. DISASTER RISK REDUCTION MEASURES FOR INFORMAL SETTLEMENT FIRES

TECHNOLOGICAL HAZARDS			
INFORMAL SETTLEMENT FIRES			
Objective	To build resilience by reducing the number of fire incidents in informal settlements by putting in place DRR measures that aim to protect lives and ensure sustainable livelihoods.		
Areas Affected	Informal settlements within the Stellenbosch Municipality.		
Performance Indicators	A substantial reduction in the occurrence of informal settlement fires.		
	A reduction in several houses affected by informal settlement fires.		
PROPOSED DRR MEASURES			
DESCRIPTION		**STAKEHOLDERS**	**ESTIMATED COST OF PROJECT**
Improve planning to anticipate growth and continued expansion of services to meet demand.		Stellenbosch Municipality	
Enforcement of land use management policy to prevent mushrooming of backyard dwellers.		Stellenbosch Municipality	
Use a fire-retardant paint for informal settlements.		Stellenbosch Municipality	
Housing projects to address informal settlements.		Stellenbosch Municipality	
CURRENT/KNOWN DRR MEASURES BEING IMPLEMENTED			
DESCRIPTION		**RESPONSIBLE/ IMPLEMENTING ENTITY**	
PREPAREDNESS PLANNING			
The municipality has a program that is aimed at the prevention of illegal electricity connections.		Stellenbosch Municipality	

Maintenance of spaces and road reserves in informal settlements to allow for access of emergency vehicles.	Stellenbosch Municipality
A preparedness and response plan for informal settlement fires has been developed.	Stellenbosch Municipality, Department of Social Development and Department of Home Affairs.
AWARENESS, EDUCATION AND TRAINING	
Community workers trained in conducting ward-based disaster risk assessments which include risk assessments for informal settlement fires.	Stellenbosch Municipality
Training of EPWP workers in disaster management to assist with post incident recovery and awareness campaigns.	Stellenbosch Municipality
Awareness campaigns and distribution of awareness materials to communities.	Stellenbosch Municipality
Ongoing awareness campaigns for informal settlement fires through various media platforms such as social media and print media.	Stellenbosch Municipality and Western Cape Government.
Provision of awareness materials to municipalities.	WC: PDMC
POLICIES AND REGULATIONS	
An approved emergency housing assistance policy which covers disasters and eviction orders and makes provisions for relocation of people in the case where areas are declared unhabitable.	Stellenbosch Municipality
ENFORCEMENT	
Enforcement is by Law Enforcement and red ants to prevent new informal settlements from being set up (organized informal settlements).	Stellenbosch Municipality and Red Ants
Prevention of illegal electricity connections so that unsafe connections that can lead to informal settlement fires are reduced.	Stellenbosch Municipality

INFRASTRUCTURE	
Electrification of informal settlements which will help reduce the occurrence of informal settlement fires as unsafe fuel sources will be eliminated.	Stellenbosch Municipality
Interim basic services (water, and sanitation) is provided and this included putting fire hydrants in the informal settlements.	Stellenbosch Municipality

3.5 DISASTER RISK REDUCTION MEASURES FOR FLOODING (RIVERINE AND URBAN)

TECHNOLOGICAL HAZARDS			
FLOODING			
Objective	To reduce the impact of flooding on people, property, and infrastructure and to avoid the placement of infrastructure on a floodplain.		
Areas Affected	Stellenbosch Municipal Area		
Performance Indicators	A reduction in urban areas impacted by flooding		
	An increase in community resilience to flooding		
PROPOSED DRR MEASURES			
DESCRIPTION		**STAKEHOLDERS**	**ESTIMATED COST OF PROJECT**
Rebuilding roads and bridges which were washed away during 2024 floods. Improvements to infrastructure to accommodate more stormwater will be taken into consideration.		Stellenbosch Municipality	
Development of retention ponds linked to treatment plants keeps the water instead of releasing it slowly to the rivers to reduce run-off.		Stellenbosch Municipality	
Undertake flood risk assessment studies and flood line studies to generate better risk knowledge that will inform development planning and ensure appropriate preparedness and response plans are formulated.		Stellenbosch Municipality and Tertiary Institution	
Create a centralized portal for risk information which will assist in facilitating risk knowledge sharing, eliminate fragmented planning, and ensure standardization of risk knowledge used for planning and disaster risk and preparedness.		Stellenbosch Municipality	

CURRENT/KNOWN DRR MEASURES BEING IMPLEMENTED	
DESCRIPTION	**RESPONSIBLE/ IMPLEMENTING ENTITY**
PREPAREDNESS PLANNING	
Updating of the Stormwater Master Plan to assess the stormwater system which includes ascertaining if it can accommodate the additional run-off and the identification of flood hotspots.	Stellenbosch Municipality
Inclusion of a flood risk study in the Stormwater Master Plan which includes determination of flood lines and flood modeling.	Stellenbosch Municipality
Proactive operations including the clearing of stormwater drainage in flood hotspots upon receipt of severe weather warnings.	Stellenbosch Municipality
Winter preparedness plan and operations.	Stellenbosch Municipality
Maintaining stormwater drainage and riverbanks as part of flood management and risk reduction	Stellenbosch Municipality
AWARENESS, EDUCATION AND TRAINING	
Ongoing awareness campaign that is done through social and print media platforms for flooding.	Stellenbosch Municipality
Flood warnings are continuously disseminated when received from South African Weather Services on various social media platforms and through WhatsApp groups.	Stellenbosch Municipality
Distribution of early warnings to all role players via email and social media.	CWDM
Flood awareness in included in ongoing campaigns.	CWDM
Distribution of flood awareness via social media	Western Cape Government
Development, distribution and provision of flood awareness materials to municipalities	WC: PDMC

POLICIES AND REGULATIONS	
An approved emergency housing assistance policy which covers disasters and eviction orders and makes provisions for relocation of people in the case where areas are declared unhabitable.	Stellenbosch Municipality.

APPENDIX G

Western Cape Government

Department of Environmental Affairs and Development Planning
Gerhard Gerber
HEAD OF DEPARTMENT
gerhard.gerber@westerncape.gov.za | Tel: 021 483 2787

File Ref: 15/4/3/2/BS2

THE MUNICIPAL MANAGER
STELLENBOSCH MUNICIPALITY

Email: municipal.manager@stellenbosch.gov.za
spatial.planning@stellenbosch.gov.za

Dear Ms Mettler

STELLENBOSCH MUNICIPALITY: COMMENT ON THE DRAFT STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK AMENDMENT (MSDF)

Thank you for providing my department with an opportunity to comment on your draft amendment to your Municipal Spatial Development Framework (MSDF), which was advertised for comment on the 30th of March 2023.

The draft amendment to the MSDF has been scrutinised by officials from my department from a content and procedural perspective. Whilst we are largely in support of the amendments made, there are a few areas where we suggest changes or additions be made. As can be seen from table there are various procedural aspects which have not been complied with. For certain of these aspects, it may simply be as a result of the information not having been shared with this Department, rather than the step not being undertaken.

Attached please find our comments.

Sincerely,

Gerhard Gerber Digitally signed by Gerhard Gerber Date: 2023.05.30 11:52:01 +02'00'

GERHARD GERBER

HEAD OF DEPARTMENT

DATE: 30 May 2023

Western Cape Government

Department of Environmental Affairs and Development Planning
Tania de Waal
Spatial Planning Directorate
Tania.dewaal@westerncape.gov.za | Tel: 021 483 4360

File Ref: 15/4/3/2/BS2 STELLENBOSCH MSDF

The Municipal Manager
Stellenbosch Municipality
P.O. 17
STELLENBOSCH
7600

FOR ATTENTION: GERALDINE METTLER

Per email: spatial.planning@stellenbosch.gov.za

DRAFT STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK AMENDMENT (2023): INVITATION TO COMMENT

1. The Local Media Notice received from Stellenbosch Municipality requesting comment on the Draft Amendment of the Stellenbosch Municipal Spatial Development Framework (MSDF) by the 30th of May 2023, has reference.

2. It is confirmed that the draft MSDF was circulated to the various Departments within the Western Cape Government requesting their comment, on the 31st of March 2023. Two comments were received from within DEA&DP, from the Directorate Waste Management and Directorate Development Management (Region 2) respectively.

3. **BACKGROUND**

3.1 It is noted that the MSDF is largely the same as the one approved in 2019 by the Stellenbosch Municipal Council. Amendments have been made to the following sections:

Part 1 Introduction
Part 2 Legislative and Policy Context
Part 5 Plans and Settlement Proposals
Part 7 Capital Expenditure Framework

3.2 In addition, the amended MSDF contains Appendix B: An updated version of the comment received following the request for submission of development proposals (private and public) at the start of the MSDF amendment process.

4. LEGISLATIVE REQUIREMENTS

Procedural requirements:

- The purpose of this section is to ascertain the degree to which the Stellenbosch Municipality has complied with the procedural aspects of the planning legislation1. This will assist the Municipality to identify any procedural gaps that can be addressed prior to final adoption of the amended MSDF by Council.
- DEA&DP Circular No. 0021/2020 sets out the various steps that a municipality should follow in when amending its MSDF. The table below seeks to set out those steps and highlight when the Municipality undertook the step.

Steps to be undertaken	**Underpinning Legislation**	**When the Municipality undertook this step**
The Municipality must approach a member or committee of the Council to introduce a proposal for amending an MSDF in the Council. The Council must decide on whether or not to establish an Intergovernmental Steering Committee for the purpose of amending their MSDF. (For the purpose of this table, we are assuming that the Council has decided not to follow the Intergovernmental Steering Committee Route)	**MSA Regulations Chapter 2 Section 3(1)** **LUPA – Section 11 (a) and (b)** **Standard Draft By-Law on Municipal Planning, Chapter 2, Section 3 (1)**	**Not Known**
The Municipality must publish a notice of the proposal to amendment the MSDF in two of the official languages of the Province, most spoken in the area, in two newspapers circulating in the area. The notice must indicate: a) The Municipal intention to amend their MSDF b) The process to be followed in accordance with section 28(3) and 29 of the MSA The notice must also include an invitation for people to register as Stakeholders	**Standard Draft By-Law on Municipal Planning, Chapter 2 Section 3 (2) (a) (i)(ii)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 3(2)(c)**	**September 2022**
The Municipality must inform the Provincial Minister in writing of the intention to amend the MSDF and the process to be followed in the amendment. In addition, the Municipality must inform the Provincial Minister that the ISC process will not be undertaken.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 3(2)(b) (i-iii)**	**Not received**
The Municipality must establish a project committee to amend its SDF.	**Standard Draft By-Law on Municipal**	**Not Known**

[1] The Spatial Planning and Land Use Management Act, 2013 (SPLUMA), the Municipal Systems Act, 2000 (MSA), the Western Cape Land Use Planning Act, 2014 (LUPA) and the Stellenbosch Municipal Planning Bylaw.

Steps to be undertaken	Underpinning Legislation	When the Municipality undertook this step
The project committee must consist of: • the Municipal Manager (or a municipal employee designated by the Municipal Manager) • Municipal employees appointed by the Municipal Manager from at least the following municipal departments – IDP, Spatial Planning, Engineering, LED and Housing	**Planning Chapter 2 Section 4(1) and (2)**	
The project committee must compile a draft status quo report setting out an assessment of the existing levels of development and development challenges in the municipal area and submit it to Council for adoption	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(a)**	**Not Known**
After adoption of the status quo report by Council the project committee must compile a first draft of the amendment to the MSDF and submit it to Council to approve the publication thereof for public comment and to request comment from the Provincial Minister and the District Municipality.	**Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(b)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(c)** **LUPA -section 13(1)(a)** **MSA Regs Chapter 2 Section 3(6)**	**Not Known**
Council must give notice of the proposed MSDF amendments in the Gazette and the media. (The media means the local newspaper or newspaper(s) of the area, in a newspaper or newspapers circulating in the area which is determined by the council as "a newspaper of record", or by means of radio broadcasts covering the area of the municipality. Such notification must be in the official languages of the area, as determined by Council)	**SPLUMA – Section 20(3)** **MSA Chapter 4, Section 21(1) and (2)**	**Notice placed in Local Newspaper. Gazette not known.**
The public, the Provincial Minister and the District Municipality must be made aware that any MSDF amendment is also an IDP amendment. Therefore, the request for comment on the proposed MSDF amendment must include reference to an IDP amendment. In terms of the MSA Regulations, Chapter 2 Section 3(4)(b), the public should be given a period of at least 21 days to submit their comments on the proposed IDP/ MSDF amendments.	**MSA Regulations, Chapter 2 Section 3(4)(b)**	**No evidence of this**
The Provincial Minister and the District Municipality must submit written comments to the Municipality within 60 days of receiving a draft amendment of an MSDF	**LUPA -section 13(2)**	**Still to be achieved**
The public must be invited to submit written representations in respect of the proposed MSDF amendment within 60 days after the notice regarding the proposed amendment is advertised.	**SPLUMA, Section 20(3)(b)**	**Still to be achieved**
After considering the comments and representations received from the public and the Provincial Minister on the MSDF amendments, the project committee must submit the proposed amendments on the MSDF to the Council. (If the final draft of the amendment to the MSDF is materially different to what was published in terms of the step above, then the Municipality must follow a further consultation and public participation process before the amended MSDF is adopted by Council.)	**SPLUMA Section 20(3)(c)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(1)(d)** **Standard Draft By-Law on Municipal Planning Chapter 2 Section 7(2)**	**Still to be achieved**

Steps to be undertaken	Underpinning Legislation	When the Municipality undertook this step
Any proposed amendment to the MSDF submitted to Council must be accompanied by a memorandum setting out the reasons for the proposal and must indicate how the amendment is in line with the District Municipality's Framework for Integrated Planning. (The memorandum should include a comment and responses schedule.)	**MSA Regulations Chapter 2 Section 3(2)** **[The District Framework for Integrated Development Planning is a requirement in terms of Section 27 of the MSA.]**	**Still to be achieved**
No amendment to a municipality's MSDF may be adopted by the Council unless all members have been given reasonable notice	**MSA Regulations Chapter 2 Section 3(4)**	**Still to be achieved**
Once the amended MSDF has been adopted by the Council, the Municipal Manager must submit a copy of the amended MSDF to the MEC for Local Government in the Province, within 10 days of adoption. This submission of the adopted amended MSDF must be accompanied by: a) a summary of the public participation process b) a statement that the process set out in Section 29(1) of the MSA has been complied with c) a copy of the Districts Framework for Integrated Development Planning (See Section 27 of the MSA)	**MSA, Section 32(1)(a)**	**Still to be achieved**
In addition to the step above, the MM must submit the following to the Provincial Minister within 10 days of the amended MSDF: a) A written notice of the decision to amend the municipal spatial development framework, together with the reasons for the decision; b) The amended MSDF; c) A report setting out the response of the municipality to the comments submitted in terms of section 12(4) or 13(2) of LUPA	**LUPA Section 14**	**Still to be achieved**
The Council must within 14 days of the adoption of the amended MSDF, give notice of its decision in the media and the Provincial Gazette.	**Standard Draft By-Law on Municipal Planning Chapter 2 Sections 7(3) SPLUMA Section 20(1)**	**Still to be achieved**

As can be seen from the above table there are various procedural aspects which have not been complied with. For certain of these aspects, it may simply be as a result of the information not having been shared with this Department, rather than the step not being undertaken.

5 **DRAFT STELLENBOSCH MSDF AMENDMENT : GENERAL COMMENTS**

The comments have been broken down into the various sections of the MSDF which have been amended for ease of reference.

5.1 **Part 1: Introduction**

5.1.1 The "Background and Purpose" lists requirements of the planning system needed to achieve positively performing liveable settlements. While some of the requirements are useful others are too generic and seem out of place in the context of Stellenbosch e.g. reference to the urban regeneration of inner city areas and main streets with high density concentrations; or to enhance and support the regeneration of housing estates through innovative financing technology. It is suggested that the wording of certain of the "requirements" are re visited to ensure that they make sense in the Stellenbosch context. Phrases such as "inner city areas" and "housing estates" may be appropriate terminology in the City of Cape Town, but they are not applicable in the context of Stellenbosch.

5.2 **Part 2: Legislative and Policy Context**

5.2.2 Waste Management issues need to be brought through more strongly into Table 5: "Policy Implications".

5.3 **Part 5: Plans and Settlement Proposals**

5.3.1 It is noted that the "further development of Techno Park as a balanced community, emphasising residential opportunity" has been removed in this Draft Amended MSDF. Assuming this was an intentional omission, it does have implications for the proposed development of the Libertas Farm, which is discussed further under point 5.3.3 below.

5.3.2 Appendix B includes 9 development proposals submitted for consideration during the MSDF amendment process. Each of these will be discussed in turn below.

5.3.2.1 Inclusion of Portion 3 of Farm 527, Stellenbosch Division (Jamestown) into the urban edge for urban infill.

- This proposal was submitted by the Human Settlements component within Stellenbosch Municipality. It forms part of the Municipality's Housing Pipeline and is incorporated into the Municipal IDP. The recommendation by the Municipality is that this application be supported.
- DEA&DP Input: This is not an urban infill project this is a substantial urban extension to Jamestown. While the efforts of the Municipality to provide IRDP and FLISP housing programmes are supported and respond to the market segments in need of housing in the Stellenbosch town area, this area, while close to social facilities, is not necessarily close to employment opportunities for poorer households nor a public transport system. The MSDF should consider a holistic perspective on land needed for affordable housing and where this might be best unlocked to support the development of a more efficient, integrated and inclusive Stellenbosch, including some of the proposals on the table for deviation from the MSDF to the south between Stellenbosch town and Techno Park.

5.3.2.2 Inclusion of a portion Farm 579, Stellenbosch Division as an organic waste transfer station.

- This proposal was submitted by the Waste Services component at Stellenbosch Municipality. A portion of Farm 279 is already being used for vineyards, an oxidation pond for the WWTW and the Stellenbosch Materials Recovery Facility. The recommendation by the Municipality is that this application be supported.
- DEA&DP Input: The inclusion of the proposed subdivided portion of Farm 279 into the urban edge is supported.

5.3.2.3 Inclusion of Portion 41 of Farm 748, Paarl (Anura Lifestyle Estate) into the urban edge.

- Approval has already been given for the rezoning, subdivision, departure, amendment of conditions and Site Development Plan for Portion 41 of Farm 748.
- DEA&DP Input: The exceptional circumstances of this development suggest that there should be caution in setting any precedent through the proactive amendment of the MSDF to regularise a development conflicting with policy. Drawing an urban edge around the proposed development might create the basis for future arguments for the "logical rounding off of the urban edge", as it might be drawn, or "filling in gaps", and thereby extending the

development further, noting the speculative pressure for urban extension in Klapmuts more broadly. It is inconsistent to argue against urban edge amendments elsewhere in the Klapmuts area because of the extent of undeveloped land in Klapmuts presently, and then to propose a wide urban edge around this historical decision that presents such a significant, leapfrog urban area adjacent to Klapmuts. The Municipality, along with the Drakenstein Municipality, needs a coherent, joint plan for urban growth in the Klapmuts and N!/ Old Paarl Road Corridor. This should also be informed by a housing markets study for Klapmuts (which we understand Stellenbosch is underway with or has plans to do) and a policy that ensures balanced development addressing the range of market segments in need of housing in this area along with a balance of other uses to ensure sustainable development. We firmly object to this proposed new urban edge delineation.

5.3.2.4 Proposed exclusion of the Jamestown water erven from the urban edge

- The Jamestown water erven are classified as a significant cultural and heritage element.
- DEA&DP Input: If this exclusion of these water erven will assist in preserving this significant cultural and heritage element then the Department is in support of this recommendation.

5.3.2.5 Inclusion of Remainder Farm 284, Stellenbosch (Droeë Dyke) into the urban edge.

- This site is strategically situated adjacent to the Adam Tas Corridor and the proposed Techno Park / R310 link runs over the property rendering the site not suitable for agricultural purposes in the long term. The recommendation by the Municipality is that this proposal not be supported at this stage. While the proposal is supported in theory, the Municipality feel that this land does not form part of the short to medium term priority precincts for the Adam Tas Corridor.
- DEA&DP Input: This Department supports the Municipality's view that this site not be included in the urban edge at this stage. It is however suited to inclusion within the urban edge at a later stage i.e. once the initial Adam Tas Corridor precincts have received the necessary capital expenditure focus.

5.3.2.6 Inclusion of Farm 1049, Stellenbosch (Brandwacht) into the urban edge.

- The applicant has requested that a site-specific deviation be granted to allow for this strip of development outside of the urban edge. The nature of the development is an up-market, low density gated estate on agricultural land. The Municipality does not support this proposal citing the need for spatial transformation to create a more balanced and inclusive town. The approval of this gated upmarket estate on the periphery would be undermining the principle of spatial transformation, by limiting the chances for integration and a more equitable spatial form.
- DEA&DP Input: This Department supports the Municipality's view that to continue to allow upmarket, gated estates to spread into the surrounding agricultural area is not desirable from a spatial transformation, sustainability or spatial efficiency perspective. The Housing Market Study recently conducted for Stellenbosch, by this Department, also indicates that there is an oversupply of luxury housing and significant need for housing sits in the conventional, affordable and entry level housing markets. The trade- off of valuable agricultural land for luxury development is not desirable.

5.3.2.7 Inclusion of Portion 2 of Farm 742, Klapmuts (Braemer Farm) into the urban edge.

- The Municipality notes that no formal application has been received regarding this development. Furthermore, the response from the Municipality refers to "considerable" adjustments being made to the Klapmuts urban edge in 2019 to accommodate the proposed Bridge Development, with no visible progress having been made to develop this area. Consequently, there is sufficient vacant land within the urban edge and a further edge extension is not required.
- DEA&DP Input: Given that there is currently vacant land within the urban edge which is not being developed, this Department would support the Municipality's view that the edge not be extended further.

5.3.2.8 Inclusion of Portion 16 & 22 of Farm 390, Stellenbosch (Vlottenburg rural node) into the urban edge.

- The Municipality are of the view that this node should not be expanded further and in so doing be prioritised for development, until such time as

there is a well- functioning public transport system to Stellenbosch Town, to address the transport requirements of residents. Furthermore, the Municipality notes that the land in question is good agricultural land. Consequently, the development is not supported.

- DEA&DP Input: This Department is in support of the Municipality's view that the further expansion of this node should not be permitted at this stage.

5.3.2.9 Inclusion of Portion 7 of Farm 744, Klapmuts into the urban edge.

- As with the Braemer Farm proposal discussed under point 5.3.2.7 above , the Municipality notes that no formal application has been received regarding this development. In response the Municipality highlights once again how "considerable" adjustments were made to the Klapmuts urban edge in 2019 to accommodate the proposed Bridge Development, with no visible progress having been made to develop this area. Consequently, there is sufficient vacant land within the urban edge and a further edge extension is not required.
- DEA&DP Input: As with the proposed Braemer Farm development this Department is of the view that there is sufficient vacant land within the urban edge of Klapmuts which is not yet developed. We are therefore in support of the Municipality's view that the edge not be extended further to accommodate this development.

5.3.3 The Department is aware of at least one application i.e. Libertas farms (Application LU/15191) that was submitted to Stellenbosch Municipality for site-specific deviations from the MSDF to initiate urban infill development outside of the approved urban edge of Stellenbosch, at the same time at which amendments were being considered to the MSDF, but the application was not included for consideration by the Municipality in the MSDF amendment process. Given that the Municipality clearly had knowledge of this proposal to deviate from the MSDF, and it has significant implications for the MSDF, the MSDF should provide policy guidance on the development of this land as well as any other large development proposals of a similar nature, which the Municipality may be aware of.

This Department is of the view that while the Libertas Farm is well located in relation to opportunities and infrastructure in Stellenbosch and should be considered for the future expansion of the urban fabric of Stellenbosch, its development is premature and should not be supported in the short or medium term. Planning for this area should take place within the context of a MSDF process and holistically, given likely pressures, to ensure that, should this southern part of Stellenbosch be developed in future, the development parameters and performance requirements inclusive of urban structure, land use and housing market segment mix are clearly set out in the MSDF.

5.3.4 It is unfortunate that in the instances where the urban edge amendments included in Appendix B are supported by the Municipality, the amendments were not included on the Settlement Proposals maps in Part 5 of the amended MSDF. Currently the urban edges in the maps are the same as the edges in the 2019 approved document. It is assumed that the affected proposals maps in Part 5 will be amended to reflect the urban edge changes prior to the approval of this document?

5.3.5 It is the view of this Department that further guidance is required in this MSDF around the portion of the proposed Western Bypass which runs along the western side of the Papegaaiberg. While the intention may not be to build it in the short or medium term the 2023 Draft Stellenbosch Integrated Transport Plan (ITP) states that "In future the extension northwards (Option 2) partially following the Devon Valley Road and eventually linking with the R304 and the R44 may also be required, considering the proposed developments along the Adam Tas Corridor". It is evident from this draft ITP that the option of this portion of the Western Bypass has not been ruled out. The construction of this Bypass will have significant land use implications and the MSDF needs to unpack these implications so as to guide future development in this area and the terms of future investigations into the bypass to ensure integrated spatial, land use and transport planning.

5.3.6 With regards to the maps in the Proposals , the designation of "Urban Agricultural Areas Retained" and "Green Areas Retained" is considered problematic given that the text does not provide any guidance as to what the intention of the land use category is or how it is to be achieved.

The use of the word "retained" creates the expectation that the use of the property for agricultural and/or open space purposes should be maintained. This principle aligns with the objective of the Agricultural and Rural Zone "to make provision for the protection and preservation of agricultural and rural landscapes and biodiversity". The problem comes in when the Department is required in terms of Section 45 of the Land Use Planning Act, 2014 (Act 3 of 2014) to comment on applications with this designation. To what extent can these properties be subdivided or developed, without defeating the purpose of retaining a certain character or functionality?

5.3.7 All the properties that are zoned Agriculture and Rural Zone and are earmarked for "Urban Agricultural Areas Retained" within the urban edge have the potential to be subdivided. Should subdivision be allowed without any qualifications, such as minimum erf sizes, one runs the risk of endangering the character of the area. Some of the subdivisions that have approved in the past create properties that are similar in size to a conventional urban property and these small subdivisions serve as a precedent for further subdivision. The MSDF cannot be silent on the nature and scale of subdivision that is deemed acceptable on land earmarked "Urban Agricultural Areas Retained" and "Green Areas Retained", as the cumulative impact of ad hoc subdivisions will destroy the character that the MSDF aims to preserve.

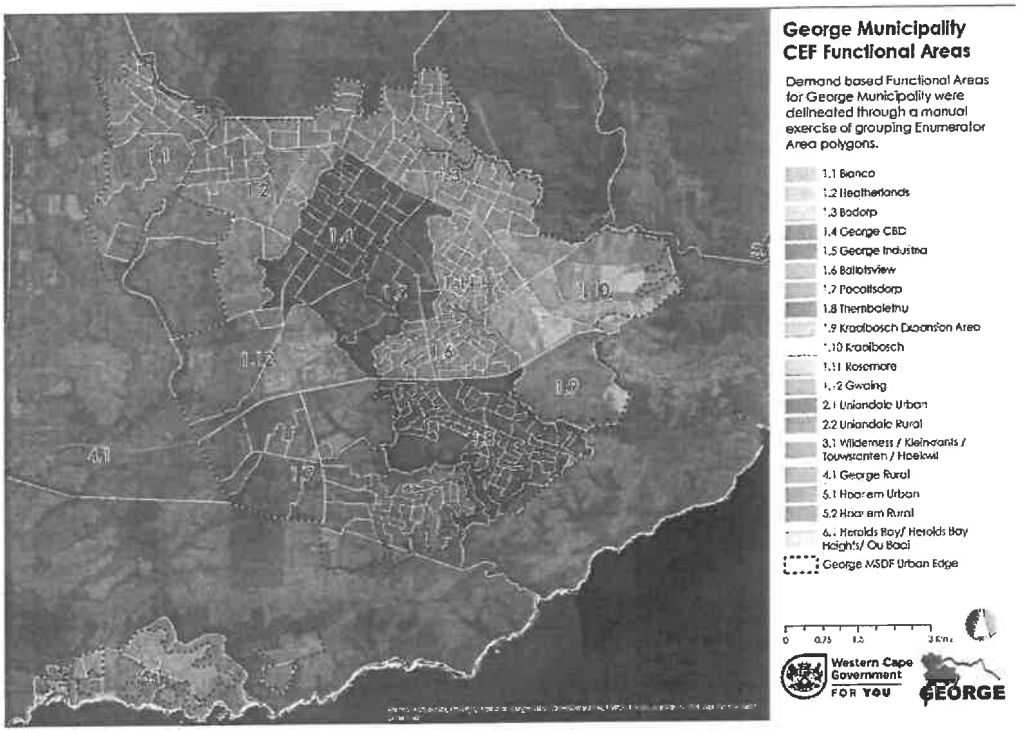
5.3.8 The MSDF should also consider providing guidance and a policy position on the development of commercial and tourist facilities (such as Route 44) along the major tourist corridors between Franschhoek, Stellenbosch and Somerset West, as this area is coming under increasing pressure. The Municipality should consider these areas holistically to ensure that this important component of the Western Cape Tourism brand is retained, protected, and remains the drawcard that it currently is for international and domestic tourists.

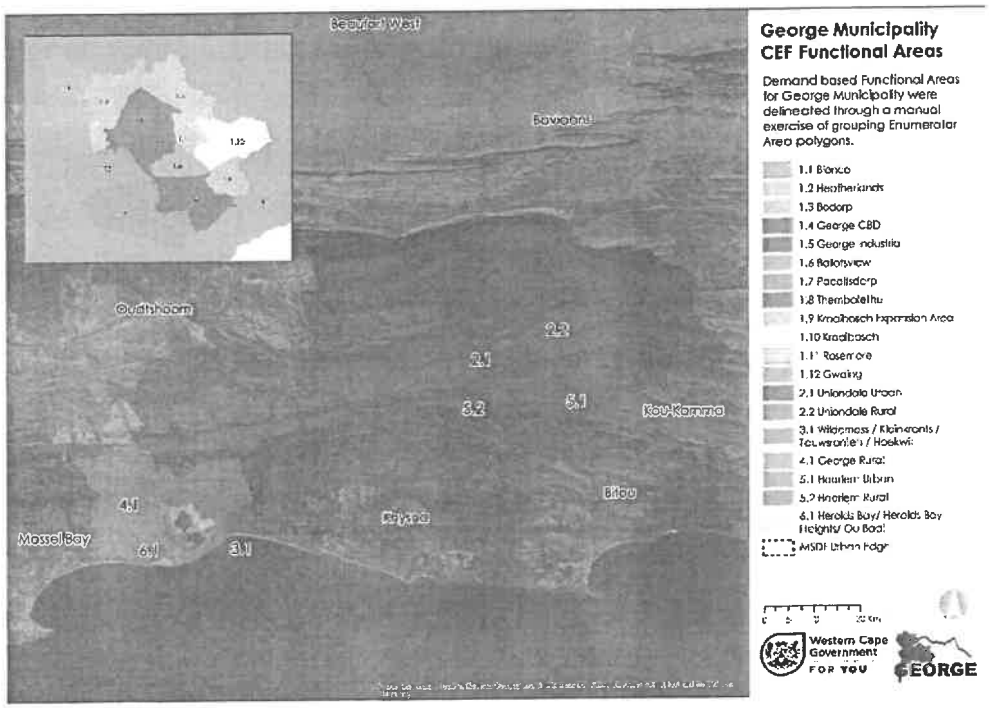
5.4 Part 7: Capital Expenditure Framework (CEF)

5.4.1 While significant improvements have been made to the CEF and the Municipality should be congratulated on its current product, some suggested improvements are listed below:

i) The Functional Areas are too broad i.e. having one Functional Area which covers the urban areas of Stellenbosch, Franschhoek and Klapmuts is too aggregated. Functional Areas are areas of similar characteristics and service levels and service requirements, such as low density established suburbs, industrial areas, high density informal areas or central business districts. The demarcation of Functional Areas should take the lead from the information in the MSDF as well as infrastructure master plans, which set the drainage areas and parameters for future infrastructure need. By way of example, we have included the George Functional Areas, with their associated maps.

	Functional Area
FUNCTIONAL AREA 1: GEORGE CITY AREA	1.1) Blanco
	1.2) Heatherlands
	1.3) Bodorp
	1.4) George CBD
	1.5) George Industria
	1.6) Ballotsview
	1.7) Pacaltsdorp
	1.8) Thembalethu
	1.9) Kraaibosch Expansion Area
	1.10) Kraaibosch
	1.11) Rosemore
	1.12) Gwaing
FUNCTIONAL AREA 2: UNIONDALE & SURROUNDS	2.1) Uniondale Urban
	2.2) Uniondale Rural
FUNCTIONAL AREA 3: WILDERNESS & SURROUNDS	3.1) Wilderness / Kleinkrantz / Touwsranten / Hoekwil
FUNCTIONAL AREA 4: GEORGE RURAL AGRICULTURAL AREA	4.1) George Rural
FUNCTIONAL AREA 5: HAARLEM & SURROUNDS	5.1) Haarlem Urban
	5.2) Haarlem Rural
FUNCTIONAL AREA 6: HEROLDS BAY & SURROUNDS	6.1) Herolds Bay / Herolds Bay Heights / Ou Baai





ii) It is suggested that in the case of Stellenbosch Municipality the towns of Stellenbosch, Franschhoek and Klapmuts should be broken down further so that one can profile areas within these towns that have different service demand pressures and levels of services. There is evidence of a further breakdown of the Stellenbosch in Table 2-50, which lists the "Primary Investment Nodes" as Stellenbosch, Kayamandi, Klapmuts, Jamestown and Franschhoek. The towns of Klapmuts and Franschhoek could be broken down further to distinguish between different service demand pressures and levels of service.

iii) The remaining settlements can either be divided into Functional Areas based on their categorisation in the Settlement Proposals section of the MSDF (Part 5), or they could all be grouped together as one Functional Area as Secondary Settlements as per the Settlement Hierarchy in the MSDF .(The Rural Areas Functional Area could remain as it is)

iv) The population figures per population group have been mixed up in Table 2-4 "Population Groups" and need to be corrected.

v) Figure 6-6 "Budget Scenario per Objective 5" provides a graph showing capital expenditure per ward. This Figure shows that the Ward 1 (Franschhoek), Ward 11 (Onderpapegaaiberg) and Ward 18 (Klapmuts) have been allocated a higher percentage of the budget. The reason given for why these areas have been allocated a higher percentage is due to population density. The CEF goes on to say, "by prioritising investment in areas with higher population density, the municipality can improve the quality of life for residents, promote economic growth, and build stronger relationships with the community." If this is the justification for the allocation then a question arises around Kayamandi, which is likely to have far higher population densities than Wards 1, 11 or18, yet it does not receive a "higher percentage of the budget". In addition, as noted under "ii)" above, it is a priority investment area, along with Jamestown.

6. WASTE MANAGEMENT

The following comments are made in support of better integrating sustainable waste management into the MSDF, while it is noted that the MSDF has not been updated in its entirety, this may be an opportunity to update some information especially where this has significant spatial implications; for example;

- Landfill airspace availability and proposals to expand waste services to accommodate future development identified in the MSDF, including the urban expansion proposals in the draft amended MSDF; e.g. the Devon Valley will now have reached the end of its lifespan since the 2019 MSDF.
- Planning and land use management guidelines and opportunities for accommodating waste diversion activities especially in new development areas

7. CONCLUSION

Once again, thank you for providing us an opportunity to comment on the draft amendments to the Stellenbosch MSDF. As was noted, we have focused our comments on those aspects of the MSDF that have been amended rather than the entire MSDF which remains largely the same as the 2019 approved version. As noted above, we do have concerns around certain of the procedural aspects where we don't have evidence of the necessary steps being taken. Should you require more detail on these comments, please contact Tania de Waal on 021 483 4360 or tania.dewaal@westerncape.gov.za .

Tania de Waal

Digitally signed by Tania de Waal
Date: 2023.05.25 11:03:22 +02'00'

TANIA DE WAAL

Chief Town and Regional Planner

Directorate: Spatial Planning

Sub-directorate: Spatial Planning Support Services (Region 2)

Date: 25th of May 2023

CC:

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Zukisa.Sogoni@westerncape.gov.za

APPENDIX H

Ref: HM/CAPE WINELANDS/STELLENBOSCH/2023 DRAFT STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK
Enquiries: Jonathan. Windvogel
E-mail: jonathan.windvogel@westerncape.gov.za
Tel: 021 483 5959

ILifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

Development Planning
Mr Bernabe Delabat
Plein Street
STELLENBOSCH
7600
Bernabe.DelaBat@stellenbosch.gov.za

DRAFT AMENDED STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK FOR COMMENT, STELLENBOSCH.

Heritage Western Cape (HWC) received the Draft Spatial Development Framework. The above matter was discussed at the HWC Inventories, Grading and Interpretation Committee (IGIC) meeting on 5 May 2023.

DECISION

The committee resolved that the Stellenbosch Municipality be informed that an updated inventory which includes an analysis of the intangible heritage be prepared and submitted to HWC for approval in terms of S30(5) of the National Heritage Resources Act 25 of 1999.

The Stellenbosch Municipality must review the Spatial Development Framework with the updated inventory and ensure the information is thoroughly integrated and accurately mapped.

Should you have any further queries, please contact the official above.

Yours faithfully

Colette Scheermeyer
Digitally signed by Colette Scheermeyer
Date: 2023.05.24 08:49:13 +02'00'

.....
Mr. Michael Janse van Rensburg
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APPENDIX I

Capital expenditure Incurred- ATC

Year	Amount	
2020/21	5 544 346,84	
2021/22	11 978 594,41	
2022/23	7 353 096,64	
2023/24	66 455 712,09	19-Jul-24
Preliminary Total	91 331 749,98	

Projects	Fund	Original Budget	Amended Budget	Planned Expenditure	Actual Expenditure	Actuals + Shadows & Provisional	Balance R	Actual Exp %	Universal Key (Ukey)	CP3 ID
Transport Planning And Public Transport										
Taxi Rank: Kayamandi	IUDG	1 500 000	3 086 244	3 086 244	3 086 244	3 086 244	-	100,00%	20200706013038	2972414
Taxi Rank: Kayamandi	RSEP	2 000 000	-	-	-	-	-	#DIV/0!	20200706013041	2972414
Taxi Rank: Kayamandi	CRR	-	4 933 724	2 625 817	1 179 925	1 179 925	3 753 799	23,92%	20200917993360	2972414
Taxi Rank: Kayamandi	CRR	-	-	-	1 278 177	1 278 177	-1 278 177	#DIV/0!	20210604081330	2972414
					5 544 347					

	Projects	Fund	Original Budget	Adjusted Budget	Planned Expenditure	Actual Expenditure	Balance R	Actual Exp %	Universal Key (Ukey)	OV Code	CP3 ID
Waste Management											
	Expansion of the landfill site (New cells)	Ext Loan	2 000 000	2 151 383	2 151 383	2 151 384	-1	100,00%	20200706012861	OV6500	2977010
	Expansion of the landfill site (New cells)	CRR	-	124 089	124 089	124 089	-	100,00%	20220517025109	OV6500	2977010
	Transfer Station: Stellenbosch Planning and Design	Ext Loan	1 000 000	961 450	961 450	932 450	29 000	96,98%	20210705085893	OV6500	2973451
Water Treatment											
	Bulk water supply pipe and Reservoir: Kayamandi	Ext Loan	-	1 296 020	1 296 020	-	1 296 020	0,00%	20200706012699	OV6730	2972594
	Northern Extension: Phase 2 Water Infrastructure	IUDG	4 000 000	-	-	-	-		20200706012690	OV6730	2973486
	Northern Extension: Phase 2 Water Infrastructure	CRR	-	314 118	314 118	227 019	87 099	72,27%	20210628110005	OV6730	2973486
Water & Wastewater Network Operations											
	Extention Of WWTW: Stellenbosch	CRR	-	989 161	989 161	524 300	464 861	53,00%	20200817071792	OV6740	2972390
	New Plankenburg Main Outfall Sewer	CRR	-	177 500	177 500	177 499	1	100,00%	20200817071789	OV6740	2972487
Transport Planning And Public Transport											
	Taxi Rank: Kayamandi	CRR	-	627 237	627 237	627 237	-	100,00%	20200917993360	OV6230	2972414
	Taxi Rank: Kayamandi	IUDG	-	6 662 655	6 662 655	6 662 653	2	100,00%	20200706013038	OV6230	2972414
Traffic Engineering											
	Main Road Intersection Improvements: R44 / Merriman Street	CRR	500 000	500 000	500 000	500 000	-	100,00%	20190703005530	OV6240	2972453
	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	CRR	1 000 000	53 367	53 367	51 963	1 404	97,37%	20210705086182	OV6240	2972452

11 978 594

	Projects	Fund	Original Budget	Adjusted Budget	Actual Expenditure	Balance R	Actual Exp %	Universal Key (Ukey)	Commodity Code	OV Code	Project Code	Capital Order report (Orders)	Differences (Orders)	Business key enquiry - Actual	Business key enquiry - Orders
Waste Management: Solid Waste Management															
	Expansion of the landfill site (New cells)	Ext Loan	44 000 000	3 400 000	3 805 527	-405 527	111,93%	20220630077139	76121602	OV0727	PC_0026	#REF!	#REF!		
	Expansion of the landfill site (New cells)	CRR	-	754 496	754 496	-	100,00%	20230130062504	76121602	OV0727	PC_0026	#REF!	#REF!		
	Transfer Station: Stellenbosch Planning and Design	Ext Loan	-	29 000	-	29 000	0,00%	20220630077124	76121501	OV0727	PC_0037	#REF!	#REF!		
Water and Wastewater Services: Water															
	Bulk Water Supply Pipe and Reservoir: Kayamandi	Ext Loan	-	796 020	497 927	298 093	62,55%	20220630076971	70171703	OV0732	PC_0080	#REF!	#REF!		
	Northern Extension: Phase 2 Water Infrastructure	CRR	-	1 700	-	1 700	0,00%	20220825124427	26120000	OV0732	PC_0290	#REF!	#REF!		
Water and Wastewater Services: Sanitation															
	Extention Of WWTW: Stellenbosch	CRR	-	464 861	-	464 861	0,00%	20220630077068	81100000	OV0716	PC_0112	#REF!	#REF!		
Traffic Engineering															
	Bird Street Dualling - Adam Tas to Kayamandi	CRR	500 000	50 000	-	50 000	0,00%	20220630077424	30120000	OV0709	PC_0148	#REF!	#REF!		
	Main Road Intersection Improvements: R44 / Merriman Street	DC-Road	1 000 000	1 000 000	1 000 000	-	100,00%	20220630077433	30120000	OV0709	PC_0155	#REF!	#REF!		
	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	DC-Road	1 000 000	1 000 000	965 147	34 853	96,51%	20220630077529	30120000	OV0709	PC_0156	#REF!	#REF!		
Transport Planning															
	Adam Tas - Corridor Transport	CRR	500 000	359 849	330 000	29 849	91,71%	20220630077487	30120000	OV0708	PC_0169	#REF!	#REF!		
					7 353 097										

Projects	Fund	Original Budget 2023/2024	Adjustment Budgets	Mid-year Adjustment	Virements	Amended Budget	Planned Expenditure	Actual Expenditure	Shadows (Orders)	Provisional Cost	Actuals + Shadows & Provisional	Balance R	Actual Exp %	Committed %	Universal Key (Ukey)	OV Code	Project Code	Commodity Code
Waste Management: Solid Waste Management																		
Expansion of the landfill site (New cells)	Ext Loan	46 000 000	661 112	-	-	46 661 112	46 661 112	46 661 112	-	-	46 661 112	-	100,00%	100,00%	20220630077139	0000500	PC_0026	
Expansion of the landfill site (New cells)	CRR	-	754 496	19 000 000	-1 324 545	18 429 951	18 429 951	15 034 765	2 467 152	-	17 501 917	#####	81,58%	94,96%	20230130062504	0000500	PC_0026	
Expansion of the landfill site (New cells)	IUDG	-	-	-	2 189 569	2 189 569	2 189 569	2 068 376	-	-	2 068 376	#####	94,46%	94,46%	20240704992138	0000500	PC_0026	
Transfer Station: Stellenbosch Planning and Design	Ext Loan	-	29 000	-29 000	-	-	-	-	-	-	-	-			20220630077124	0000500	PC_0037	
Upgrade Material Recovery Facility	CRR	500 000	-	-	521 929	1 021 929	1 021 929	1 021 928	-	-	1 021 928	1	100,00%	100,00%	20230621063298	0000500	PC_0303	
Water and Wastewater Services: Water																		
Bulk Water Supply Pipe and Reservoir: Kayamandi	Ext Loan	-	298 093	-298 093	-	-	-	-	-	-	-	-			20230823075833	0000500	PC_0340	
Bulk Water Supply Pipe and Reservoir: Stellenbosch	Ext Loan	1 500 000	-	-1 340 000	-	160 000	160 000	160 000	-	-	160 000	-	100,00%	100,00%	20230621063259	0000500	PC_0080	
Bulk Water Supply Pipe: Idas Valley/Papegaaiberg and Network Upgrades	CRR	1 000 000	-	-1 000 000	-	-	-	-	-	-	-	-			20220630076864	0000500	PC_0082	
Roads and Stormwater																		
Adam Tas Road Intersection Upgrades	CRR	1 000 000	-	-	-18 989	981 011	981 011	976 398	-	-	976 398	4 613	99,53%	99,53%	20230621063367	0000500	PC_0308	
Traffic Engineering																		
Bird Street Dualling - Adam Tas to Kayamandi	CRR	500 000	-	-500 000	-	-	-	-	-	-	-	-			20220630077424	0000500	PC_0148	
Main Road Intersection Improvements: Strand / Adam Tas / Alexander	DC-Roads	-	34 853	-	500 000	534 853	534 853	533 133	-	-	533 133	1 720	99,68%	99,68%	20220630077529	0000500	PC_0156	
Transport Planning																		
Adam Tas - Corridor Transport	CRR	1 000 000	29 849	-	-1 029 849	-	-	-	-	-	-	-			20220630077487	0000500	PC_0169	
								66 455 712										

APPENDIX J

Western Cape Government

Infrastructure
Transport Infrastructure Branch

REVIEW COMMENTS

DOCUMENT : SPATIAL PROFILE & DRAFT AMENDMENTS TO THE SPATIAL DEVELOPMENT FRAMEWORK

Integrative Spatial and Infrastructure Planning

Approved by Council for Public Comment on 15 March 2023 (MSDF-15-MARCH-2023.pdf)

FILE REF : Stellenbosch MSDF Comments May 2023

PURPOSE : To consolidate comments from the Transport Infrastructure Branch

REVIEWER : Department of Infrastructure (DOI)

Transport Infrastructure Branch

DATE : 30 May 2023

Comments specific to the document, as well as General Comments, are provided in the sections that follow.

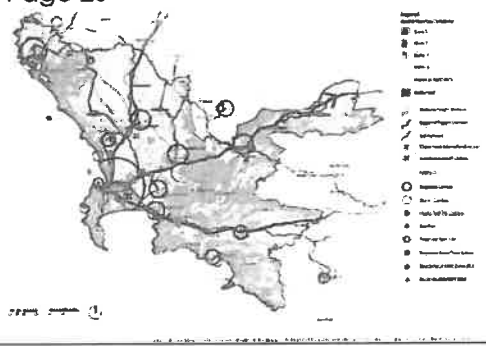
1. MSDF-15-MARCH-2023

It is important to note that each and every reference to a specific topic are not necessarily highlighted in the table below. Comments made are considered to be applicable to the topic throughout the document.

Document Reference	Report Extract	Comment/Consideration
ABBREVIATIONS	DTPW - Western Cape: Department of Transport and Public Works	It is important to note that the Western Cape Government Department of Transport and Public Works (DTPW no longer exists. As of 1 April 2023, reference should be made to the Department of Infrastructure (DOI) or Western Cape Mobility Department (WCMD) as applicable.
PART 1:INTRODUCTION	N/A	There is no Executive Summary or Table of Contents provided.

Document Reference	Report Extract	Comment/Consideration
		It is recommended that this be added.
2. **MSDF PROGRAMME**	Users of the MSDF The MSDF for SM targets two broad user categories. The first is the government sector, across spheres from national to local government, including State Owned Enterprises (SOEs). While the MSDF is informed by the spatial direction stated in national, provincial, and district level policy, it also sets out the municipality's spatial agenda for government departments across spheres of government to consider and follow. Most importantly, the MSDF outlines the municipality's spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.	The Department of Infrastructure (DOI) will determine its own agenda as it works to fulfil its mandate to the citizens of the Western Cape.
2. **MSDF PROGRAMME**	Local spatial strategy informants to the MSDF {2019), review and proposed amendments {2022/2023} Since the approval of the MSDF (2019), related work has focused on: Area-based planning investigations for the Adam Tas Corridor, located in Stellenbosch town culminated in the approval and adoption of the Adam Tas Corridor Local Area Spatial Development Framework (ATC LASDF), 2022 and Development Guidelines. The catalytic initiative was done in partnership with the WCG: DEA&DP.	The DOI (then DTPW) provided detailed comments regarding the Adam Tas Corridor (4 July 2022). It is important to note that the proposals reflected in the Adam Tas Local Spatial Development Framework and Development Guidelines were not supported in its current form. The DOI Transport Infrastructure Branch has not received any response to comments made in July 2022. Given that no response has been received, these comments are still considered current. Comments provided are included for ease of reference as Annexure 1. Further, any proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch review and approval.

Document Reference	Report Extract	Comment/Consideration
2. **MSDF PROGRAMME** **And** **CAPITAL EXPENDITURE FRAMEWORK (pg 134/145 of pdf)** **And Appendix G**	An updated CEF was commissioned in 2023 due to the approval of the ATC LASDF, 2022 and Development Guidelines. The intension is to finalise and adopt the updated CEF as part of The amendment of SDF/IDP process for 2023/2024. And Stellenbosch Municipality has updated the CEF in 2022/2023, in parallel with the MSDF amendment. The updated CEF is incorporated into the SDF as Appendix G. Work on the CEF is on-going, including its alignment with the MSDF. And *G. CAPITAL EXPENDITURE FRAMEWORK [PLACEHOLDER]* *CEF will serve as a separate item and it will be included and consolidated for public comment.*	While reference is made to the CEF, there is no CEF information for review and comment included in this pdf. Implementation timing and funding of DOI led projects will be determined by the DOI Transport Infrastructure Branch in accordance with the relevant Provincial Budget, commonly referred to as Vote 10.
2. **MSDF PROGRAMME**	The Klapmuts Concept Plan was approved as part of the MSDF, 2019 and confirmed by Council in 2021. Support was provided for the establishment of the intergovernmental initiative around the development of Klapmuts (Stellenbosch – Drakenstien - WCG Via DEA&DP - and other affected government departments) through the Greater Cape Metropolitan Regional Spatial Implementation Framework (GCMRSIF) Intergovernmental Steering Committee in order to ensure joint planning and development of the node.	Any proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch review and approval.
2. **MSDF PROGRAMME**	Comprehensive Integrated Transport Plan (CITP) has been updated and the intention is the finalisation and adoption of the policy during 2023.	Comments provided in connection with this document are included for ease of reference in Annexure 2.
2. **MSDF PROGRAMME**	The profiles informs and confirms the status quo of the MSDF, 2019 and the spatial transformation vision and targets reflected in the spatial strategy. Accordingly the status quo as part of the MSDF has been updated through the CEF process and are reflected in combination with the Status Quo of the MSDF, 2019 and CEF, 2021 in section (...	No specific information regarding the CEF is provided for review and comment.

Document Reference	Report Extract	Comment/Consideration
	) below. It should be noted that due to various catalytic projects being approved (i.e. ATC LASDF), the profile is currently being updated through the CEF process, 2022/2023 and will be adopted and attached as part of the amended MSDF, 2022/2023 in Part 7 of the document and Appendix G.	
4.7 The WCG Provincial Spatial Development Framework	Page 18 of pdf	The legend of the figure is not legible. Please review page quality and improve where possible.
4.8 The Greater Cape Metro Regional Spatial Implementation Framework	In relation to Klapmuts, the RSIF recognises that: • Existing infrastructure in the area (i.e. the N1, R101, R44 and the Paarl-Bellville railway line and station), which dictate the location of certain transport, modal change or break-of bulk land uses.	Any proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch review and approval.
4.8 The Greater Cape Metro Regional Spatial Implementation Framework	Page 20 	The fact that this is a scanned copy of a printout means that the information is not very clear which results in the different hatching / legend types being difficult to distinguish.
4.9 SM Integrated Development Plan	SFA5: Good Governance and Compliance Presenting information, including opportunities and choices in a manner that assists its internalisation by all.	The presentation of this pdf, and the information contained within it, can be vastly improved. This pdf is a scanned version of a printout and legibility is poor. It is strongly recommended that this be reviewed so that information can in fact be clearly presented in future to ensure internalisation by all.
5. SPATIAL CONTEXTUALISATION	(refer to Figure 2) (refer to Figure 3) Image on pdf 24 of pdf	The text refers to figures. This is difficult to do as not all figures are referenced and numbered. The figure on the page adjacent to the text is pixelated and not legible.

Document Reference	Report Extract	Comment/Consideration
3.2. **Socio-Economic Context**	Figure 12 Figure 13 Figure 14 Figure 15	These figures are not legible. It would be optimum if the original pdf can be included.
3.3. **Built Environment Context**	Table 12. Stellenbosch's Built Environment context- key attributes summarised A bypass lying in with the R44 in the vicinity of the Annandale Road in the south and with the R304 in the vicinity of the Welgevonden Road intersection in the north is under investigation. The route is envisaged as a dual carriageway, over a distance of± 14 km. with no direct property access and grade separated intersections (interchanges). However, this proposal appears to have no official status. The proposed bypass is likely to stimulate further settlement sprawl and "lock-out" projects aimed at restructuring Stellenbosch town.	Specific Technical engagement is required between Stellenbosch Municipality and the Department of Infrastructure's Transport Infrastructure Branch to determine the interface of any Municipal plans with the Proclaimed Provincial Road Network. Any amendment to the Proclaimed Provincial Road Network is subject to the DOI Transport Infrastructure Branch's review and approval.
3.3. **Built Environment Context**	Figure 16. Housing and development trends, bypasses and gated communities	The image quality and legibility is poor. It is not possible to easily identify the aspects listed in the legend such as "Roads under Pressure/functioning beyond capacity" or "Recently Approved Amendments to the Urban Edge". Further, it is not possible to locate the "Proposals for bypasses currently reviewed" in the figure.
3.5. **Synthesis of Status Quo – Built environment**	Transport planning practice within Provincial government has maintained a "regional mobility lens" with the bulk of planning effort and funding allocated to road infrastructure rehabilitation and expansions that provide for and respond to demand side growth, largely attributed to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is placed on progressively improving the efficiency of use of existing road space through shifting modes and altering travel patterns.	It is important to note that the Department of Infrastructure's mandate is to provide for regional mobility. The provision of public transport and land use planning is a Municipal function. It is the provision of viable, safe alternative modes which will facilitate modal shift. Travel patterns are a function of how land use is arranged,

Document Reference	Report Extract	Comment/Consideration
		which is the responsibility of the Stellenbosch Municipality.
3.5. Synthesis of Status Quo – Built environment	Currently the provision of public transport, non-motorised modes and travel demand management programmes are generally considered as local municipal functions, and not a core responsibility or competency of the Province. Given the extent of transport issues in SM, the municipality has limited institutional capacity and funding for the management of transport issues. As a result, result, sustainable transport approaches have been extensively overlooked in favour of traditional engineering solutions.	The provision of public transport, non-motorised modes and travel demand management programmes are not considered a municipal function, they are municipal functions. Institutional capacity and funding are municipal issues which can adversely affect the Municipality's ability to deliver on their mandate to provide sustainable transport approaches.
4.2. Concept	Figure 20. Concept 3 - Direct growth to areas of lesser natural and cultural significance as well as movement opportunity	There is inconsistency between the legend and the figure. It is recommended that all aspects in the image are included in the legend and vice versa when this is revised in future. Development corridors are shown along key movement routes. These form part of the Proclaimed Provincial Road Network. Any proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to the review and approval of the DOI TI Branch.
4.2. Concept	Figure 24. Consolidated Concept	The image quality is poor. The layering of elements is results in elements not being able to be clearly seen. There are aspects that are not reflected in the legend. It is recommended that all aspects in the image are included in the legend and vice versa when this is revised in future.

Document Reference	Report Extract	Comment/Consideration
5. **Plans and Settlement Proposals** **5.1.** **Introduction**	The sections below outline plans and written proposals for: 1. The SM area as a whole. 2. Major towns (including Stellenbosch, Klapmuts, and Franschhoek). 3. Small settlements in the Franschhoek Valley (including La Motte and Wemmershoek). 4. Small settlements in the Dwars River Valley (including Groot Drakenstein, Pniel, Lanquedoc, Johannesdal, and Kylemore). 5. Small settlements along the R304 (including Muldersvlei and Koelenhof). 6. Small settlements along Baden Powell Drive (including Vlottenburg, Lynedoch, and Spier). 7. Raithby.	The development of settlement proposals needs to be undertaken with due consideration not only of the provision of direct access and egress, but also the impact on the surrounding road network. DOI Transport Infrastructure Branch review and approval of proposals and mitigations is required where these are located on or join the Proclaimed Provincial Road Network, or if they are proposed to form new links of the Proclaimed Provincial Road Network. In addition, all settlement proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to the DOI's Transport Infrastructure Branch's review and approval.
5.1. **Introduction**	It is also the SM's intent to develop more detailed LSDFs or Precinct Pans for each of the settlements following adoption of the MSDF.	Liaison required with the DOI Transport Infrastructure Branch to facilitate the review and approval for proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network.
5.2. **The Stellenbosch Municipal Area a Whole**	Those envisaged to accommodate both larger scale change and significant growth are situated on the Baden Powell Drive-Adam Tas-R304 corridor. Further, given the railway running on this corridor, the opportunity for settlement closely related to public transport exists here. The corridor is in not proposed as a continuous development strip. Rather it is to comprise contained, walkable settlements surrounded by nature and agriculture, linked via different transport modes, with the rail lineas backbone. Over the longer term, these expanded settlements are foreseen to fulfill a role in containing the sprawl of Stellenbosch town, threatening valuable nature and agricultural areas. Importantly, they should not grow significantly unless	Adequate public transport provision is central to the viability of the development proposals. DOI Transport Infrastructure Branch review and approval of proposals and mitigations are required where these are located on or join the Proclaimed Provincial Road Network. In addition, all settlement proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to the DOI's Transport Infrastructure Branch's review and approval.

Document Reference	Report Extract	Comment/Consideration
	parallel public transport arrangements can be provided. Engineering services also support the principle that development in these secondary areas should only be supported once appropriate public transport services are available.	
5.2. **The Stellenbosch Municipal Area a Whole** **Table 19. Plan Elements and Proposals for the SM as a whole (cont.)**	Various measures linked to transport infrastructure are mentioned under the following headings: - Spatial Proposals e.g. Distinguish between the roles fulfilled by different routes and ensure that design changes and management measures applicable to routes support these roles. - Related Non Spatial Proposals Ensure that the design of all roads provide for appropriate NMT movement.	It is important to note that the DOI Transport Infrastructure Branch determines the Design Standards applicable to the Proclaimed Provincial Road Network. This also includes NMT provision. Proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch review and approval.
5.3. **Stellenbosch Town**	The most significant redevelopment opportunity within Stellenbosch town is the Adam Tas Corridor, stretching from the Droe Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north.	Comments made above under "2. MSDF PROGRAMME" refer. Detailed comments regarding the Adam Tas Corridor proposals are included in Annexure 1 for ease of reference.
5.3. **Stellenbosch Town**	The inclusivity of infill housing opportunity – referring to the extent to which the housing provides for different income and demographic groups - whether as part of the Adam Tas Corridor or elsewhere within Stellenbosch town - is critical. Unless more opportunity is provided for both ordinary people working in Stellenbosch, and students, it will be difficult to impact on the number of people commuting to and from Stellenbosch town in private vehicles on a daily basis. Further, it would appear that much of the traffic congestion in Stellenbosch town relate to the university, whether it is students commuting from other areas in the metropolitan areas, or students living within the town using cars for short trips.	Noted.

Document Reference	Report Extract	Comment/Consideration
5. **Plans and Settlement Proposals**	Figures in this chapter	There is inconsistency between the legend and the figure. It is recommended that all aspects in the figures are included in the legend and vice versa when this is revised in future. The image quality in the pdf is also poor, so hatch colours from the legend are not always easily identified and distinguished and detail in the legend easily identified in the image.
6.6.2.4 **A conceptual public transport network supporting the MSDF**	Ultimately the required transport outcomes include running scheduled formal public transport services along all main arterials routes between main commuting origins and destinations as illustrated in Table 34 below.	Key routes between commuting origins and destinations form part of the Proclaimed Provincial Road Network. All proposals for public transport adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to the DOI Transport Infrastructure Branch review and approval.
6.9.3. **Alternative rail service along the Baden Powell Drive-Adam Tas -R304 corridor**	Lighter rail stock - possibly in the form of a "tram" system has been suggested - offering the advantage of safe at grade crossing of the rail line and other modes of transport, in turn, enabling "lighter" infrastructure support for settlement development and concomitant cost savings.	Baden Powell Drive, Adam Tas and R304 are all roads that form part of the Proclaimed Provincial Road Network. The introduction of level crossings on the Proclaimed Provincial Road Network needs to be strongly motivated and is subject to DOI Transport Infrastructure Branch review and approval.
Whole Document	All	This pdf distributed for comment is a scanned copy of printed pages. It is not optimal for image quality and legibility. It is strongly recommended that this is avoided in future due to poor legibility and that source pdfs are used to compile a document for distribution in the highest quality possible.

2. General Comments

Topic	Comment/Consideration
Corridor Development	The development of corridors is identified in the document. As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets. Endorsement and approval by the DOI Transport Infrastructure Branch is required prior to the implementation of any measures adjacent to or on the Proclaimed Provincial Road Network. Corridors include, but are not limited to scenic, tourism, freight, TOD etc. Where applicable Arterial Management Plans exist for these corridors, these plans should be given due consideration. Arterial Management Plans are to be developed where warranted, as determined by the DOI Transport Infrastructure Branch. Arterial Management Plans for the Proclaimed Provincial Road Network are to be approved by the DOI Transport Infrastructure Branch. Approval is required before the implementation of any proposals can be initiated.
Activity Streets	DOI Transport Infrastructure Branch approval is required for all proposals along and adjacent to the Proclaimed Provincial Road Network.
Node Development / Access Provision	Provision of access to and from the Proclaimed Provincial Road network is to be assessed and provided in accordance with the WCG DTPW (now DOI) Access Management Guidelines (2020). Approval to be granted by the DOI Transport Infrastructure Branch, Subdirectorate Road Use Management. Approval is required before any measures can be implemented on the Proclaimed Provincial Road Network.
Cultural landscape – sense of place	<u>Identification of scenic routes and/or rural areas:</u> As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in the development of any Scenic Drive (or similar) Policy. Endorsement and Transport Infrastructure Branch approval will be required before any measures can be implemented on the Proclaimed Provincial Road Network.
	<u>Outdoor Advertising limitations:</u> As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in the development of Policy, especially as it relates to the road environment.

Topic	Comment/Consideration
	All proposals adjacent to, and within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch approval.
Traffic Calming	The Proclaimed Provincial Road Network serves a vital mobility function, providing connections between provincial towns and settlements. The Proclaimed Provincial Road Network provides for the movement of citizens and goods, and in so doing, supports economic activity in the Western Cape. The DOI is mandated to provide and protect the Proclaimed Provincial Road Network to ensure that the network provides the required mobility function. Any proposal for traffic calming on the Proclaimed Provincial Road Network needs to be strongly motivated and is subject to the DOI Transport Infrastructure Branch approval.
Public Transport – proposed projects and new links	The DOI Transport Infrastructure Branch will need to be consulted in connection with any proposal that has an impact on the Proclaimed Provincial Road Network assets. DOI Transport Infrastructure Branch approval is required prior to the implementation of any measures on the Proclaimed Provincial Road Network.
Renewal Energy Generation: Wind Farm Sites)	The DOI Transport Infrastructure Branch needs to be consulted in connection with any potential impact, both during construction or operation, on the Proclaimed Provincial Road Network assets. DOI Transport Infrastructure Branch approval is needed prior to the implementation of any measures on the Proclaimed Provincial Road Network Assets.
Area development – provision of bulk utilities	The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision is made. During the process of providing the required infrastructure to support growth and development, the DOI Transport Infrastructure Branch will need to be consulted where the Proclaimed Provincial Road Network Road Reserve is affected.
Land use – proclaimed road reserve	Land use of Road Reserve considered. Any proposal to expropriate sections of the Proclaimed Provincial Road Network Road Reserve to accommodate development will require consultation and approval from the DOI Transport Infrastructure Branch.

Topic	Comment/Consideration
Project Implementation	It is important to note that implementation timing and funding of DOI-led Projects is be determined by the DOI Transport Infrastructure Branch in accordance with the relevant Provincial Budget, commonly referred to as Vote 10. This includes maintenance, upgrade and new construction works as applicable.
Roads Master Plans	The Municipality is responsible for the development of a Municipal Roads Master Plan. The DOI Transport Infrastructure Branch is to be consulted where proposals impact (directly or indirectly) the Proclaimed Provincial Road Network. Consideration of the Proclaimed Provincial Road Network is to be based on the Provincial Road Classification. Liaison to be undertaken with the DOI Transport Infrastructure Branch if required.
Property Developments	Property Developments need to be undertaken with due consideration not only of the provision of direct access and egress, but also the impact on the surrounding road network. Consideration and preparation of Arterial Management Plans to be undertaken where applicable
Road Authority Boundaries/ Urban Edge	Amendment to the urban edge has an impact on road authority boundaries. Any amendments made to formal, agreed upon , urban edge boundaries need to be made in consultation with the relevant Road Authority/authorities.

Annexure 1

ATC LSDF Review Comments July 2022

Western Cape Government

Transport and Public Works
Road Investment Planning

REVIEW COMMENTS

DOCUMENTS	:	Adam Tas Corridor Local Spatial Development Framework, September 2021 Adam Tas Corridor Development Guidelines, September 2021
FILE REF	:	ATC LSDF Review Comments July 2022
PURPOSE	:	To capture comments from the Chief Directorate: Road Planning
REVIEWER	:	Department of Transport and Public Works Chief Directorate: Road Planning
DATE	:	4 July 22022

1. General Comments

The Chief Directorate Road Planning of the Department of Transport and Public Works does not support the proposals reflected in the following documentation of the Stellenbosch Municipality in its current form:

- Adam Tas Corridor Local Spatial Development Framework, September 2021
- Adam Tas Corridor Development Guidelines, September 2021

2. Adam Tas Corridor Local Spatial Development Framework, September 2021

Clause *(Indicate clause/ regulation Number)*	**Comment** *(State why the clause/regulation or proposed amendment is not supported or what the problem is with the provision)*	**Suggestion** *(Suggested deletion/amendment/ addition)*
Executive Summary	"It is envisaged that the bulk allocated to an ATC and its precincts remains "floating" across the area, subject to landowners meeting agreed obligations related to expanding the commons and precinct planning. The transfer of rights happens at the Site Development Planning Stage. Managing the floating of rights and activities over time and space is a balancing act to maintain the overall development intent." Transport infrastructure will need to be determined at an early stage. Land use will need to be managed to ensure that the transport infrastructure provisions made can serve the developments while retaining the desired level of service for all road users.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact, direct or indirect, on the Proclaimed Provincial Road Network assets.
1 .1 .2. The ATC LSDF Area	"The ATC covers an area of some 375ha, compared to the 120ha of the Victoria & Alfred Waterfront and 250ha of Century City in Cape Town (see Figure 2)."	It would be useful to understand not only the extend of area but also the extent of relative trip generation. Alternative access and egress routes need to be identified for the Adam Tas Corridor (ATC) – the proposed developments can't rely solely on the ATC Provincial Road Network which already experiences congestion.
3.9. The Stellenbosch Municipal Spatial Development	"The corridor is in not proposed as a continuous development strip. Rather it is to comprise contained, walkable settlements surrounded by nature and agriculture, linked via different transport modes, with the rail line as backbone."	Given the unreliable nature of rail services, this presents a technical risk. A sensitivity analysis should be undertaken to be determine the traffic impact if the rail line

Framework (MSDF), 2019		does not serve as the backbone as envisaged.
3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019	"Managing residential growth of the town, through providing more inclusive housing at higher densities than the norm, is vital. This can and must bring significant reductions in commuting by private vehicles to and within Stellenbosch town, and provide the preconditions for sustainable public transport and NMT to and within the town." Is not clear from the document what appetite there is for accommodation in town and to what extent this is envisaged to reduce the commuting traveling public. It is also not clear how the anticipated additional parking demand associated with additional housing will be managed, given the attraction and aspirational nature of car ownership.	The envisaged reduction in commuting traffic is to be identified and included in the document. The management of parking demand is to be addressed in the document.
3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019	"Unless more opportunity is provided for both ordinary people working in Stellenbosch, and students, it will be difficult to impact on the number of people commuting to and from Stellenbosch town in private vehicles on a daily basis" Is not clear from the document what appetite there is for accommodation in town and to what extent this is envisaged to reduce the commuting traveling public.	The envisaged reduction in commuting traffic is to be identified and included in the document.
3.13 Draft Stellenbosch Municipality Roads Master Plan (2018 Update)	The Adam Tas Corridor (ATC) covers an area of some 375ha and stretches along the R310 and R44 strategic road network linkages. The scale of the study area and proposed development indicated in the ATC Local Spatial Development Framework (LSDF) will have an impact on traffic volumes on the existing and future road network.	The impact of the proposed bulk m^2 (Section 6.4.6) on transport infrastructure requirements and phasing needs to be assessed, aligned and integrated with the Stellenbosch Municipality (SM) Roads Master Plan (2018). "Significant densification/ development is expected in Klapmuts, Droëduike, Adam Tas Corridor, Botmanskop and Jamestown. The extent to

		which these developments will be implemented and its impact on the road network will still need to be explored."
3.14 Parking Study, 2019	The scale of the study area impacted by the ATC LSDF and bulk associated with the proposed development will impact on parking demand in ATC and adjacent areas within Stellenbosch.	The impact of the ATC LSDF parking demand needs to be considered with the findings and proposed interventions of the SM Parking Study (2019).
3.16. Landowner Plans for the ATC and Adjacent Areas	"Table 4 and accompanying figures summarizes known development proposals for various parts of the ATC and adjacent areas." It is not clear from the document what traffic studies have been undertaken to support these development proposals.	The full extent of the impact of the consolidated ATC development proposal needs to be determined by means of a detailed traffic study. Further, this traffic assessment will need to undertake sensitivity analyses to determine the impact on the road network if the public transport and NMT transport share is not as significant as envisaged.
4.3 Approach to the ATC LSDF	Given the extent of the ATC area and anticipated lengthy development period, the ATC LSDF sets out to provide the minimum necessary guidance – in terms of infrastructure to enable meeting project objectives while ensuring applicable LUMS and landowner obligations associated with exercising development rights follow the LSDF process.	Several transport infrastructure improvements are proposed (section 6.6.3), as part of the ATC LSDF. The DTPW Roads Branch must be consulted as an affected party due to impacts and interventions on the Provincial Road Network.
5.2. Area, Land Ownership and Use Rights	"A relatively few large landowners could assist in reaching a speedy agreement on the future of the area. The need for new zoning enabling development provides the municipality with the opportunity to direct development to agreed policy objectives." It is important to ensure that development along the ATC corridor does not adversely affect the mobility function the Provincial Roads serve.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.

5.2.1. Key Attributes and Opportunities of specific land parcels	"Sawmill: It is understood that Steinhoff has sold the Sawmill site. It appears that a previous proposal for a regional shopping mall/office on the site will not be pursued." This is vague language for a key area adjacent to the ATC.	It is vital that assumptions and understandings are eliminated as far as possible to ensure a sound base for the development prospoals.
5.2.2. Constraints and Actions Required	"There appears to be few title deed restrictions which will inhibit redevelopment, but a detailed review of title deeds is appropriate at later planning stages." This is a fundamental possible constraint and will need to be determined as soon as possible.	Land use directly affects transport infrastructure and will need to be determined as a matter of priority.
5.4. 1.3. Constraints and Actions Required	"Given the limited income of a large proportion of the population, a settlement structure and form prioritizing walking and public and NMT, should be pursued." It is not clear how this will tie in with the anticipated business case for the precincts and how the demand for private vehicle ownership and parking will be managed.	Further detail to be provided in this regard.
5.4.2.2. Opportunities	"Redevelopment of the area to provide the opportunity to provide new educational facilities accommodating learners from all-over Stellenbosch." No information is provided regarding the traffic impact of such a proposal – has the traffic impact of such a proposal been identified?	Further detail to be provided in this regard.
5.4.3.2. Opportunities	"Redevelopment of the area provide a significant opportunity to increase access to housing for lower income groups - specifically those qualifying for "affordable" housing - and students." It is not clear how this will be managed and controlled given the demand for accommodation in the area.	Further detail to be provided in this regard.

5.5.2.3 Built Environment Context – Constraints & Actions Required	Integrating the ATC with Stellenbosch town, and parts of the area with each other, is a key challenge to be overcome in realizing the area's full potential. To enable the Papegaaiberg-university avenue-Jan S Marais Park connection, bridging the rail and R44 is required in the vicinity of Alexander Road/Du Toit Street.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
5.5.3.1 Access & Movement – Key Attributes	Vehicular access to the area – and between parts of the area - is limited. The ATC LSDF indicates proposed developments require upgrades to the Bird Street intersection; the elimination of the rail crossing at Adam Tas / George Blake Road; the realignment of Merriman Avenue; upgrading the existing Stellenbosch Rail Station; upgrading the Adam Tas/Strand Street intersection; and a new pedestrian crossing adjacent to Stellenbosch Station. With the development of Droeë Dyke, Adam Tas, and Van der Stell, a new overhead railway station and road-over-rail bridges are envisaged. Development of George Blake and Kayamandi North will require various station, bridging and intersection improvements.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
5.5.3.3 Access & Movement – Constraints & Actions Required	Achieving overall project objectives will require a focus on walkability, NMT, and public transport.	The NMT and public transport requirements of the ATC LSDF, need to be supported by an updated Integrated Transport Master Plan for Stellenbosch. The reliance on walkability, NMT and public transport presents a technical risk to the proposals - what if the ridership is not achieved? What contingency plans and mitigations have been identified? This needs to be determined given the Mobility function served by the ATC.

5.6. 1.3. Constraints and Actions Required	"The ATC LSDF is obliged to follow transport planning informed by national/provincial settlement planning and management statute and policy. The provision of affordable housing in the ATC area is a prerequisite for meeting national/provincial/local spatial planning and management objectives and mandated by law. The LSDF should explore a reasonable proportion of affordable housing related to the land value added through the allocation of significantly enhanced development rights. The ATC should explore alternative standards for public facilities, especially schools.	Sound transport planning to established norms and standards is to be undertaken to ensure a balance between development and the mobility function the ATC also serves.
5.6.2.3 The Institutional Context – Constraints & Actions Required	Available municipal capital funding is required for backlogs and maintenance, i.e., there are virtually no funds to invest in support of new development and improvements to address existing problems with infrastructure. Ways must be found for the ATC to pay for itself.	Should the proposed capital improvement projects not be implemented, the ATC LSDF will exacerbate existing infrastructure problems. The DTPW Roads Branch needs to be consulted on infrastructure improvement appraisal, investment and phasing.
5.7 Synthesis – Spatial Integration	Integration of the ATC area with Stellenbosch town is possible with bridging at selected places. NMT network of the ATC should be integrated with and expand that of Stellenbosch Town.	The R310 & R44 act as strategic mobility routes on the provincial road network. ATC LSDF proposes to increase NMT crossings in the corridor. This will need to be discussed with the relevant road authority (DTPW Roads Branch).
5.7 Synthesis – Engineering Services	It appears that some development can start without extensive bulk infrastructure improvements. Refer to Section 6.6.3 Transport improvements per phase, which indicate bulk infrastructure interventions as part of Phase 1.	The existing road network currently operates beyond its capacity (Stellenbosch Municipality Roads Master Plan (2018)). The impact of additional development on the road network needs to be investigated prior to approval.

5.7 Synthesis – Movement & Transport	"While the development should provide for vehicular connections and integration with the rest of Stellenbosch, the overall emphasis should be on enhanced public transport, NMT and walkability. " How realistic is this? What contingency/alternative plans are there in the event that uptake in Public Transport and NMT doesn't match projections?	Arterial / access management plans on selected roads which are part of the proclaimed provincial road network should be developed with approving road authority (DTPW Roads Branch) to manage growth & development. Sensitivity analyses to be undertaken to determine impact of alternative (reduced) Public Transport and NMT use.
5.7 Synthesis - Funding	Earlier work has indicated that the project can fund its own infrastructure servicing needs through the context of development contributions payable, with sizeable funds "spare" for allocation to remedial or new infrastructure work in adjacent areas.	The extents and scale of the ATC LSDF will impact on the proclaimed provincial road network. Infrastructure interventions to accommodate increased travel demand from the ATC LSDF need to be workshopped and agreed upon with the relevant road authority (DTPW Roads Branch).
6.3 Concept	Key design ideas underlie the proposed concept: 1. Separate but linked NMT and public transport, organized linearly along the rail line and supporting movement routes.	The proposed concept is dependent upon the support and commitment of external stakeholders, most notably PRASA. How will this be managed, and the desired commitment (infrastructure investment and operations) be sought?
6.3 Concept	Precincts are centered on current or future rail stations/transport interchanges (all part of the central movement corridor) with surrounding development within walking distance from such interchanges.	The proposed conceptual design is reliant upon a well-functioning and integrated transportation system within the ATC. How will this be

		planned, implemented, and managed, without a strategic transport masterplan for ATC?
6.3 Concept	"A good example is parking for private vehicles. It is anticipated that access to private vehicles - and the concomitant need for storage of vehicles - may change considerably over the development period of the ATC. One option accommodating present day needs for parking may be to centralise parking spaces and provide for parking in structures which could be readily adapted or redeveloped when needs change." A Technical assessment needs to consider if the take-up is not as envisaged.	Development controls need to be implemented if the demand for private vehicles exceeds the development provision.
6.4.2 Development Framework – Figure 14	ATC LSDF includes an extensive area of development as part of Precinct #10 (up to approximately 200 000 bulk m²). The proposed concept indicates that this precinct will take access off the R310. The R310 functions as a mobility route on the provincial road network.	Any proposed intervention (development, access, or upgrade) along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch. An Arterial / Access Management Plans (AMP) for ATC is needed.
6.4.4 Land Use	Given the location of the ATC as part of an already developed area, access to major transport systems and strategic objectives of maximizing existing land resources and establishing a vibrant, compact and efficient urban district enabling NMT. Land use across ATC is envisaged as mixed and relatively high density.	The existing road-based transportation system is already operating over capacity (Stellenbosch Roads Master Plan (2018)). Any mobility/access requirements of additional development along ATC require TIA's and alignment with a strategic transport master plan for ATC.
6.4.6 Bulk Table 9	Table 9. Land Use Bulk Summary for the ATC. The proposed mixed land use includes light industry, with maximum bulk of 670 000m².	Will generate heavy vehicle and external road-based freight trips, which will require road network capacity (needs will not be met by NMT and PT).
6.4.10 Landscape	Several conservation worthy heritage resources identified within the ATC LSDF.	Will hinder increasing transport infrastructure capacity.

and Historic Character		Heritage resources constraining widenings, upgrades and links.
6.5.2 Movement Network	The movement network associated with the ATC is illustrated in Figures 20 and 21. Several of the proposed movement network interventions impact either directly or indirectly on the provincial road network.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
6.5.2 Movement Network	"Adam Tas Road/ R44 maintaining its role as a "mobility" route." It is vital that this is not forgotten in the course of developing the project proposals.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
6.5.4. Parallel actions	"The movement network assumes that (key assumptions included below):" • PRASA will continue/ reinstate operations of the railway corridor service with new rolling stock and the implementation of additional rolling stock for increased demand. • Vehicle Operating Companies) by means of contracted services. This is a contentious process and, in many respects, based upon both legislative responses as well as the value proposition offered to the industry to transform. • The allocation of housing opportunity to people living, working and/ or studying in Stellenbosch, in that way assisting to removing commuters to and from Stellenbosch using private vehicles. The development proposals rely on fundamental assumptions – these need to be further developed and confirmed before planning progresses too much further.	Fundamental assumptions need be confirmed before the development proposals are taken too much further.
6.6.2 Bulk services framework - Phasing	Proposal indicates prioritizing Precincts 6,7 for development. Existing access to these precincts is constrained and exhibits traffic problems. The proposed bulk floor area phase 1 is 400 000m².	Any proposed intervention (development, access, or upgrade) along or adjacent to the Provincial Road Network

	How will the additional trips be accommodated if the existing traffic network and access arrangement is operating over capacity?	will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
6.6.3 Transport improvements per phase	Table 14. Transport infrastructure improvements per phase and precinct.	The impact of the proposed transport infrastructure improvements and phasing needs to be assessed, aligned and integrated with the that of the Stellenbosch Municipality (SM) Roads Master Plan (2018).
6.6.3 Proposed transport considerations	Figure 23. What is the status of the "proposed transport considerations"? Are these based on a transport study for ATC, the SM Roads Master Plan, or have these been developed as part of the ATC LSDF process.? Have the relevant road authorities provided input / comment on the proposed interventions?	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
8.2.3 Legislation and regulations	The most appropriate option for incorporating the LSDFs envisaged rights and obligations in the LUMS appears to be establishing and ATC Local Area Overlay Zone.	The proposed overlay zone and associated development parameters for ATC, should be supported by an overarching strategic transport master plan.
8.2.3 Development agreements	In support of the ATC implementation, agreements are envisaged dealing with shared responsibility related to the provision of infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
8.2.3 Steps for concluding a Services Agreement	Table 27. 3. Engineering Design – Submission of external bulk infrastructure designs for approval.	Any proposed improvements to the Provincial Road Network will require consultation with the DTPW Roads Branch.
8.5 Monitoring and Evaluation	Landowner and SM administrative agreement on: The Development Framework, the Local Area Overlay zone, and associated processes. The phasing and manner of infrastructure provision.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.

3. Adam Tas Corridor Development Guidelines, September 2021

Clause *(Indicate clause/ regulation Number)*	**Comment** *(State why the clause/regulation or proposed amendment is not supported or what the problem is with the provision)*	**Suggestion** *(Suggested deletion/amendment/ addition)*
2.3.7 Approach to Non-Motorized Transport (NMT)	Pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic and larger streets, paired with traffic calming or traffic control to facilitate safe crossings.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
2.3.8 Approach to Bridges and Grade Separation	Bridging elements within the ATC are important pieces of public investment. They ensure the accessibility between opportunities on either side of the railway line and busy, wide Adam Tas Road. These bridging elements are either NMT focused, or vehicle focused and can either be overhead or underpass.	Any proposed intervention along or adjacent to the Provincial Road Network (incl. road reserve) will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.2.3.2 Precinct 2 - Built environment development guidelines – interface qualities	Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.8.2 Precinct 8 – Landscape & Public Realm Guidelines	Physical crossing of Adam Tas Road to be emphasized.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.9.3.3 Precinct 9 - Precinct Specific Guidelines	Create safe NMT crossing of the Plankenbrugrivier to promote integration between existing development to the west and the Adam Tas Corridor. These bridges must be integrated with the NMT network of the Precinct.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.

4. General Comments

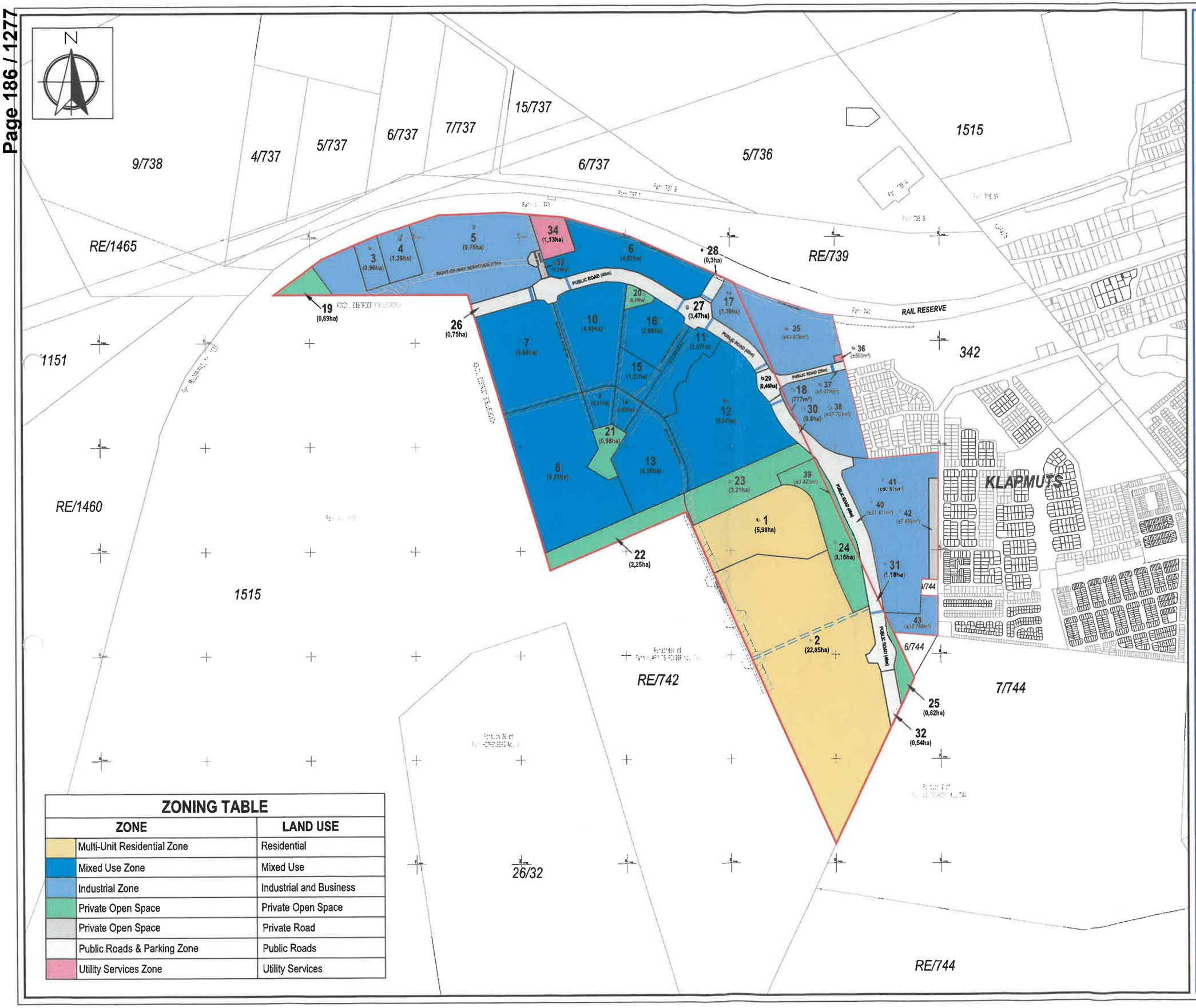
Topic	Comment/Consideration
Cultural landscape – sense of place	Identification of scenic routes and/or rural areas: As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of any Scenic Drive/Routes (or similar) Policy and endorsement and/or approval will be required before any measures can be implemented. Note applicability of Scenic Route Overlay Zones.
	Outdoor Advertising limitations: As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of Policy, especially as it relates to the road environment.
Corridor Development	As an affected stakeholder, the DTPW Roads Branch and any affected Road Authority will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets.
Area development – provision of bulk utilities	The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision is made. During the process of providing the required infrastructure to support growth and development, the DTPW Roads Branch and any other affected road or utility authority will need to be consulted.
Land use – proclaimed road reserve	Land use of Road Reserve considered. Any proposal to expropriate sections of the proclaimed road reserve to accommodate development will require consultation and approval from the relevant Road Authority.
Public Transport – proposed projects and new links	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
Planning and execution of Road Projects	As the relevant road authority, DTPW Roads Branch will require consultation in developing proposals along Provincial Road links. Consult with DTPW Roads Branch for additional information if required, as the information provided on transport infrastructure project pipeline in the SDF may not be up to date. It is important to note that implementation timing and funding of DTPW-led Projects to be determined by the DTPW Roads Branch.

Arterial/Access Management Plans (AMP)	Arterial Management Plans (AMP) are tools guiding the planning of major roads where pressure from adjacent development must be balanced with the mobility function of that road. DTPW Roads Branch approval of Arterial Management Plans is required where Proclaimed Provincial Road Network assets are directly or indirectly affected.

Annexure 2

Stellenbosch CITP Comments May 2023

APPENDIX K



ZONING TABLE

ZONE		LAND USE
	Multi-Unit Residential Zone	Residential
	Mixed Use Zone	Mixed Use
	Industrial Zone	Industrial and Business
	Private Open Space	Private Open Space
	Private Open Space	Private Road
	Public Roads & Parking Zone	Public Roads
	Utility Services Zone	Utility Services

STELLENBOSCH
BRIDGE I BHULORHO BRUG

REVISION HISTORY:

Rev A: Proposed consolidated Application 2 & 3 subdivision and zoning plan.

NOTES:

- All distances and areas are provisional and will be verified by cadastral survey.

Proposed 20m pedestrian,access & services servitude.
Proposed 16m access servitude.
Proposed 10m municipal sewer servitude.
Proposed 3,5m municipal water servitude.
Proposed 5m private services servitude.
Existing municipal services servitude.

TITLE:

CONSOLIDATED PLAN

SCALE:

1:10 000 (A3)

PROPERTY DESCRIPTION:

PORTION 5 OF FARM 742 & PORTION 2 OF FARM 744, PAARL

PROJECT DETAILS:

Project Name:	Stellenbosch Bridge
Project No:	18096
Client:	Stellenbosch Bridge (Pty) Ltd
Municipality:	Stellenbosch Municipality

PLAN DETAILS:

Plan No:	18096-011
Revision:	A
Date:	2023-12-11
Drawn by:	AR & RC
Checked by:	AL

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AROUX TOWN PLANNING

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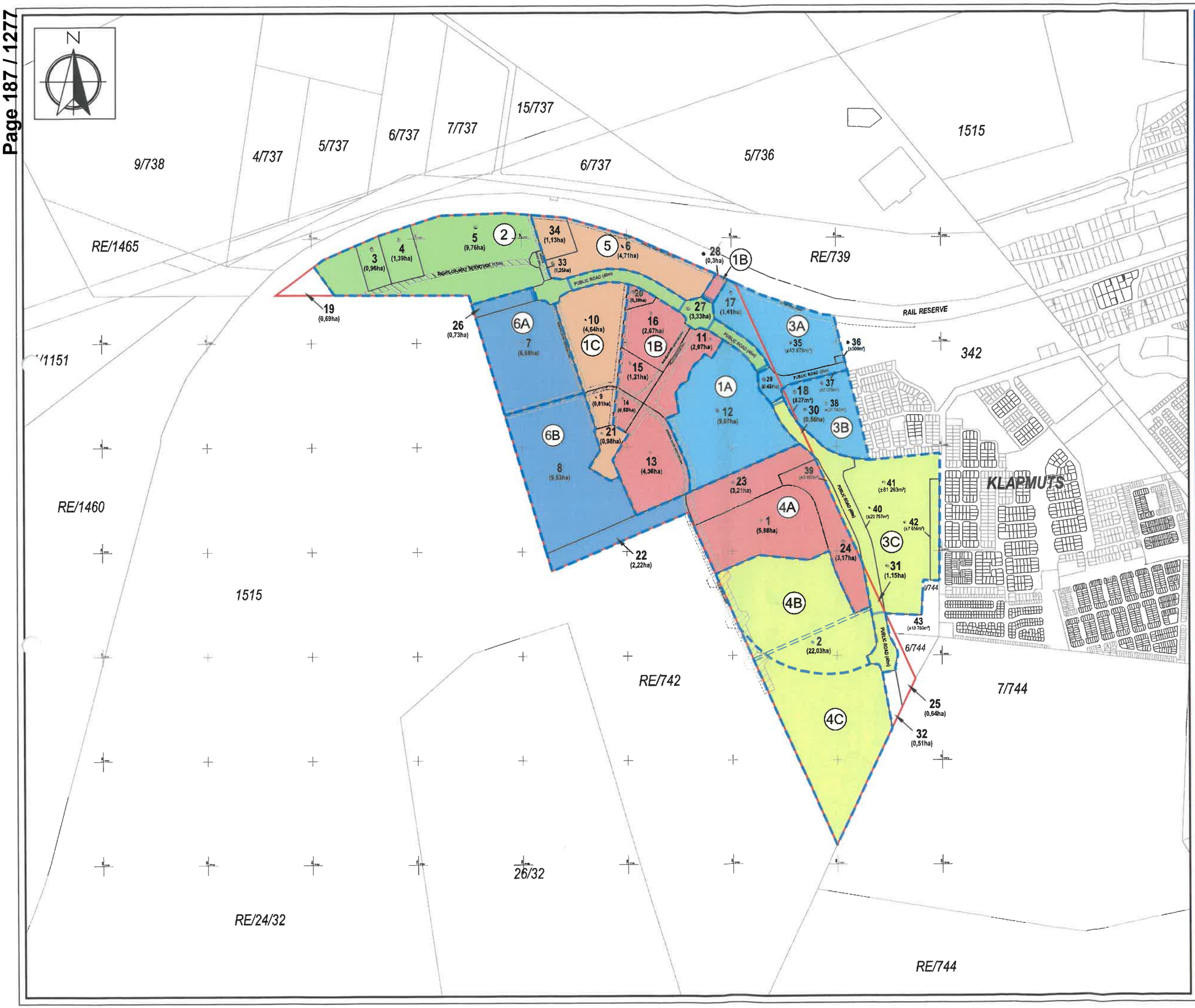

STELLENBOSCH
BRIDGE | BHULORHO | BRUG

REVISION HISTORY:

Rev A: Proposed phasing of Portion 5 of Farm 742 & Portion2 of Farm 744, Paarl
Rev B: Portion 3 re-allocation
Rev C: Added new Portion 4 & Adjusted Servitude
Rev D: Re-alignment of Portion 3 & 4 and Rezoning of Portion 3, 4 & 5.
Rev E: Amended phasing/precinct numbering.
Rev F: Additional servitudes & re-alignment of Portions 3, 4, 33 & 34; Minor cadastral amendments

NOTES:

- All distances and areas are provisional and will be verified by cadastral survey.

Proposed 20m pedestrian & access servitude.
Proposed 16m access servitude.
Proposed 5m private services servitude
Existing municipal services servitude.

Phasing:

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

TITLE:

PROPOSED PHASING PLAN

SCALE:

1:10 000 (A3)

PROPERTY DESCRIPTION:

PORTION 5 OF FARM 742 & PORTION 2 OF FARM 744, PAARL

PROJECT DETAILS:

Project Name:	Stellenbosch Bridge
Project No:	18096
Client:	Stellenbosch Bridge (Pty) Ltd
Municipality:	Stellenbosch Municipality

PLAN DETAILS:

Plan No:	18096-005
Revision:	F
Date:	2023-06-27
Drawn by:	AR & RC
Checked by:	AL

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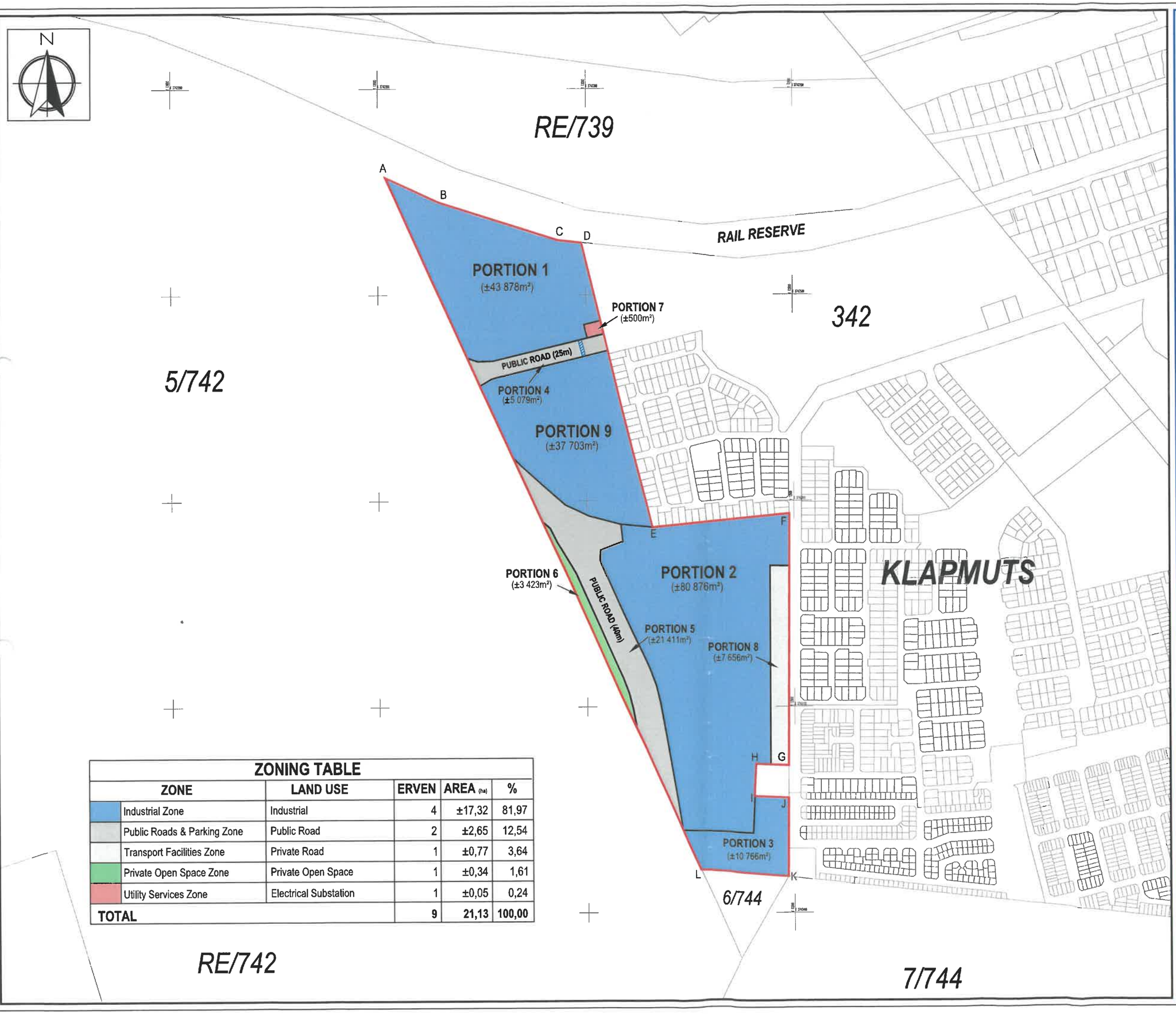

ZONING TABLE					
ZONE		LAND USE	ERVEN	AREA (ha)	%
	Industrial Zone	Industrial	4	±17,32	81,97
	Public Roads & Parking Zone	Public Road	2	±2,65	12,54
	Transport Facilities Zone	Private Road	1	±0,77	3,64
	Private Open Space Zone	Private Open Space	1	±0,34	1,61
	Utility Services Zone	Electrical Substation	1	±0,05	0,24
TOTAL			9	21,13	100,00

REVISION HISTORY:

Rev A: Proposed subdivision of Portion 2 of Farm 744, Paarl
Rev B: Add updated road reserves.
Rev C: Update public road layout.
Rev D: Update public road alignment.
Rev E: Add Portion 7 and change of Zoning
Rev F: Add Portion 8
Rev G: Add Portion 9

NOTES:

- Figure ABCDEFGHIJKL represents Portion 2 of Farm 744, Paarl.
- All distances and areas are provisional and must be verified by cadastral survey.

Proposed 5m private services servitude.

TITLE:

PROPOSED SUBDIVISION & ZONING PLAN

SCALE:

1:5000 (A3)

PROPERTY DESCRIPTION:

PORTION 2 OF FARM 744, PAARL

PROJECT DETAILS:

Project Name:	Stellenbosch Bridge
Project No:	18096
Client:	Stellenbosch Bridge (Pty) Ltd
Municipality:	Stellenbosch Municipality

PLAN DETAILS:

Plan No:	18096-002
Revision:	G
Date:	2023-06-30
Drawn by:	AR & RC
Checked by:	AL

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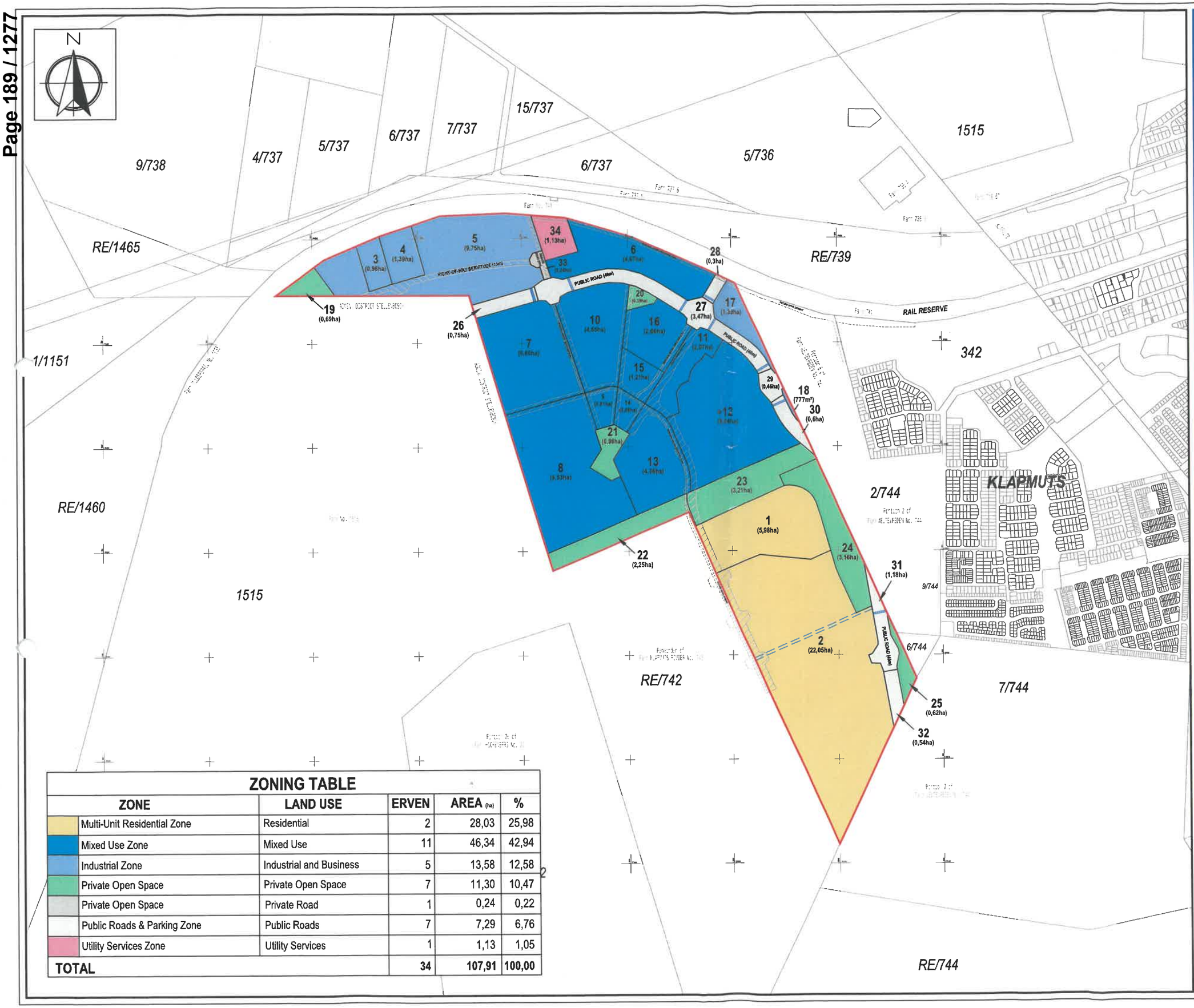

ZONING TABLE

ZONE	LAND USE	ERVEN	AREA (ha)	%
Multi-Unit Residential Zone	Residential	2	28,03	25,98
Mixed Use Zone	Mixed Use	11	46,34	42,94
Industrial Zone	Industrial and Business	5	13,58	12,58
Private Open Space	Private Open Space	7	11,30	10,47
Private Open Space	Private Road	1	0,24	0,22
Public Roads & Parking Zone	Public Roads	7	7,29	6,76
Utility Services Zone	Utility Services	1	1,13	1,05
TOTAL		**34**	**107,91**	**100,00**

STELLENBOSCH
BRIDGE I BHULORHO BRUG

REVISION HISTORY:

Rev A: Proposed subdivision of Portion 5 of Farm 742, Paarl
Rev B: Portion 3 re-allocation
Rev C: Added new Portion 4 & Adjusted Servitude
Rev D: Re-alignment of Portion 3 & 4 and Rezoning of Portion 3, 4 & 5.
Rev E: Additional servitudes & re-alignment of Portions 3, 4, 33 & 34.
Rev F: Minor cadastral amendments

NOTES:

- Figure ABCDEFGHIJKLM represents Portion 5 of Farm 742, Paarl.
- All distances and areas are provisional and will be verified by cadastral survey.

Proposed 20m pedestrian,access & services servitude.
Proposed 16m access servitude.
Proposed 10m municipal sewer servitude.
Proposed 3,5m municipal water servitude.
Proposed 5m private services servitude.
Existing municipal services servitude.

TITLE:

PROPOSED SUBDIVISION & ZONING PLAN

SCALE:

1:10 000 (A3)

PROPERTY DESCRIPTION:

PORTION 5 OF FARM 742, PAARL

PROJECT DETAILS:

Project Name:	Stellenbosch Bridge
Project No:	18096
Client:	Stellenbosch Bridge (Pty) Ltd
Municipality:	Stellenbosch Municipality

PLAN DETAILS:

Plan No:	18096-004
Revision:	F
Date:	2023-06-30
Drawn by:	AR & RC
Checked by:	AL

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APPENDIX L

12.	MUNICIPAL PUBLIC ACCOUNTS COMMITTEE (MPAC): [CLLR WF PIETERSEN]

NONE

13.	REPORTS BY THE MUNICIPAL MANAGER

13.1	CIRCULAR 1/2024: OUTCOMES OF MUNICIPAL BOUNDARY REDETERMINATION PROPOSALS AS DECIDED BY THE MUNICIPAL DEMARCATION BOARD IN TERMS OF THE LCOAL GOVERNMENT: MUNICIPAL DEMARCATION ACT, ACT NO. 27 OF 1998

Collaborator No:
IDP KPA Ref No: Good Governance
Meeting Date: 24 January 2024

1. SUBJECT: CIRCULAR 1/2024: OUTCOMES OF MUNICIPAL BOUNDARY REDETERMINATION PROPOSALS AS DECIDED BY THE MUNICIPAL DEMARCATION BOARD IN TERMS OF THE LCOAL GOVERNMENT: MUNICIPAL DEMARCATION ACT, ACT NO. 27 OF 1998

2. PURPOSE

To provide Council with an update regarding the municipal boundary determination process, following the consideration of public meetings and formal investigations in terms of Local Government: Municipal Demarcation Act, Act No. 27 of 1998 ("MDA"), and to provide information in respect of the publication of notices in the Provincial Gazette regarding the boundaries as redetermined by the MDB in terms of Section 21 of the MDA.

This report aims to provide Council with the outcomes / decisions made by the Municipal Demarcation Board ("MDB") in respect of the three (3) submissions affecting Stellenbosch Municipality.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Municipal Demarcation Board (MDB) initiated the process of municipal boundary redetermination and three (3) proposals where submitted from the public – including the municipality – for consideration during May 2023 and the municipality supported the two proposals contained in DEM8250 (Stellenbosch Municipality submission) and DEM 8252 (City of Cape Town submission); and objects to DEM8251 (private submission).

The MDB conducted formal investigations and pubic hearing during August 2023 to October 2023 on the proposed municipal boundary re-determinations.

The MDB issued its decision in this regard, which have been published in the Provincial Gazette from 12 January 2024.

19TH COUNCIL MEETING: 2024-01-24: ITEM 13.1

RESOLVED (nem con)

(a) that Council **takes note** of MDB Circular 1/2024 and the extract of Annexure A to this Circular related to the outcomes the Municipal Boundary Redetermination Proposals that have an impact on Stellenbosch Municipality, attached as **Appendices 1 and 2 respectively**;

(b) that Council **takes note** of the resolution of the Municipal Demarcation Board ("MDB") **TO NOT PROCEED** to Section 21 of the MDA, in respect of DEM8250 related to the inclusion of Klapmuts North into the Stellenbosch Municipal Area, as the proposal does not meet the demarcation criteria, thereby not supporting the Municipality's submission, copy of outcome attached as **Appendix 2**;

(c) that Council **takes note** of the reasons for the above outcome (DEM8250) as requested by the Department, that was submitted on 16 January 2024, copy attached as **Appendix 3**;

(d) that Council **take notes** of the resolution of the Municipal Demarcation Board ("MDB") **TO NOT PROCEED** to Section 21 of the MDA, in respect of DEM8251 related to a public received proposal to include a portion of the Farm Hazendal No. 222, located within the City of Cape Town into the Stellenbosch Municipal Area, as the proposal does not meet the demarcation criteria, thereby not supporting the submission of members of the public, see **Appendix 2**;

(e) that Council **takes note** that the above proposal DEM8251, was not supported by Council and the decision is therefore in accordance with the Council resolution at its 13th Council Meeting dated 26 April 2023 to object to this proposal;

(f) that Council **takes note** of the resolution of the Municipal Demarcation Board ("MDB") **TO PROCEED** to Section 21 of the MDA, in respect of DEM8252 related to a submission of the City of Cape Town to exclude Farm 115, Stellenbosch Division from Stellenbosch Municipality and to include the property into the City of Cape Town, see **Appendix 2**. This submission was supported by Council and is therefore in accordance with the Council resolution at its 13th Council Meeting dated 26 April 2023;

(g) that Council **take note** that the above submission, DEM8252 will be published in the Provincial Gazette for objections;

(h) that Council authorise the Municipal Manager to submit an objection against the decision of the Municipal Demarcation Board, TO NOT PROCEED to Section 21 of the Municipal Demarcation Act, Act 27 of 1998, in respect of DEM8250 related to the inclusion of Klapmuts North into the Stellenbosch Municipal Area in accordance with the prescripts and procedure as indicated in the Provincial Gazette, within thirty (30) days of the date of such publication.

REASONS FOR OBJECTION (h)

Section 6.2 of this report and the Response received from the MDB, attached as Appendix 3 does not provide the detail and rational for the decision of the MDB. It is further clear from the departmental responses that these reasons provided, has been addressed within the submission document of Council.

Council has also not received any record of the deliberations held at the MDB Sitting, as requested to establish the reasonable grounds for such decision. It is therefore the recommendation that the Municipal Manager obtain the said publication in the Provincial Gazette and submit an objection before the closing date in respect of the application with reference DEM8250.

APPENDIX M

DRAKENSTEIN
MUNISIPALITEIT • MUNICIPALITY • UMASIPALA
Paarl | Wellington | Gouda | Saron | Simondium

2024-2025 AMENDMENT OF THE DRAKENSTEIN SPATIAL DEVELOPMENT FRAMEWORK (SDF)

DISCUSSION REPORT: PROPOSALS AND COMMENTS RECEIVED

NOVEMBER 2023

1. INTRODUCTION

The Drakenstein Council approved the Drakenstein Spatial Development Framework (SDF) as part of the Drakenstein Integrated Development Plan (IDP) on 30 May 2023.

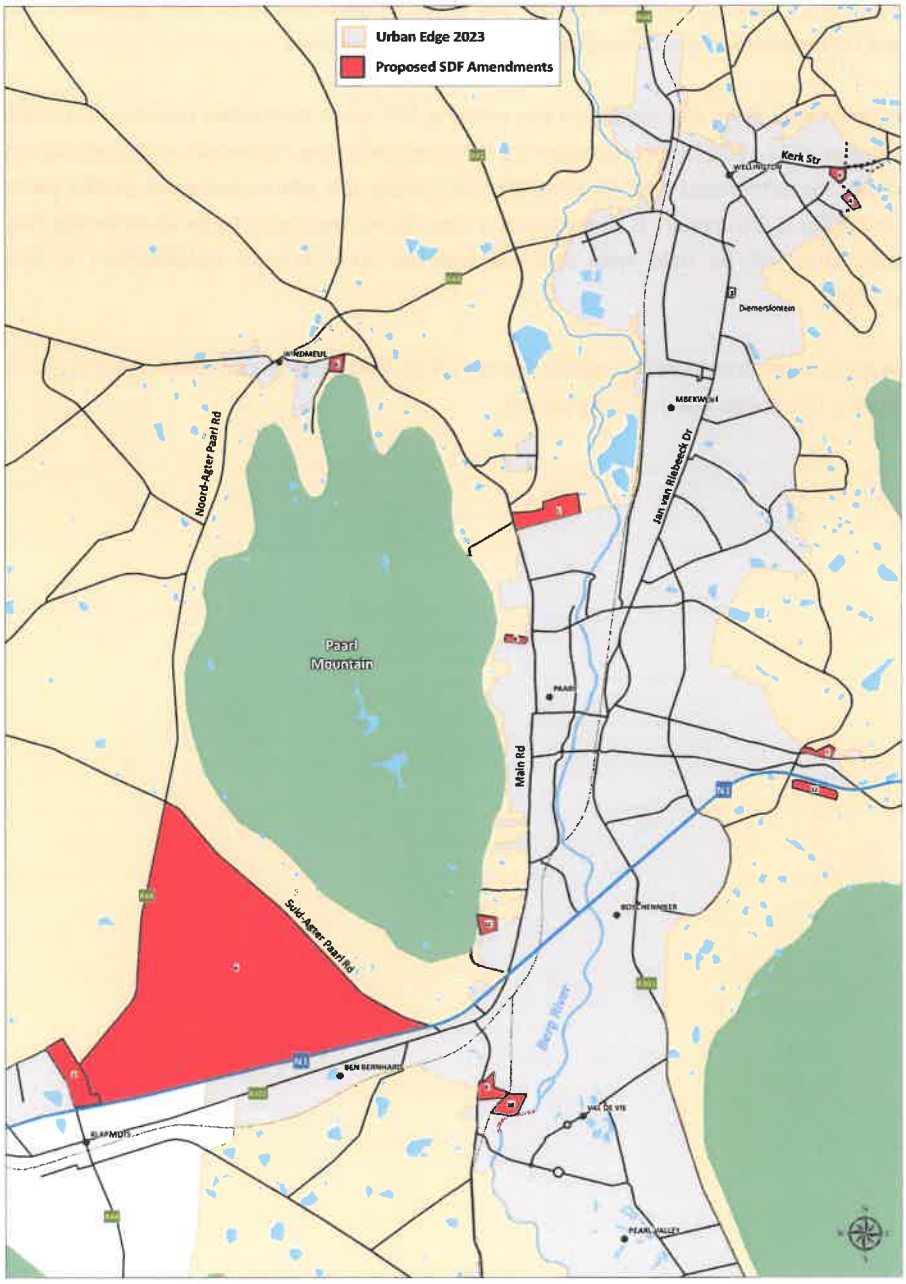
However, during the review of the SDF, it was determined that an SDF amendment process must be followed for the 2024/2025 iteration of the SDF in order to incorporate new proposals, as well as findings and recommendations of studies, assessments and policies.

Comments/proposals from the public on the existing SDF were requested between 5 October 2023 and 3 November 2023. This report represents a summary of all the comments and proposals that were received from the Interested and Affected Parties during the aforementioned public participation process. In addition, this report is regarded as a discussion document to be used during the various engagements that will be held with relevant internal and external stakeholders in November-December 2023.

A separate document, Annexure A includes the complete list of the 13 comments/proposals that were received during this public commenting period.

2. COMMENTS AND PROPOSALS RECEIVED

The map indicates the location of all the proposals that were received during this public commenting period. The numbers on the map correspond to different comments/proposals received and summarised below (e.g., Number 1 on the map correspond to the first submission described in this report).



Map 1: Spatial representation of all the comments/proposals received.

2.1 David Hellig and Abrahamse Professional Land Surveyors: Erf 8709, Paarl.

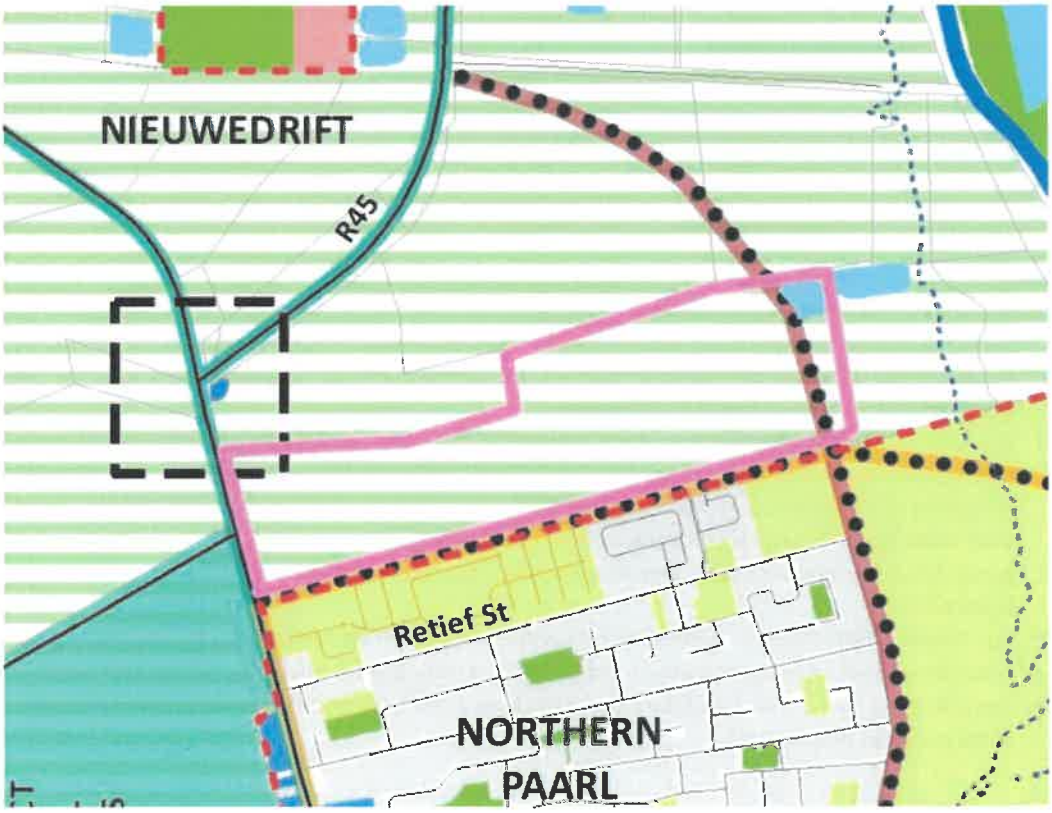
ERF 8709, PAARL (St. Peters Roche Farm)

Description and Context of subject property:

Erf 8709, Paarl (St Peters Roche Farm) is situated in Northern Paarl bounded by the Main Street to the west, Trunk Road No. 25/01 to the north, and the existing residential neighbourhood of Northern Paarl to the south. The subject property measures ±41,8259 hectares in extent and access to the property is obtained via Main Street. Furthermore, the subject property is an active agricultural enterprise consisting of existing buildings, stores, storage dam, pack shed, 12 hectares of planted irrigated table grapes, 25 hectares of fallow land that was previously planted with vineyards, etc. The subject property is zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject property:

a) Erf 8709, Paarl falls outside the demarcated urban edge, and is designated as 'Retained Rural Areas'.
b) The western portion of the subject property borders on that Main Road which is designated as a 'Scenic Route', whilst north of the subject property is the R45 which is also designated as a Scenic Route.
c) The existing farmstead on the subject property is designated as a 'Heritage Resource'.
d) The subject property forms part of a 'Gateway' at the convergence of the two designated 'Scenic Routes'.
e) The most eastern portion of the subject property is earmarked for the proposed extension of the Berg River Boulevard.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge to include Erf 8709, Paarl into the urban area, and change the designation of the site from 'Retained Rural Areas' to 'Urban Infill'.

Motivation:

a) Focus growth in areas of socio-economic opportunities where multiplier effects already exist, i.e. the large urban settlement of Paarl: The intention to extend the Berg River Boulevard further to the north to promote accessibility and shape the urban structure of Paarl, will create new growth opportunities in the areas along the envisioned extension and in particular Erf 8709, Paarl.
b) Minimise spatial growth in the smaller settlements where economic opportunities are limited: Since Erf 8709, Paarl is already bounded to the east and south by existing civil and urban infrastructure and services, the development of the subject property will optimise the supporting services and create a more viable and functional urban settlement.
c) Bulk road network upgrades and implications viz Berg River Boulevard extension and Van Der Stel Bypass: The extension of the Berg River Boulevard to the north brings great relief for the southern areas of Paarl which is currently 'bursting at the seams' with large developments such as Val de Vie, Pearl Valley, Boschenmeer and others to the south. The proposed development will introduce a much-needed balance with regards to the development growth patterns of Paarl in both a northernly and southernly direction.

Several specialist reports formed part of the comments, and these state the following:

1) Soil Survey: The study concluded that only 13% of the soil of the subject property are 'recommended' for perennial crops (i.e. table grapes). None of the soil achieved a rating of 'highly recommended'. This study supported the proposed development since the soil quality is not of a suitable quality to justify the commercial production of irrigated table grapes.
2) Economic-Financial Perspective of production potential: The intrusion of the Berg River Boulevard on the farming enterprise will also severely impact the economic value of St Peters Roche as a farming business. The report concludes that the subject property is experiencing a deterioration of farming activities due to profit levels being under severe pressure, mainly as a consequence of lower soil potential and lower export prices. The future extension of the Berg River Boulevard will separate the land unit from agricultural areas to the north.
3) Due Diligence Water Report: The investigation indicated that both the surface and groundwater uses are being utilised to their maximum capacity and that the obtaining of additional water will be highly unlikely.
4) Visual Baseline Study: Visual indicators have been formulated to protect the heritage and visual impact of the proposed development.

Other motivation considerations:

Erf 8709, Paarl abuts on existing urban settlement and infrastructure, and can therefore be earmarked for urban infill. Apart from the proposed future extension of Berg River Boulevard along the eastern boundary of Erf 8709, Paarl, the future Van der Stel Bypass crossing the Berg River, will link Paarl West with Paarl East, and will ensure a much more compact urban settlement with increased mobility and accessibility.

2.2 P-J le Roux Town Planners: Extension of Klapmuts North Urban Edge.

REMAINDER OF FARM 761, PAARL, REMAINDER OF FARM 762, PAARL, FARM 763, PAARL, PORTIONS 2, 3 AND 4 OF FARM 764, PAARL, REMAINDER OF PORTION 5 OF FARM 764, PAARL, REMAINDER OF PORTION 6 OF FARM 764, PAARL, REMAINDER PORTION 1 OF FARM 761, PAARL, REMAINDER OF FARM 1293, PAARL, AND PORTION 1 OF FARM 1293, PAARL. (KLAPMUTS NORTH)

Description and Context of subject properties:

The subject properties are located outside the urban edge and to the east of Klapmuts North. The total affected area measures ±44.31 hectares in extent. The five properties to the west of the R44 gain direct access from Protea Road which connects the smallholdings in Klapmuts North with the R44. The other six properties gain direct access from the R44 via various entrances. The subject properties are all zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:

In terms of the 2023 SDF, the following is important to note pertaining to the subject properties:

a) The subject properties are located outside and abutting the demarcated urban edge of Klapmuts North and are designated as 'Retained Rural Areas'.
b) The R44, which is designated as a 'Mobility Route, that bisects the affected area is designated as a 'Mobility Route'.
c) The Protea Road (DR1098) that forms the western boundary of some of the affected properties is designated as a 'Scenic Route'.
d) A 'Gateway' is designated where Protea Road and the R44 converge.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge to include the earmarked properties into the urban area of Klapmuts North, and change of the designation of the site from 'Retained Rural Areas' to 'Urban Infill'.

Motivation:

a) Considering that the Klapmuts North LSDF states that Klapmuts North and Klapmuts South should be viewed as one functional area that will develop into an important regional node in the medium to long term, it is clear that further land for development north of the N1 should be made available to ensure a balanced urban structure. In this regard, it is worth noting that with the conversion of the N1 and the R44 at Klapmuts, this can be regarded as the central nodal point of the larger Klapmuts precinct.
b) The subject properties are bounded by existing provincial roads (i.e. R44 and DR1098 [Protea Road]).
c) The subject properties to the east of the R44 can be included as transitional urban land since it is bounded to the east by larger viable agricultural land units.
d) The SDF annotates a 'gateway' at the intersection of the R44 and the Protea Road. This means that it can be developed as a formal entrance to the properties located to the east of the R44, which currently take access directly from the R44 via various entrances. This will improve the safety aspect for the properties.
e) The provision of the opportunity for urban infill at this location will contribute to the protection from decentralisation and urban sprawl since valuable land is located to the east which will confine the urban area to the unviable smaller land units as proposed.

2.3 Willie Steyn Land Use Planner: Erf 13184, Wellington.

ERF 13184, WELLINGTON

Description and Context of subject property:

The subject property is located within the existing Diemersfontein Wine and Country Estate, Wellington abutting the R301. The property is currently zoned as Neighbourhood Business Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:

In terms of the 2023 SDF, the following is important to note pertaining to the subject property:

a) The subject property is located within the existing urban edge.
b) The subject property is designated as 'Business/Commercial'.
c) The subject property falls within a 'Node'.

Proposed Amendment and Motivation

Proposal:

Change of the designation of the site from 'Business/Commercial' to 'Urban Infill'. A site-specific deviation of the SDF forms part of the land use application in order to accommodate a proposed residential development consisting of 38 Conventional Residential Zone erven and 2 Open Space erven.

Motivation:

a) The current SDF proposal in respect of Erf 13184, has been brought forward from the initiate 2006 SDF, which identified the area around the Main Road 201/Weltevrede Street intersection for the development for a mixed-use and commercial node. The 2006 SDF proposal seemingly flowed from the Business Zone I zoning that already applied to Erf 13184 at the time.

b) The existing SDF proposal for the property relates to a specific land use right established in 2004 and it is not the purpose of the SDF to confer existing site-specific rights. The current SDF proposal is accordingly not necessarily the most desirable current day utilisation for the site.

c) A business utilisation on Erf 13184 as per the SDF and the 2004 zoning allocation is not commercially viable, as the land has been lying undeveloped for 18 years since the land unit was established and granted a business zoning in 2004.

d) A larger business node has been identified nearby on vacant land to the south of the subject property and along the Main Road 201 to satisfy the need for commercial land.

e) Other vacant land to the immediate north of Erf 13184, Wellington has been identified for urban infill and there is no clear indication why the SDF deviates from the allocation in respect of Erven 13184 and 13635, apart from the current zoning rights applicable to this site.

f) A different approach is needed to find a desirable usage to unlock Erf 13184 for development than relying on existing outdated zoning rights.

2.4 Willie Steyn Land Use Planner: Erf 1293, Wellington.

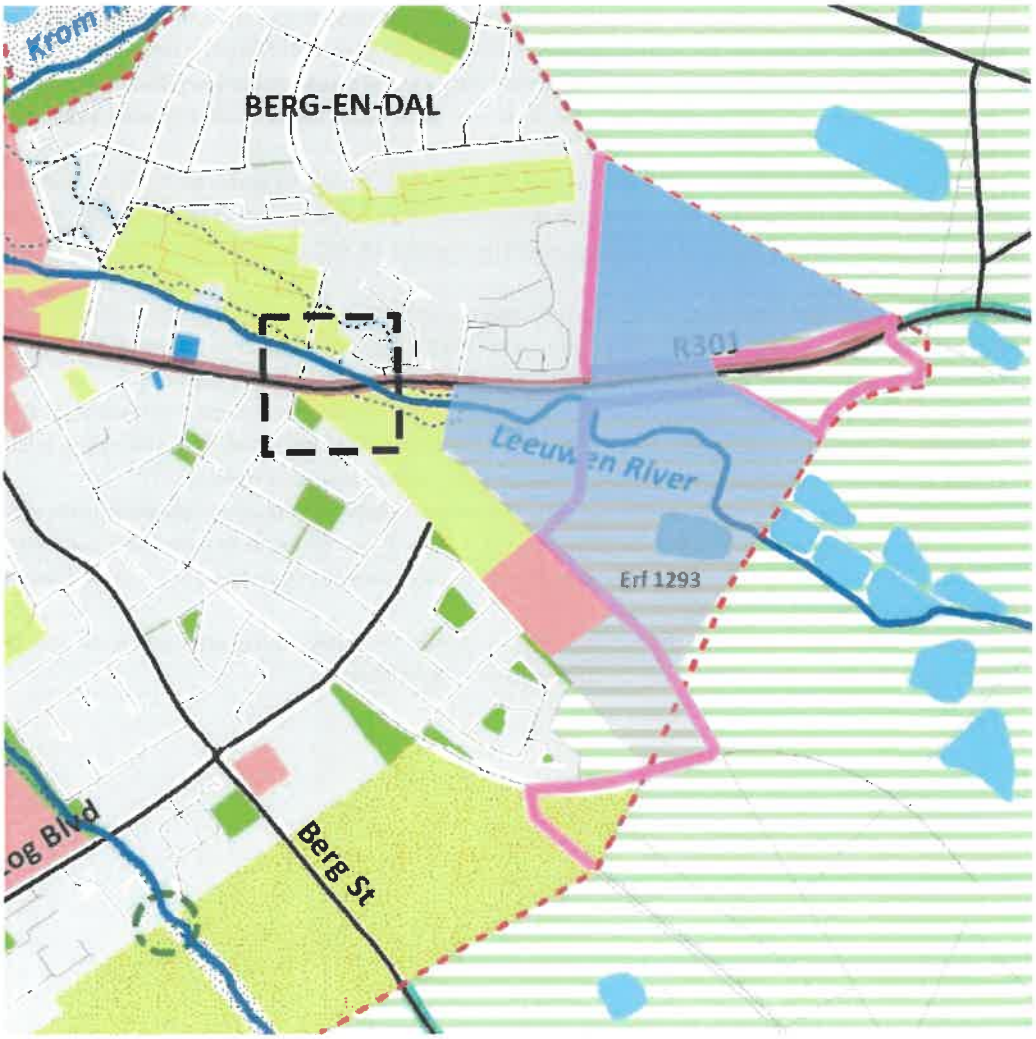
ERF 1293, WELLINGTON

Description and Context of subject property:

The subject property is an agricultural land unit that measures ±45.8 hectares in extent. On the farm, ±35 hectares are under cultivation, with the remaining ±10 hectares being taken up by a rain catchment dam and farm buildings. An area of ±25 hectares of the cultivated land are under irrigation form the Leeuw River and the catchment dam. Currently, Erf 1293 is a fully operational farming unit. The subject property is zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject property:

a) The subject property is located within the existing urban edge.
b) The subject property is designated as 'Retained Rural Areas'.
c) The R301 (i.e., Bainskloof Pass) that bisects the subject property is designated as a Mobility Route'.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge (i.e., tightening of the urban edge) to exclude properties from the urban area. The change of the designation of Far, 1293, Wellington from 'Retained Rural Areas' to 'Urban Infill'.

Motivation:

a) All the privately owned land identified in the SDF for urban infill in the eastern portion of Wellington, where middle to higher income residential development is concentrated have been developed or are in the process to be developed for such purposes. Other farm land located inside the urban edge in the eastern portion of Wellington have been demarcated for a combination of urban infill and peri-urban farming (i.e., low density residential). There is no land available for conventional residential developments.
b) The proposed amendments to the SDF will remove the existing situation that where land is located inside the delineated urban edge is to be retained for agricultural purposes. In addition, the urban edge will be tightened and the urban structure of Wellington will be rounded off and configured to a more functional spatial form.
c) It is acknowledged that Erf 1293 is currently a fully operational farming unit which may warrant protection for such purpose. The urbanisation of a portion of Erf 1293 will remain subject to the provisions of the Subdivision of Agricultural Land Act, 1970 (SALA), even if identified by the SDF for urban infill.
d) It is acknowledged that the agricultural sector is a significant source of employment which warrants the protection of productive agricultural land. However, the municipal revenue/tax base also needs to be grown, which can be achieved by the development of high value residential properties.
e) The urban footprint set by the pre-1994 municipal boundary and spatial and land use planning schemes and seemingly adopted by the SDF in respect of Erf 1293 will be redressed and available for urban densification and affordable housing if additional land for lower density middle to higher income housing is identified on the edge of town.
f) Urban sprawl will be contained by the curtailment of the existing delineated urban edge and the remaining irrigable land on Erf 1293 will be permanently secured for agriculture.

2.5 Jan Hanekom Planners: Farm 1373 and Farm 180/21, Paarl Division.

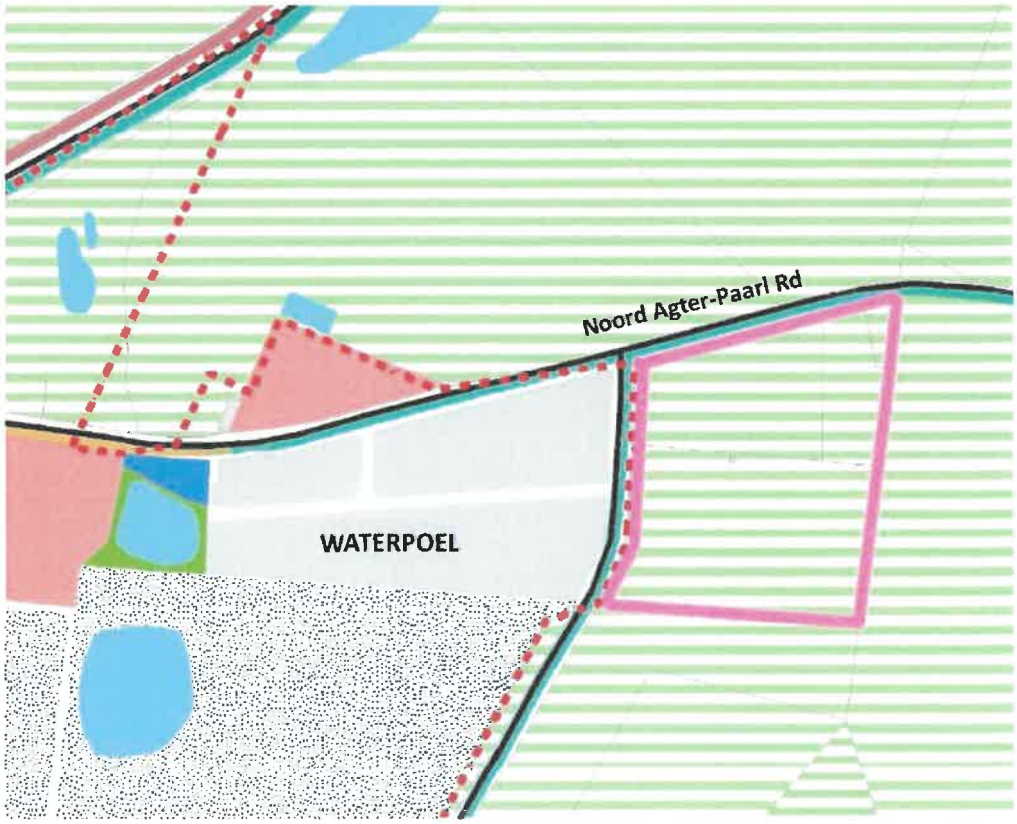
FARM 1373 AND PORTION 21 OF FARM 180, PAARL DIVISION

Description and Context of subject property:

The subject properties are situated within the rural hamlet of Windmeul. Furthermore, the properties are zoned as Agriculture Zone. The combined area of the subject properties measure a total of ±5.9 hectares in extent.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject properties:

a) The subject properties are located outside the existing urban edge of Windmeul.
b) The subject properties are designated as 'Retained Rural Areas'.
c) The northern boundary of Farm 1373 borders on the Noord-Agter Paarl Road which is designated as a 'Scenic Route'.
d) The western boundaries of both properties border on the Rheeboksloof Road which is designated as a 'Scenic Route'.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge to incorporate both properties within the urban area of Windmeul.

Motivation:

a) These properties area already bordered by rural-urban development and have similar land uses to the adjacent Waterpoel properties (located west of the subject properties).
b) The inclusion of these properties within the urban area and the subdivision of these properties can stimulate economic development.
c) Incorporating these farms can help address the growing need for rural housing.
d) These properties are not sustainable for agricultural land use practices. To include these properties within the edge can help maintain a connection to the region's agricultural heritage.
e) As the land becomes part of the urban area, property values may increase, benefiting landowners and local government in terms of increased property tax revenue.
f) The incorporation of the subject properties within the urban edge can lead to a range of benefits including efficient land use, economic development, etc.

2.6 TV3 Architects and Planners: Suid-Agter Paarl Settlement.

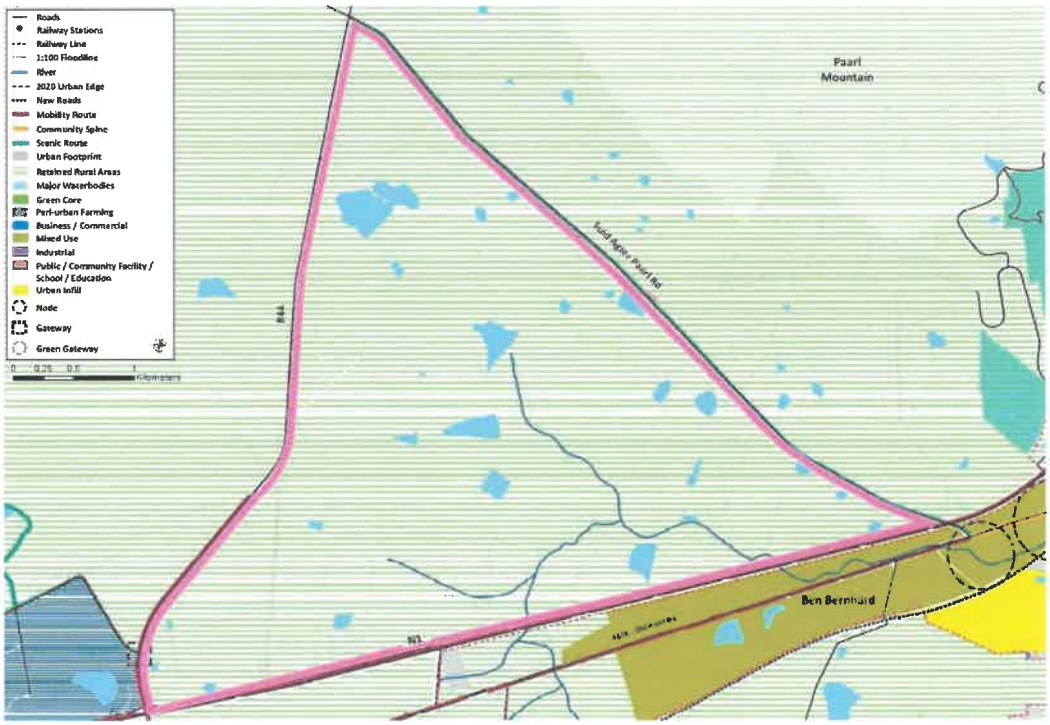
NUMEROUS AFFECTED PROPERTIES

Description and Context of subject property:

The proposed area constitutes ±1 600 hectares in extent. This triangular shaped land portion is between the R44 to the west, the Suider-Agter Paarl Route to the east, and the N1 to the south, with an approximate 6.5km fronting onto the N1. The subject properties are zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject area:

a) The subject area is located outside the existing urban edge.
b) The subject area is designated as 'Retained Rural Areas'.
c) The N1 is designated as a 'Mobility Route'.
d) The Suid-Agter Paarl Route is designated as a 'Scenic Route'.
e) R44 is also designated as a 'Mobility Route.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge to incorporate the area into the urban area, as well as the change of the designation of the area from 'Retained Rural Areas' to 'Urban Infill'.

Motivation:

a) The Development Node is motivated as a desirable spatial restructuring and intervention in order to accommodate the future spatial growth demands for the Drakenstein Municipality but also the wider Cape Winelands District and abutting Cape Metro Region over the next 25 years.

b) The medium to long term spatial intervention will serve to, amongst others, address a projected long-term Drakenstein municipal population growth of approximately 220 000 individuals equated to approximately 52 000 households over the next 20-to-25-year period.

c) The proposal should be regarded in context of the future proposed Klapmuts Industrial and Logistics Hub Node as well as the Ben Bernard Mixed Use and Light Industrial development corridor south of the N1. The latter serves to contextualise the Development Node in relation to future commercial, logistics and industrial nodes/corridors that will represent job generation and places of work.

d) The establishment of the Development Node will be based on implementing a holistic integrated planning approach between decision-making authorities as well as communities to ultimately create a sustainable and quality urban environment.

e) In order to demonstrate how the proposal will be aligned with the SDF principles and proposals, a number of broad outlined studies were conducted in order to inform the development concept:
   i. Engineering Services.
   ii. Transport Assessment.
   iii. Environmental Due Diligence.
   iv. Agricultural Soil Suitability Mapping.
   v. Landscape Analysis

f) The Development Concept promotes the following Spatial Themes as indicated in the SDF:
   i. Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements: The socio-economic urban design elements will embody a holistic approach that considers the social, economic, and environmental aspects of urban life, with the ultimate aim of fostering a sense of belonging and cohesion within the community and in doing so will strive to bridge socio-economic disparities, creating a more equitable and just town, will providing opportunities for all residents to lead fulfilling lives. In promoting this Theme, the development proposal seeks to create a town that is more sustainable, inclusive and resilient while enhancing the overall quality of life for residents. It seeks to create an inclusive socio-economic environment, focused on ensuring that all residents have a fair and equal access to resources, opportunities, and services, irrespective of their socio-economic backgrounds.
   ii. Promoting Integrated Environment Management: From the soil suitability mapping it can be deducted that limited areas constituting high suitability soils are located directly abutting the Suid-Agter Paarl Route directly to the west/southwest. The latter will as far as possible be retained as part of establishing a visual/agricultural buffer abutting the Suid-Agter Paarl Route. In turn, it is also confirmed that the existing agricultural context to the east/north-east of the Suid-Agter Paarl Route will be retained in its current state, and will not ne earmarked for future development.
   iii. Protecting and Promoting Heritage and Cultural Landscapes: In terms of the Landscape Analysis, specific considerations will be incorporated with the urban design approach by considering the following: agricultural edges, significant views, landscape patterns, urban patterns, etc.
   iv. Promoting Connectivity, Mobility and Logistics Corridor: The proposed Development Node has a high-level accessibility which results from the presence of the established road infrastructure, including the N1 running along the southern boundary, the R44 along the western boundary, and the Suid-Agter Paarl Route on the eastern boundary, which in turn connects to Paarl-Central.
   v. Implementing Catalytic Zones and Big Moves: The proposed Development Node will serve to further strengthen and reinforce the importance of the N1 Corridor as a key east-west linkage.

2.7 Headland Planners: Farm 1552 and Farm 1592/1, Paarl Division.

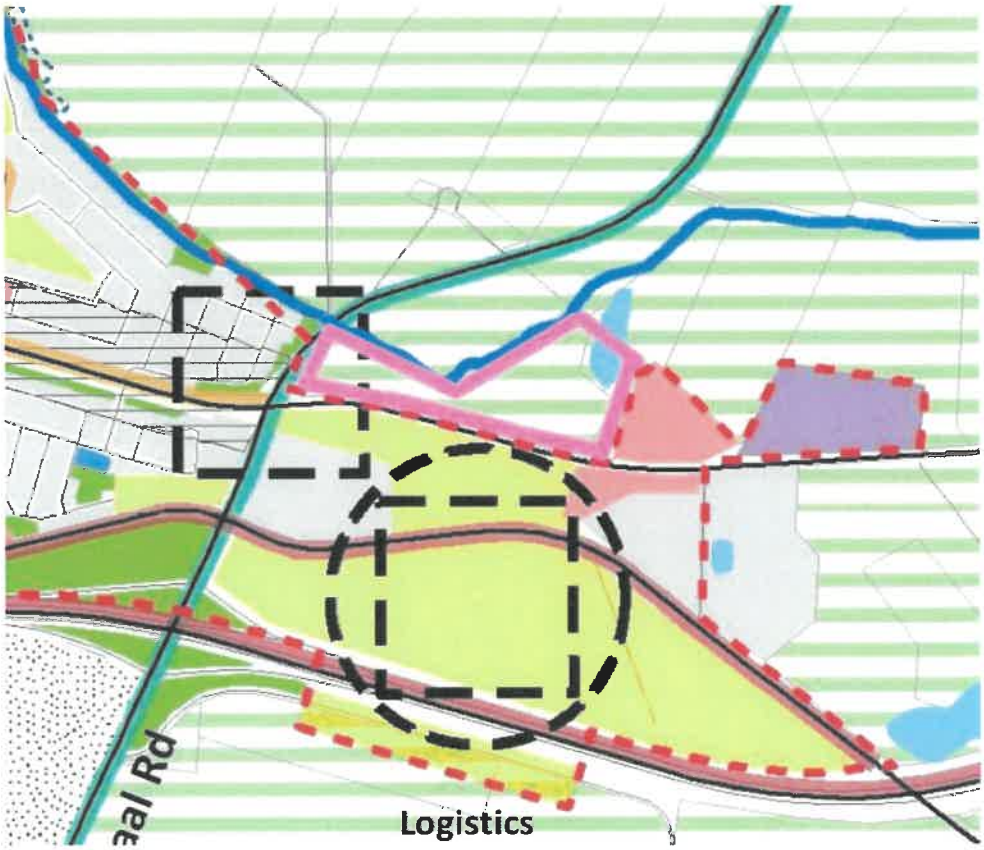
PORTION 1 OF FARM 1592 AND FARM 1552, PAARL

Description and Context of subject property:

The subject properties are situated on the eastern urban fringe of Paarl and measure ±17.01 hectares in extent. The southern boundary of subject properties abuts the Keerweder Road. The western boundary of Portion 1 of Farm 1592 abuts the Sonstraal Road. The Palmiet River traverses through Farm 1592/1, Paarl. Both properties are zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject properties:

a) The subject properties are located outside the existing urban edge.
b) The subject properties are designated as 'Retained Rural Areas'.
c) The Sonstraal Road is designated as a 'Scenic Route'.
d) The Palmiet River transverses the subject properties.

Proposed Amendment and Motivation

Proposal:

Amendment of the existing urban edge by including ±7.4 hectares of land within the urban area.

Motivation:

a) Farm 1553 already contains an informal settlement. Without the amendment of the urban edge, the landowner cannot formalise this settlement. The owner intends applying for Finance Linked Individual Subsidy Projects (FLISP) subsidy for farm worker housing with own title deeds.

b) A botanical study concluded that the subject properties are heavily modified and contain highly degraded to transformed terrestrial habitats.

c) A freshwater assessment notes that the Palmiet River watercourse and riparian zone is highly degraded, but is restorable. This restoration will only occur if there is a new development that can create a suitably landscaped edge.

d) An agricultural potential study has revealed that the sliver between the Palmiet River and Keerweder Road is entirely unsustainable.

e) The subject properties are framed by the urban edge to the west, south and east. It makes more sense to round off the urban edge with a proper development limiter being the Palmiet River.

f) Given the topography, the services to formalise the residents on Farm 1553 must run over Portion 1 of Farm 1592.

2.8 David Hellig and Abrahamse Professional Land Surveyors: Erf 42384, Paarl

ERF 42384, PAARL

Description and Context of subject property:

Erf 42385, Paarl (Lusthof) is a historical Paarl Farm and is accessed from the Main Road via Lusthof Street. The existing land uses on the subject property comprise of ±3.98 hectares of vineyards, two cottages, two houses and two outbuildings. The subject property is zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:

In terms of the 2023 SDF, the following is important to note pertaining to the subject properties:

a) The subject property is located outside the existing urban edge.
b) The subject property is designated as 'Retained Rural Areas'.
c) The subject property is designated as a 'Paarl Farm'.
d) In terms of the Mountain Slopes Study (2019), the visual and heritage impacts must be considered.

Proposed Amendment and Motivation

Proposal:

An amendment of the urban edge and change of designation from 'Paarl Farms' and 'Retained Rural Areas' to 'Public/Community Facility/School/Education' to permit education and community facilities with associated uses such as sports centre, sports field and student and staff accommodation as an extension of the adjacent Paal Gymnasium School.

Motivation:

a) The proposed amendment will enable the opitimised functioning of the existing uses in the urban area, especially the educational uses of Paarl Gymnasium School.
b) The subject property is not an economically viable agricultural units and therefore have a negative impact on the livelihood of the owner.
c) Proposed development is focused more on the lower slopes which does not present a significant visual impact.
d) The proposal does not constitute urban sprawl as proposed development will be aligned with a dense surrounding urban environment.
e) The proposal provides for better use of existing and surrounding resources, infrastructure and facilities. Optenhorst Street is located within close proximity to the subject property and is a Class 3 Distributor. It serves as an important link between the Main Road and Berg River Boulevard. Furthermore, Optenhorst Street is one of the three streets crossing the Berg River, linking Paarl West and Paarl East, and is therefore one of the most important linkages in Paarl and should be optimised.
f) The subject property is a designated as a heritage resource will be respected and treated accordingly by means of mitigation and design measures.
g) Although the recommendations contained in the Paarl Farms Study indicate that the subject property is of high conservation value, it should be noted that the status is provided for the subject property, and the adjacent farms of Alphorex, Olyfboom and Morgenzon as a whole. It should be considered that the subject property as an individual fam comprising three separate land units has a definite lesser conservation value when considered in isolation.
h) The visual importance of the subject property is of lesser significance as it does not form part of the Main Street interface and can in essence only be seen from Optenhorst Street.
i) Specialist inputs from various disciplines were obtained to provide motivation in support of the proposed amendment. These and additional studies will form part of the future formal planning permission application, as the current proposal is only for the amendment of policy, and does not provide additional land use rights.
j) Agricultural edges and additional visual impact mitigation measures will be incorporated into the design to soften the proposed development.

2.9 Andre Roux Town Planning: Farm 811/37, Paarl Division.

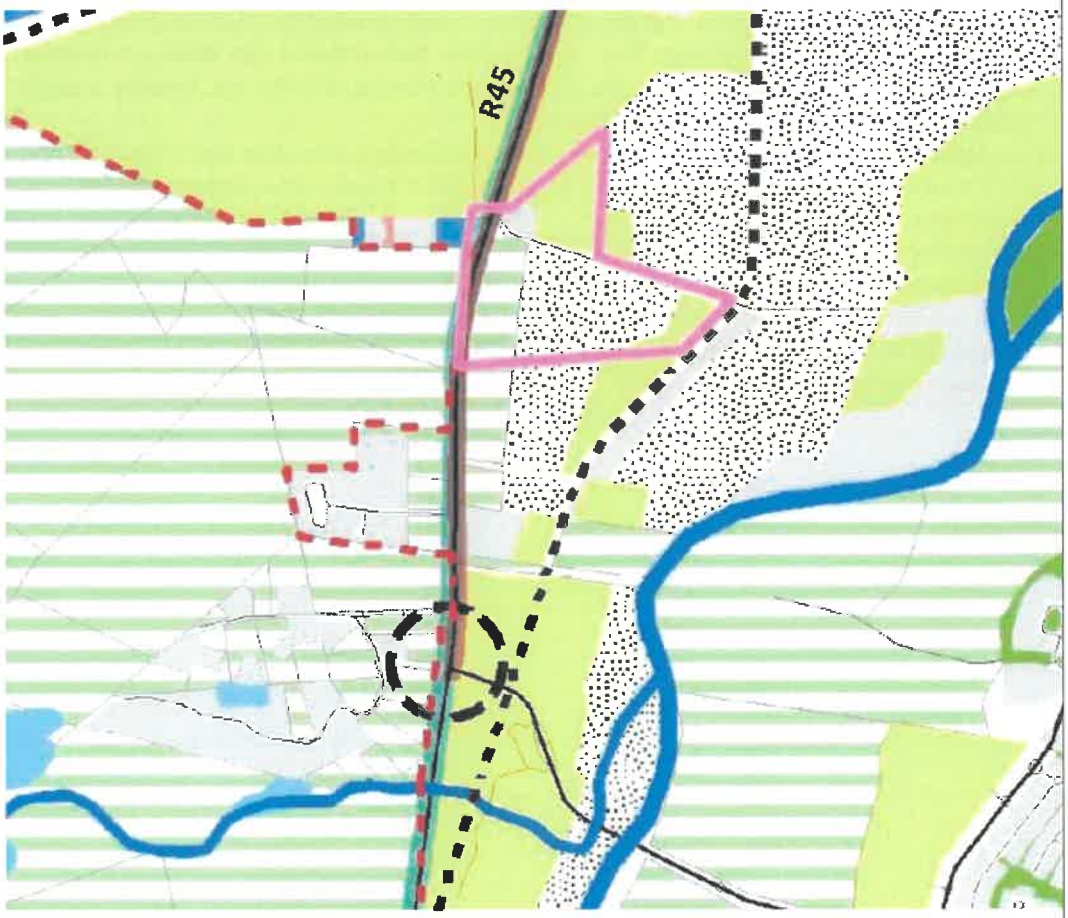
REMAINDER PORTION 37 OF FARM 811, PAARL (DALZICHT ESTATE)

Description and Context of subject property:

The proposed subject property is located south of Paarl and adjacent to the R45 (Simondium Road). The subject property is furthermore situated adjacent to the Berg River Resort camping site and the Green School. The subject property originally formed part of the Levendal development concept.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject properties:

a) The subject property is located within the existing urban edge.
b) The majority of the subject property is designated as 'Peri-Urban Farming' and 'Retained Rural Areas'. As small eastern portion is indicated as 'Urban Infill', which is inline with the Levendal Development Approval.
c) The subject property borders the R45 that is designated as a 'Scenic Route' and 'Mobility Route'.

Proposed Amendment and Motivation

Proposal:

The amendment of the designation for the entire subject property from 'Retained Rural Areas' and 'Peri-Urban Farming' to 'Urban Infill'.

Motivation:

a) A land use application was submitted in January 2023 for the development of Portion 37 of Farm 811, Paarl and Farm 1844, Paarl for 135 residential properties. However, the application cannot be supported as the development of the entire Portion 37 of Farm 811, Paarl is in conflict with the Levendal Precinct Plan, which designates this property for agriculture. The property owner of the subject property no longer desires to form part of the Precinct Plan. The provincial Department of Agriculture and provincial Department of Environmental Affairs and Development Planning (DEADP) are currently engaging regarding the future feasibility of Levendal Precinct Plan.
b) An Agricultural Agri-Ecosystem Assessment was undertaken which confirms that the Portion 37 of Farm 811, Paarl is not of high agricultural value and the retention of this portion for agricultural purposes is not sustainable.
c) A visual impact assessment confirmed that visual impact of the development proposal is low to moderate. Mitigation measures can be implemented to mitigate the potential visual impact.
d) With accelerated growth in the Drakenstein South Area, and increased pressure to include more agricultural land within the urban edge, permitting urban development on this property will reduce development pressure on existing and high functioning agricultural land outside the urban edge.

2.10 David Hellig and Abrahamse Professional Land Surveyors: Farms 811/79 and 811/80, Paarl Division

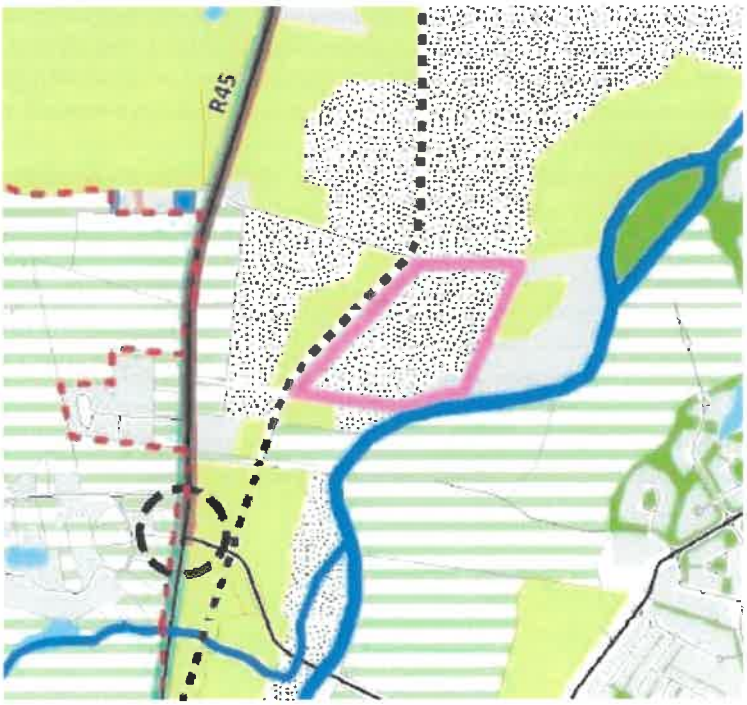
PORTIONS 79 AND 80 OF FARM 811, PAARL

Description and Context of subject property:

The proposed subject properties constitute an area measuring ±15.6 hectares in extent. These properties are located in Drakenstein South and accessed from roads that leads to the R45. Theproperties are bordered to the south-east by the Berg River and to the west by the railway. The existing agricultural land uses comprise of ±11 hectares of orchards, two houses, six cottages, stores, sheds and other outbuildings. The properties ae zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject properties:

a) The subject properties are located inside the existing urban edge.
b) The subject properties are designated as 'Peri-Urban Farming'.
c) The subject properties are located within the Levendal Precinct Plan.

Proposed Amendment and Motivation

Proposal:

The amendment of the designation from 'Peri-Urban Farming' to 'Urban Infill' in order to develop a medium density residential development.

Motivation:

a) The subject properties are located within the urban edge.
b) Under 'Peri-Urban Farming', development can be considered, subject to development guidelines which should be agreed upon upfront for areas of significant rural character and landscape value, particularly where these fall within areas of high botanical, heritage, cultural and scenic value within the urban edge. Although the 'Peri-Urban Farming' designation may consider development, an 'Urban Infill' designation is proposed to enable a wider variety of possibilities, mixed uses, and various typologies.
c) Development at this location in the vicinity of various other existing and proposed residential developments and facilities as currently proposed by the MSDF, will enable the urban footprint to be retained within the defined urban edge. This is a rational forward planning mechanism which caters for development in this specific delineated area without compromising agricultural land outside the urban edge, noting that the subject properties are also subject to the provisions of the Subdivision of Agricultural Land Act 70 of 1970 (SALA).
d) The amendment of the designation of the subject property will support improved access to, and utilisation of land within the delineated urban edge as per the flow of growth of Paarl. The opportunities that could be provided at this location are much more viable than the agricultural potential and rural significance of this farm wedged between the various 'Urban Infill' opportunities and with a relatively small extent for the two separate land portions.
e) Existing infrastructure and services are available due to the existing urban development, and as per the spatial strategy and interventions identified, bulk services to the area form part of the vision for his area. This makes the subject properties a viable location for appropriate development proposals in lieu of an alternative location outside the urban edge.
f) The subject properties are located between 250m to 550m from the R45, and therefore have no direct visual importance from the 'Scenic Route'.
g) An amended designation and accompanied appropriate proposal will enhance integration and establish linkages which are important in the continuity of urban settlements and successful neighbourhoods.
h) High value agricultural land cannot be assessed in isolation and various factors have to be considered, noting the inevitable need for development for an ever-growing population.

2.11 Mr. Louis Louw: Erf 3396, Paarl

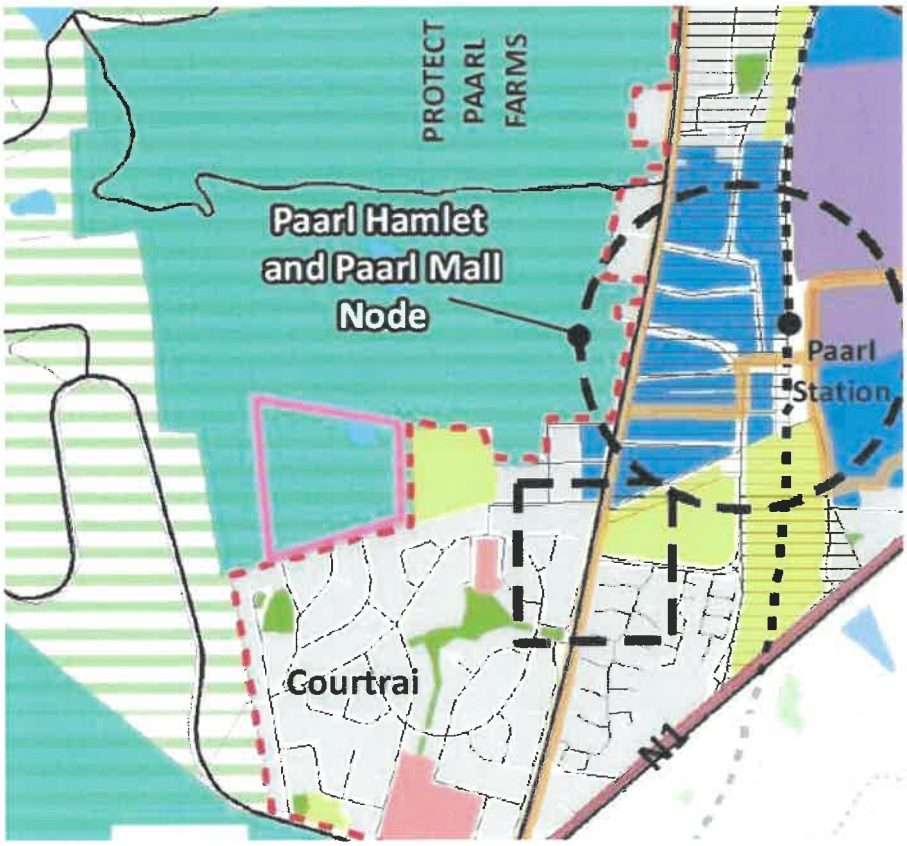
REMAINDER OF ERF 3396, PAARL (PICARDIE)

Description and Context of subject property:

The proposed subject property is located adjacent to the existing neighbourhood of Courtrai, Paarl. The eastern portion of the subject property is within the urban edge and designated for 'Urban Infill'. A land use planning application for the aforementioned portion has recently been submitted to the Municipality for the establishment of a proposed residential development. The subject property is zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject property:

a) The portion of the subject property is located outside the urban edge.
b) The portion of the subject property is designated as 'Retained Rural Areas' and is a 'Paarl Farm'.
c) In terms of the Mountain Slope Study (2019), the visual and heritage impacts must be considered.

Proposed Amendment and Motivation
Proposal: An amendment of the urban edge to incorporate this portion of the subject property within the urban edge in order to accommodate a proposed residential development. **Motivation:** The following reasons are provided for amendment of the urban edge: a) In a letter dated 13 July 2001 from the Department of Agriculture, it is stated that 'a proposed rezoning subdivision proposal on the Remainder of Erf 3396, Paarl is acceptable'.

2.12 David Hellig and Abrahamse Professional Land Surveyors: Farm 674/32, Paarl Division

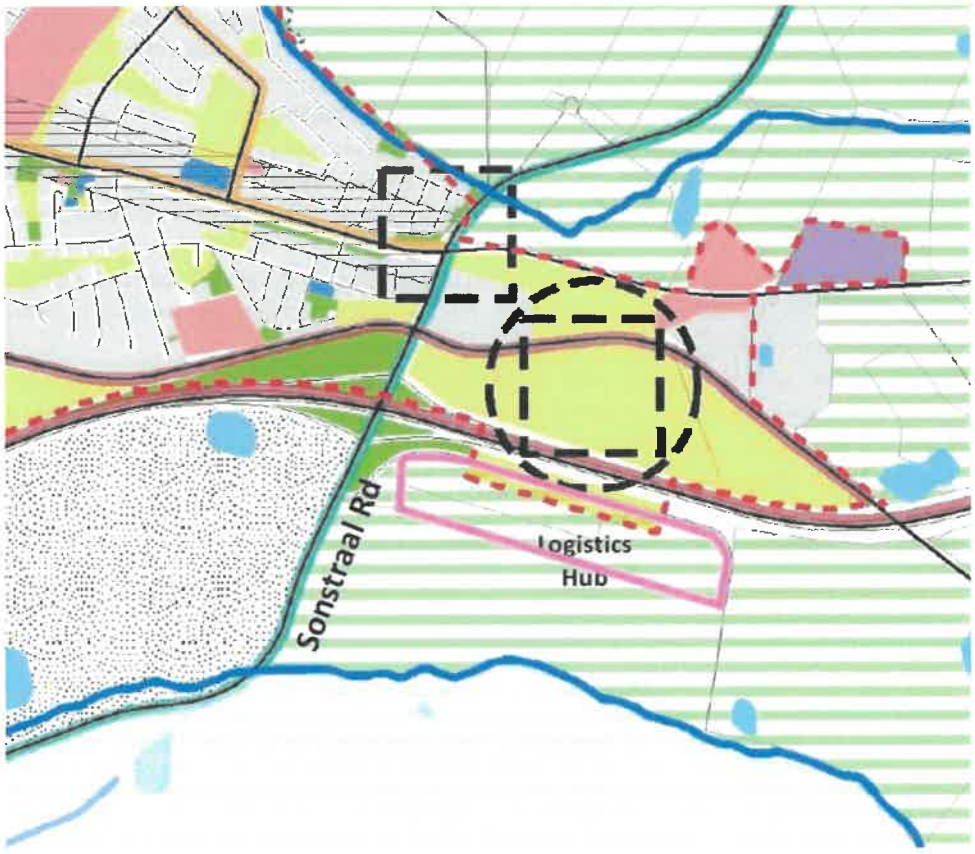
PORTION 32 OF FARM AMSTELHOF 674, PAARL

Description and Context of subject property:

The subject property is situated off 'The Chase' Road which intersects with the Denneboom Road (D1113) linking to the N1 in Paarl East. The subject property is surrounded by agricultural land units and the Huguenot Toll Plaza is located directly to the north. The subject property is zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject property:

a) A small portion of the subject property is located within the urban edge whilst the largest portion of the subject property is located outside the existing urban edge.
b) The portion of the subject property located within the urban edge is designated as 'Urban Infill'. The portion of the subject property located outside the urban edge is designated as 'Retained Rural Areas'.
c) The N1 is designated as a 'Mobility Route.
d) North of the subject property a 'Node' and a 'Gateway' is designated.
e) The area designated as 'Urban Infill' is earmarked for the 'intent to develop' a logistical transport hub near the Huguenot Toll Plaza.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge to incorporate the entire subject property into the urban area, and to amend the designation from 'Urban Infill' and 'Retained Rural Areas' to 'Industrial' to enable the development of the subject property into an industrial park.

Motivation:

a) The proposed development gives effect to the N1 Corridor Catalytic Zone, which identifies a 'Logistics Hub' and the proposed Huguenot Tunnel Long Haul Facility.
b) As in the case of Klapmuts, the subject property is strategically located at the gateway to the Cape Metro and directly abutting the N1. Accordingly, a proposed development of a light industrial and mixed use area is significant at the location. This opportunity to develop a logistics hub is further compounded by the fact that Cape Town has the second busiest container port in South Africa.
c) The amendment of the designation of the subject property will result in a minor loss of agricultural land.
d) The proposal represents integration, connectivity and mobility by providing the proposed 'Mixed Use/Industrial' designation at a location which is easily accessed, and which will support the proposed 'Logistics Hub'.
e) It is not practical or sensical for the urban edge not to coincide with the existing cadastral boundaries especially when directly opposing land uses are identified such as 'Urban Infill' and 'Retained Rural Areas' which may lead to the fragmentation of agricultural land as a result.
f) The designation for the subject property is already related to urban development which will change the current visual status of the site. In further support, the Huguenot Tollgate already constitutes a built character and therefore a light industrial and mixed uses at this location will not have a negative impact on the aesthetic component of the subject property.
g) Any proposed development will be designed in a manner that is supportive to the Drakenstein character considering heritage and natural elements, noting that the subject property is part of the gateway to the Winelands and Cape Metro.
h) It is acknowledged that industrial opportunities are available within Paarl, however, this location on the edge of Paarl provides for alternative industrial possibilities appropriate to long haul facilities and the logistics hub in support of the wider area and external movement along the N1 Corridor.

2.13 Andre Roux Town Planning: Farm 811/25, Paarl Division

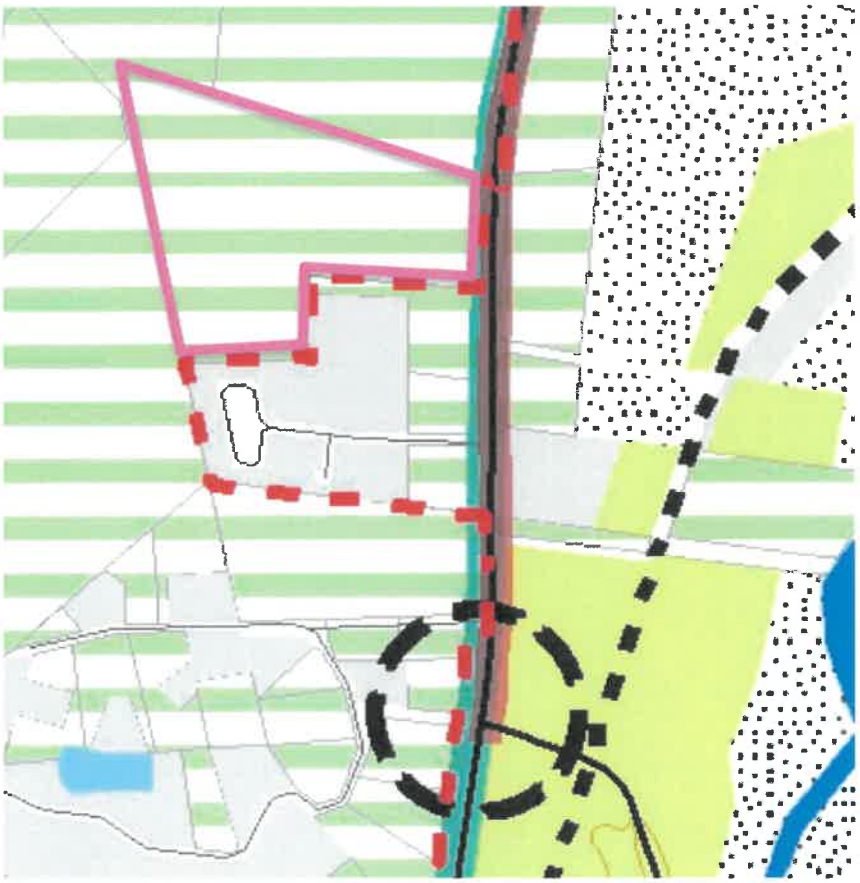
PORTION 25 OF FARM KUNNENBERG 811, PAARL

Description and Context of subject property:

The subject property is located south of Paarl and adjacent to the R45. The subject property measures ±8.5 hectares in extent. The subject property is zoned as Agriculture Zone.

2023 Drakenstein Spatial Development Framework

Current Spatial Proposal and Designation:



In terms of the 2023 SDF, the following is important to note pertaining to the subject property:

a) The subject property is located outside the existing urban edge.
b) The subject property is designated as 'Retained Rural Areas'.
c) The subject property borders the R45 that is designated as a 'Scenic Route' and 'Mobility Route'.

Proposed Amendment and Motivation

Proposal:

The amendment of the urban edge to include the subject property within the urban area and change the designation from 'Retained Rural Areas' to 'Urban Infill'.

Motivation:

a) The subject property is too small to function as a viable and sustainable farm and does not contribute to the agricultural industry.
b) Although the subject property is situated adjacent to a 'Scenic Route', the visual impact can be sufficiently mitigated by providing buffer zones, landscaping and limit development in the visual sensitive areas.
c) With accelerated growth in the Drakenstein South Area and increased pressure to include more agricultural land within the urban edge, permitting urban development on this property will reduce development pressure on existing and high functioning agricultural land outside the urban edge.

3. ANNEXURE A: LIST OF PROPOSAL DOCUMENTS RECEIVED

Annexure A is a separate document to this report and includes the complete list of proposal documents received during the public commenting period.

The commenting documents as received from various Interested Affected Parties are attached and collated in Annexure A as follows:

1. David Hellig and Abrahamse Professional Land Surveyors: Erf 8709, Paarl
2. P-J le Roux Town Planners: Extension of Klapmuts North Urban Edge
3. Willie Steyn Land Use Planner: Erf 13184, Wellington
4. Willie Steyn Land Use Planner: Erf 1293, Wellington
5. Jan Hanekom Planners: Farm 1373 and Farm 180/21, Paarl Division
6. TV3 Architects and Planners: Suid-Agter Paarl Settlement
7. Headland Planners: Farm 1552 and Farm 1592/1, Paarl Division
8. David Hellig and Abrahamse Professional Land Surveyors: Erf 42384, Paarl
9. Andre Roux Town Planning: Farm 811/37, Paarl Division
10. David Hellig and Abrahamse Professional Land Surveyors: Farm 811/79 and 811/80
11. Mr. Louis Louw: Erf 3396, Paarl
12. David Hellig and Abrahamse Professional Land Surveyors: Farm 674/32, Paarl Division
13. Andre Roux Town Planning: Farm 811/25, Paarl Division

APPENDIX N

Kind Regards / Vriendelike Groete,
Chantel Hauptfleisch
(Pr.Pln A/1484/2011)
Senior Spatial Planner : Spatial Planning
Planning and Economic Development

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http://www.stellenbosch.gov.za/main_pages/disclaimerpage.htm

STELLENBOSCH

About Stellenbosch Municipality
Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens.
Our head office is at Town House Complex, Plein Street, Stellenbosch, 7600, South Africa. For more information about Stellenbosch Municipality, please call +2721 808 8111, or visit www.stellenbosch.gov.za

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The information contained in this communication from chantel.hauptfleisch@stellenbosch.gov.za sent at 2024-07-04 09:47:16 is confidential and may be legally privileged. It is intended solely for use by tania.dewaal@westerncape.gov.za and others authorized to receive it. If you are not tania.dewaal@westerncape.gov.za you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by IOCO

From: Tania de Waal <Tania.DeWaal@westerncape.gov.za>
Sent: Monday, 18 March 2024 10:40
To: Erika Naude <erika.naude@capetown.gov.za>; annelise.debruin <annelise.debruin@capetown.gov.za>; Wayne Hendricks <wayne.hendricks@drakenstein.gov.za>; Alexander Rehder <Alexander.Rehder@drakenstein.gov.za>; Chantel Hauptfleisch <Chantel.Hauptfleisch@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Barbara-Ann Henning <Barbara-Ann.Henning@stellenbosch.gov.za>
Cc: David Hanly <David.Hanly@westerncape.gov.za>; Nathaneal Jacobs <Nathaneal.Jacobs@westerncape.gov.za>
Subject: [EX] RE: Comment on the latest draft of the Infrastructure Systems Analysis for the Greater Cape Town Region as well as an inter-municipal N1 Corridor spatial development scenario planning exercise

Good morning Colleagues

This is just a reminder regarding the email which I sent below asking for comment on the Concept Note by the 8th of March. Other than the verbal comment provided by the City in our one-on-one meeting we have not received any comments on the Concept Note. I am aware that this is a busy time of year, but at the same time this work cannot progress without the input of the Municipalities who form the subject matter of the study. If you have nothing to add, or you simply don't have time to comment I do understand, but perhaps you could just let me know if that is the case?

Thanks so much

Tania

Tania de Waal
A/1876/2014
Chief Town and Regional Planner:Region 2
Directorate Spatial Planning
Department of Environmental Affairs and Development Planning
Western Cape Government

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Western Cape Government

FOR YOU

Be 110% Green. Read from the screen.

Should you not be able to contact the numbers above, please call +27 (0)21 483 4091 between 07:30-16:00.

From: Tania de Waal
Sent: Friday, March 1, 2024 10:03 AM
To: Erika Naude <erika.naude@capetown.gov.za>; annelise.debruin <annelise.debruin@capetown.gov.za>; Wayne Hendricks - Drakenstein <wayne.hendricks@drakenstein.gov.za>; Alexander Rehder <Alexander.Rehder@drakenstein.gov.za>; Chantel Hauptfleisch <chantel.hauptfleisch@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.delabat@stellenbosch.gov.za>; Barbara-Ann Henning <Barbara-Ann.Henning@stellenbosch.gov.za>
Cc: David Hanly <David.Hanly@westerncape.gov.za>; Nathaneal Jacobs <Nathaneal.Jacobs@westerncape.gov.za>
Subject: Comment on the latest draft of the Infrastructure Systems Analysis for the Greater Cape Town Region as well as an inter-municipal N1 Corridor spatial development scenario planning exercise

Dear Colleagues

Attached please find the latest draft of the Concept Note for the development of an Infrastructure Systems Analysis for the Greater Cape Town Region as well as an inter-municipal N1 Corridor spatial development scenario planning exercise.

Please could you provide comment on the Concept Note by the end of next week i.e. the 8th of March 2024.

(**Erica** and **Annelise**, this version of the Concept Note does not contain the changes which we discussed at our meeting earlier this morning.)

Thank you so much
Kind regards
Tania

Tania de Waal
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If you are not the intended recipient you may not copy or deliver this message to anyone."

"All views or opinions expressed in this electronic message and its attachments are the view of the sender and do not necessarily reflect the views and opinions of the Western Cape Government (the WCG). No employee of the WCG is entitled to conclude a binding contract on behalf of the WCG unless he/she is an accounting officer of the WCG, or his or her authorised representative. The information contained in this message and its attachments may be confidential or privileged and is for the use of the named recipient only, except where the sender specifically states otherwise.
If you are not the intended recipient you may not copy or deliver this message to anyone."

12 6 .2024

Concept Note for the preparation of a regional study which includes both an infrastructure systems analysis for the Greater Cape Town Region, and an inter-municipal spatial development scenario planning exercise for an area of the N1.

1. **Introduction**

The Spatial Planning and Land Use Management Bill was assented by the President on 2 August 2013 and gazetted on 5 August 2013 as the Spatial Planning and Land Use Management Act (Act No. 16 of 2013) commonly known as (SPLUMA) and came into effect on July 2015.The objective of the Act is to create a coherent regulatory framework for spatial planning and land use management for the entire country that will redress the imbalances of the past and promote social and economic inclusion.

SPLUMA is the vehicle that enables the practical implementation of government programmes and priorities through amongst others the National Spatial development Frameworks, which will assist in the spatial integration of key initiatives including, the National Development Plan (NDP), the New Growth Path, Strategic Infrastructure Projects, Integrated Urban Development Framework, National Transport Master Plan and Rural Development initiatives. The implementation of SPLUMA requires consideration of and responses to necessary institutional arrangements, human and material capacity, financial resources, and the management of risks at all spheres of government.

The National Spatial Development Framework identifies the three metropolitan areas of significance to develop Regional Spatial Development Frameworks to deal with specific matters pertaining to urbanisation and infrastructure development. The Regional study is of significance in that it gives effect to national and provincial policies, priorities, plans and planning legislation, as a result the Development of Greater Cape Metro Region study is of significance.

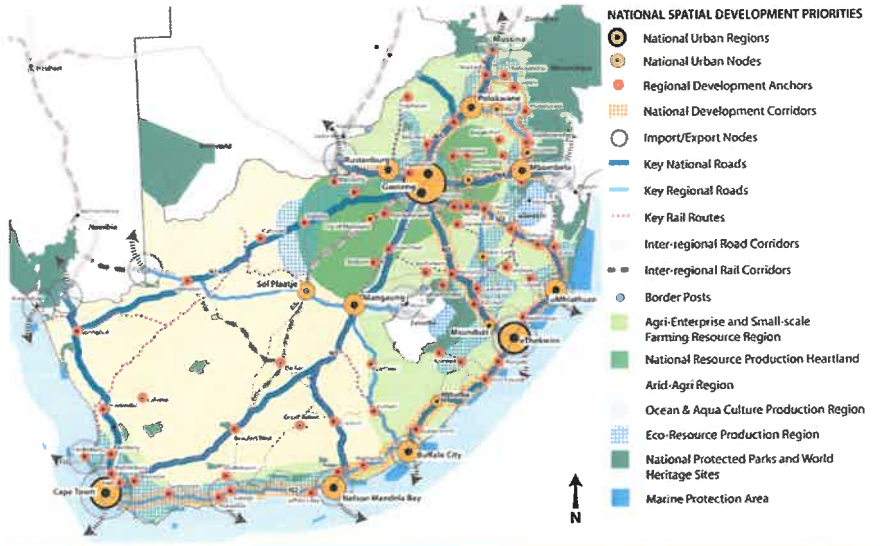
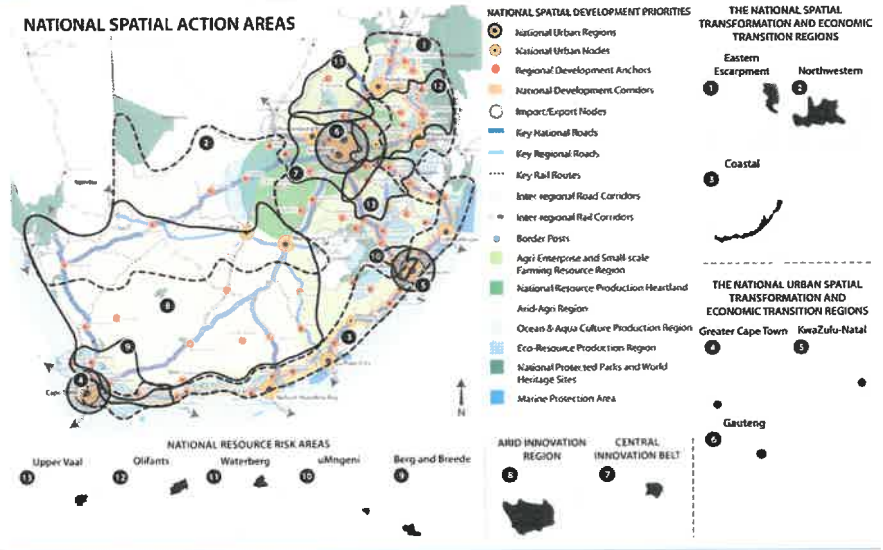
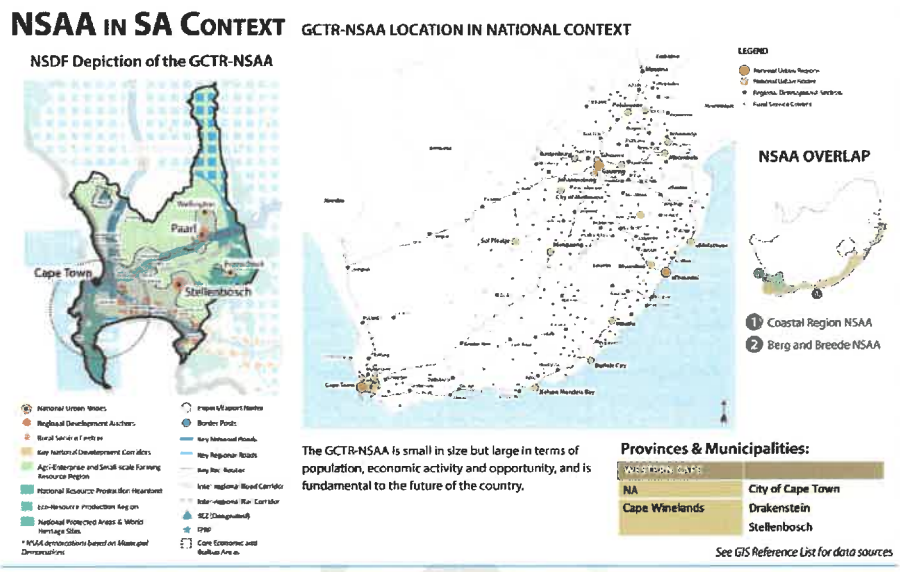


Figure 2. Represent the NSAA as defined in the NSDF.





In 2019 a Greater Cape Metro Regional Spatial Implementation Framework (GCMRSIF) was finalized. This Framework was approved as a Provincial Regional Spatial Development Framework in terms of the Western Cape Land Use Planning Act, 2014. The spatial extent of this Framework covered the City of Cape Town and 7 abutting municipalities. The purpose of this RSIF was to plan for the long-term strategic direction and co-ordination of the overall growth, spatial development, land use management and conservation of the Greater Cape Metro Region.

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The City of Cape Town, Stellenbosch and Drakenstein Municipalities, collectively referred to in this document as the Greater Cape Town Region (GCTR) make up a significant percentage of the provincial population. In 2020 and 2022 the GCTR made up 72.6% and 72.8% of the provincial population respectively. This percentage is set to increase to 73.6% in 2030 and 74.3% in 2035. Together with this share of the Provincial population, the GCTR holds a significant proportion of the Western Cape economy, namely 78.94% of GDPR (**Gross Domestic Product of Region**). As is to be expected given its share of the provincial population and the economic predominance of the GCTR, several "hotspots" have developed along the City of Cape Town's boundary, where growth both formal and informal threatens to spill over into the neighbouring municipalities. Furthermore, the built footprint of the City of Cape Town grew by 13 500 ha between 1990 and 2020, which is approximately double the 2020 total built footprint of Drakenstein Municipality and approximately 3 times the 2020 total built footprint of

Stellenbosch Municipality. It would be naïve to think that the growth of the City can be contained within its municipal boundary.

The pressures felt in the GCTR , are of such a nature that it has become necessary to supplement the GCMRSIF work and zoom into these municipalities specifically in order to understand current regional ecological resources and to understand limits to growth in terms of the infrastructure systems, as well as the spatial, cost and other implications of expanding such systems. In particular pressure for development is experienced along the N1 between Cape Town and Paarl. Subsequently there is a need to undertake a spatial development scenario planning exercise for an agreed upon area along the N1 between the City of Cape Town and Paarl. While growth in this area is inevitable, what is needed is to avoid ad hoc, incremental growth which spills in all directions and where decisions are made in isolation of one another. Ad hoc decision making in this growth corridor will have long- term implications, with trade-offs being made without the decision makers having the full picture. Furthermore, coordinated decision making as to where growth should be directed will assist in preserving valuable ecological and agricultural land as informed decisions can be made to direct growth away from these areas and into agreed upon development areas.

5.2. Background

Spatial planning is inclusive of how government and the private sector influence the distribution of people and activities in spaces of various scales. The following sectors constitute the spatial planning realm and includes land use, urban, community, regional, transport, economic and environmental planning. Spatial planning takes place on local, regional, provincial, and national spheres and results in the development of a spatial plan.

The Constitution of the Republic of South Africa read with the Spatial Planning and land use management Act requires National and provincial government, within available resources, to support and assist both provinces and municipalities in the performance of their spatial planning and land use management functions.

The DALRRD's strategic objective of which the Branch Spatial Planning and Land use Management (SPLUM), is mandated to effectively execute. The following have been identified as some of the problems which hinder the Department from effective and efficient delivery of its objectives:

- Lack of coherent spatial planning and land use management policies, principles, norms and standards for spatial development planning and land use management.
- Lack of coordination of different land development processes resulting in duplication of procedures relevant to land development.

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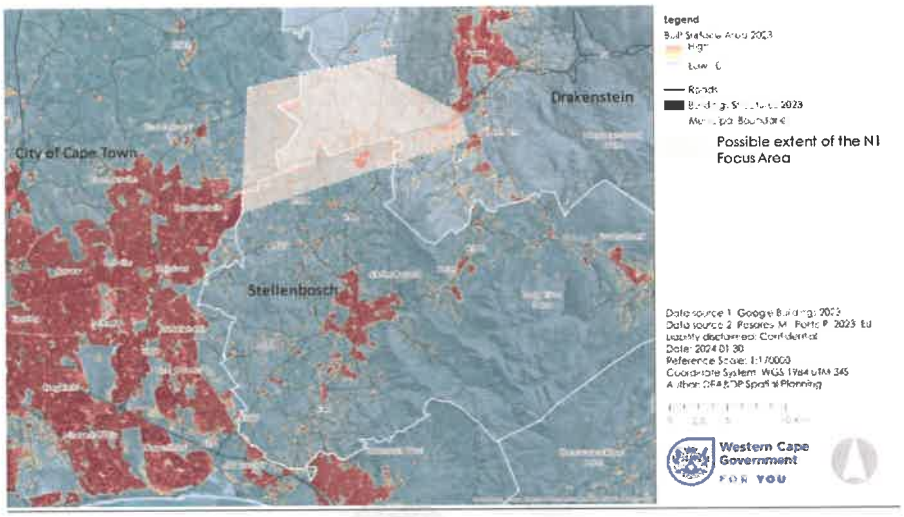
- Persistent spatial disparities and inconsistencies due to past spatial and regulatory imbalances.
- Inconsistencies and lack of uniformity in application procedures and decision-making structures for provincial and municipal authorities responsible for land use decisions.
- Spatial transformation objectives as contained in the NDP, NSDF and Medium-term Strategic Framework.

During the drafting of the Greater Cape Metro Regional Spatial Implementation Framework (GCMRSIF) an Intergovernmental Steering Committee (ISC) was established. After the adoption of this Framework as a Provincial Regional Framework the decision was made to continue with the ISC, with its focus firmly on the implementation of the project actions and to enable ongoing cooperative governance in the GCM Region. Over time the ISC has become increasingly aware of the pressures, both formal and informal, planned and speculative playing themselves out along the N1 and the boundary of the City of Cape Town, with Stellenbosch and Drakenstein. Should these pressures be left unmanaged or not addressed with a long-term view in mind, the result will be business as usual characterized by the incremental loss of agricultural resources as well as an increasing demand on access to infrastructure networks across boundaries.

This increased awareness of the pressures led to the Provincial Department of Environmental Affairs and Development Planning meeting with representatives from the City of Cape Town, Stellenbosch and Drakenstein municipalities. The purpose of these meetings was to determine if there was agreement to undertake joint planning between the three municipalities, with a particular emphasis on the N1 area between the City of Cape Town and Paarl. During the course of these engagements it came to light that the Department of Agriculture Land Reform and Rural Development had funding available to undertake a Regional Spatial Development Framework for the "Greater Cape Town Region", in line with one of the key actions contained in the Greater Cape Town Region National Spatial Action Area (GCTR NSAA). Given that a Greater Cape Metro Regional Spatial Implementation Framework (in essence serving the purpose of a RSDF) already exists, all parties concerned agreed that the funding could be better spent on further technical work in support of the GCMRSIF. This technical work involves an infrastructure analysis as well as a localized inter-municipal scenario planning exercise for an area incorporating part of the N1. (The extent of the N1 Focus Area will be agreed to prior to appointing consultants. A possible extent is reflected in the map below).



The intention with this work is not to undermine the spatial direction and value contained within the individual Municipal Spatial Development Frameworks, but instead it is acknowledging that in the long term, development will not respect municipal boundaries. Growth across municipal boundaries may necessitate the sharing of infrastructure. It is for this reason that the project will begin by understanding current regional infrastructure systems. This will be done by determining current infrastructure supply capacity, risks, constraints and opportunities as well as any planned investments in infrastructure for each of the infrastructure types, per municipality. The regional infrastructure types which will be assessed are water, energy, solid waste, waste water, national and provincial roads, passenger transport (including rail), rail in relation to freight, logistics and industrial development, rail for agriculture and ecological infrastructure.

6.3. Scope of the Project

The purpose of this Regional Study is to understand the infrastructure and related spatial planning implications of different scenarios for the growth and development of the Greater Cape Town Region. Fundamentally the study needs to determine the implications of different scenarios for the future development of the Greater Cape Town Region. This study is not the development of an RSDF but

Commented [ZM1]: This section will have to be re-worked to include some of the broader concepts around provisioning of services

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should rather be used to inform future iterations of the relevant municipal Spatial Development Frameworks. Ultimately, we want to understand the impacts of the growth choices that are made on municipal financial sustainability and ecological sustainability.

The scope of the project is for the development of a –Regional Study for the Greater Cape ~~Metro~~ Town Region addressing at least the following issues:

a. Residential densification in close proximity to employment nodes and the urban core of the Greater Cape Town Region; (residential development etc. are all n.b.)
b. Accommodating expected population growth towards 2050;
c. Spatial economic restructuring;
d. Intra-regional connectivity;
e. Urban sprawl mitigation measures;will be for one of scenarios
f. Protection of agricultural land for food security; for two of three scenarios
g. 'Focus-areas' for investment in education and skills development targeted at youth; and (not sure how this exercise will achieve this??)
h. Revisiting and customizing the level of social service provision to accommodate a polycentric nodal system for dense metropolitan regions (i.e., a customized 'Social Services Wheel' from the NSDF).
i. Develop a regional public transport strategy considering existing and planned provincial, metropolitan, and municipal initiatives that are in line with the proposed RSD~~SF~~ and that prioritises planned high-density residential development areas and employment nodes. (The PLTF is in the process of doing this – duplication. We will take this into account)

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The project is divided into two phases, each with a number of tasks. Phase 1 is building on the work undertaken in the GMRSIF which was based on an understanding of the underlying socio-economic, biophysical and built environment layers in the Region. This information will be used to inform the status quo of existing regional infrastructure systems such as water, waste water, energy generation etc., serving the three municipalities. Phase 2 focuses on what is needed in terms of infrastructure provision going forward, based on the three growth scenarios within the area along the N1.

The scope of the project will be to:

Understand and articulate the current infrastructure systems from a bulk and source perspective, within and across the City of Cape Town, Stellenbosch and Drakenstein Municipalities. Given the regional nature of this investigation the projects interest is in the sharing of resources and system reliance and dependencies between the 3 municipalities.

Understand and articulate the estimated future demand on regional infrastructure systems from a bulk and source perspective for the City of Cape Town, Drakenstein and Stellenbosch Municipalities, up until 2050.

To understand and articulate the estimated future supply side capacities for the City of Cape Town, Drakenstein and Stellenbosch Municipalities up until 2050,

To understand both the current and future capacity shortfalls / limits to growth in respect of regional infrastructure for the City of Cape Town, Drakenstein and Stellenbosch Municipalities up until 2050

In the second phase the anticipated demand on infrastructure services up until 2050 will be determined, using 3 different spatial growth scenarios. This will be followed by looking at anticipated supply and consequently any anticipated capacity shortfalls of infrastructure services for the three scenario's up until 2050.

The infrastructure systems which will be assessed from a regional perspective are:

- water,
- energy (including renewable),
- solid waste,
- waste water
- national and provincial roads,
- passenger public transport (including rail),
- rail in relation to freight and logistics and industrial development,
- rail for agriculture,
- ecological infrastructure.

3.1 Phase 1:

Task1:

Undertake a desk top analysis of infrastructure systems **per Municipality.** (This will include looking at Municipal Documents e.g Infrastructure Master Plans, as well as information from the relevant Provincial and National Departments and SOE's, Provincial Roads and Freight, SANRAL and ESKOM etc.)

Source and Supply of **Water**

- Current water sources and supply capacity (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs up until 2050

Energy Supply and Distribution Networks

- Current energy supply and distribution network capacity (including renewable energy) (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs up until 2050

Waste Disposal Sites

- Current waste disposal sites and capacity (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs up until 2050.

Waste Water

- Current waste water networks and treatment facilities (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs up until 2050.

National and Provincial Roads

- Analysis of current road network systems (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs up until 2050

Public Transport (including rail, bus and taxi)

- Analysis of existing regional bus, train and taxi service systems (Status Quo)
- Risks, constraints, opportunities, and priorities (Risk should include the continued ability to manage an asset)
- Planned investments for increasing capacity and associated costs up until 2050.

Rail in relation to **freight, logistics, industrial development** and **agriculture**

- Analysis of existing regional rail systems in relation to freight, logistics industrial development and agriculture. (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs up until

Ecological Infrastructure

- Assessment of existing ecological infrastructure capacity (Status Quo)
- Risks, constraints, opportunities, and priorities

- Planned investments for increasing capacity and associated costs over the next 10 and 20 years

There may be instances where a resource which serves one or more of the three municipalities in this study, is located in a different municipality all together. An example of this would be the water resource for the City of Cape Town located in Theewaterskloof Municipality.

Task 2

Using the information gathered in Task 1 above, the following should be determined:

- What are the current limits to growth in respect infrastructure supply
- What assumptions are made in respect of sharing resources/ bulk infrastructure between municipalities
- What possible conflicts exist in the plans
- What risks exist in the current allocation of responsibilities
- What possible scenarios can be implemented to accommodate the growth scenarios?

Phase	Description	Deliverable
Phase 1: Detailed Inception Report and Communication Plan	A project plan. The proposed methodology should indicate a detailed list of data to be gathered and how it will be processed. The methodology should also indicate the project milestones that will be used to measure the project progress. The Communication & Consultation Plan to include all stakeholders and engagements to be held	Inception Report including Project Plan and Consultation Plan.
Phase 2: Research, analysis and recommendations	To contact all the relevant and required officials and units within and outside government to obtain relevant information that is required for the project. Research local and international analysis; case studies, interviews and questionnaires with relevant parties is required.	Research Report and supporting material
Phase 3 Consultation and amendment	To consult with relevant stakeholders by means of a workshop and one on one meetings and amend research report	Amended Research Report

Commented [ZM3]: These are our generic project phases in our Terms of Reference, we will have to work it into this document

Phase 4 Draft Report and supporting material	To Draft Document	Draft Document and supporting material
Phase 5 Consultation and amendment	To consult the Draft document; ensure distribution of document and ensuring detailed inputs by relevant stakeholders are received.	Amended Draft document according to inputs
Phase 6 Final Report and supporting material	Finalised document	Final document and supporting material

Outcomes of Phase 1:

An understanding of:

- the current infrastructure plans and systems issues from a regional ~~perspective, a~~perspective, as well as the limits to growth within the current systems.
- The inter- dependencies in the system between the 3 municipalities and other roleplayers.

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3.2 Phase 2:

Task 1:

Determine the anticipated investments required in the water, energy (including renewable), waste disposal, waste water, national and provincial roads, passenger public transport (including rail), rail in relation to freight, logistics and industrial development as well as rail for agriculture, and lastly ecological infrastructure networks to accommodate the following spatial growth scenarios:

a. The first scenario is referred to as the "Compact growth scenario", which accommodates limited urban expansion opportunities adjacent to existing built up areas, using the SDF as a key informant.

b. The second scenario is the "Sprawl Scenario". This assumes that growth within this area is adhoc and driven by demand i.e. the growth does not respect MSDF's. In this scenario spatial limits i.e. high

potential agricultural land, ecological and heritage assets are not taken into account.

c. The third scenario is referred to as the Hybrid Growth Scenario. It is based on the sprawl scenario, but includes spatial limits to growth as a result of high potential agricultural land, as well as heritage and ecological assets.

For each of the three scenario's there will need to be assumptions made around population and household growth, their implications on future land use and ultimately infrastructure requirements.

Task 2:

Identify the step changes (significant increases) in infrastructure investment required for each of the three growth scenarios and by whom (including institutional implications). In addition, determine the location and spatial implications of the required regional infrastructure to serve this additional need up until 2050 and possible tradeoffs (for each of the 3 growth scenarios). If relevant determine the limits to growth based on a more detailed understanding of infrastructure provision.

Outcomes of Phase 2:

- An understanding of land use types per scenario
- Estimated high level infrastructure capital costs for each scenario in current terms - based on the proposed land uses.
- The land use trade-offs that will be confronted in each of the scenario's.
- For each scenario anticipated demand per infrastructure type
- For each scenario, a table indicating the anticipated supply per infrastructure type for the three municipalities.

7.4. **Skills required:**

Commented [ZM4]: We can perhaps use a table like the one below

No.	Skillset	Knowledge, experience, and expertise
1.	Spatial / Development Planning	• Minimum of fifteen (15) years post SACPLAN registration experience, including Land Use Management, spatial planning, and precinct planning. • Minimum of fifteen post SACPLAN registration (15) years' experience in development analysis and planning, and socio-economic profiling. • Experience in integrating land use management, environmental, heritage and sector planning (transport, human settlements, economic, etc.) with spatial planning. • Sound understanding of the SPLUMA
2.	Project management	• Proven management skills for projects of similar scope and character. • The ability to manage the process and ensure coordination, integration and alignment of plans, policies, and strategies of all spheres of government. • Experience in innovative public participation at a municipal level. • Report writing and facilitation skills. • The ability to produce thorough, readable, and informative reports and other material. • The project manager should be a Professional Planner registered with SACPLAN.
3.	Spatial Planning (Registered Town Planner	• At least 3 registered professional planners with 7 years' post registration experience each and expertise in spatial planning practices of a similar scale and nature
4.	GIS	• Technical skills to develop maps and other spatial information. • Geographical information handling, analysis, and interpretation skills; and • Understanding of GIS applications and spatial data queries.

No.	Skillset	Knowledge, experience, and expertise
5.	Engineering	• Minimum of 10-years post qualification experience, including integrated infrastructure demand analysis and planning, capital project investment planning, analysis, prioritization, and budget planning. • Proven experience and knowledge of the full lifecycle of infrastructure planning and design including project conceptualization, master planning, project preparation and project readiness, infrastructure delivery systems. • Knowledge of municipal powers and functions, service delivery and governance related legislation. • Knowledge and experience in municipal engineering services.
6.	Environmental management	• Sound knowledge of environmental legislation, institutional structures and environmental assessment and management practice. • Proven competence to analyse the environment in such a way as to identify significant issues, problems and characteristics and distinguish between underlying causes and superficial symptoms. • Proficiency in integrating and coordinating significant components of both the socio-economic and biophysical environments in such a way as to evaluate options and trade-offs and facilitate sound decision making; and • The ability to offer innovative solutions to address any identified issues in the municipal area.

No.	Skillset	Knowledge, experience, and expertise
7.	Economic development	• Ability to utilize existing policies pertinent to economic and regional development to supplement the SDF. • Experience in urban development, the economics of development regulations and public private partnerships. • Understanding of local government's role within the regional economy as well as the main cross border relationships with adjacent municipalities. • Demonstrated understanding the relationships between various economic variables and the environmental, social and infrastructure contexts; and • The ability to offer innovative solutions to address any relevant issues identified in the municipal area.

Commented [TdW5]: We need a municipal financial implications of engineering infrastructure,, not an economist. See MBGOS.

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- Project Management
- Town Planning Specialist /Team Leader – with experience in scenario planning & spatial planning
- GIS
- Civil Engineering – Municipal Infrastructure Specialists with knowledge of Electricity, Waste Water, transport planning, Water and Waste management planning
- Municipal Financial Planning Specialist

8.5. Estimated budget

R 1070000 for Phase 1

R 2 000 000 for Phase 2

Total Estimated Cost: R32 7000 000

6. ~~Timeframes~~ Project duration and payment milestones

PHASES	% PAYABLE	TIME FRAMES	SUBMISSION/ OUTPUT
Phase 1: Inception report	5%	2 weeks	Final inception report

		-	Stakeholder Engagement Plan
Phase 2: Regional Situational Analysis and Regional Spatial Vision and Development Principles	20%	3 months	Spatial Analysis and Proposal Report and Consultation report.
Phase 3: Draft Greater Cape Regional study	30%	4 months	Draft Regional study Report
Phase 4: Consultation on Draft Greater Cape Regional study	25%	4 months 2 weeks	Full Consultation Report and Amended Draft regional study
Phase 5: Final Comprehensive Greater Cape Regional study	15%	3 months	Final Comprehensive Draft Regional study document Final Implementation Framework Regional study Summary report
Retention	5%	-	-
Total	100%	15 months	-

9.

~~To be determined~~

~~Year 1 – Phase 1 (6 months) and Phase 2 (6 months)~~

~~Year 2 – Phase 2 (12 months)~~

End June 2025

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29.02.2024

Concept Note for the preparation of both an infrastructure systems analysis for the Greater Cape Town Region, and an inter-municipal N1 Corridor spatial development scenario planning exercise.

1. Introduction

The City of Cape Town, Stellenbosch and Drakenstein Municipalities, collectively referred to in this Concept Note as the Greater Cape Town Region (GCTR / Region) make up a significant percentage of the provincial population. In 2020 and 2022 the GCTR made up 72.6% and 72.8% of the provincial population respectively. This percentage is set to increase to 73.6% in 2030 and 74.3% in 2035. Together with this share of the Provincial population, the GCTR holds a significant proportion of the Western Cape economy, namely 78.94% of GDPR. It stands to reason that this pattern will continue into the future and that any planning for this growth needs to happen with an inter-governmental spatial focus.

As is to be expected given its share of the provincial population and economic predominance of the GCTR, several "hotspots" have developed along the City of Cape Town's boundary, where growth both formal and informal threatens to spill over into the neighbouring municipalities. Furthermore, the built footprint of the City of Cape Town grew by 13 500 ha between 1990 and 2020, which is approximately double the 2020 total built footprint of Drakenstein Municipality and approximately 3 times the 2020 total built footprint of Stellenbosch Municipality. It would be naïve to think that the growth of the City can be contained within its municipal boundary. Consequently any long-term planning to accommodate growth cannot be limited to within a particular municipal area. This growth needs to be planned for and directed into the most appropriate areas, which may well include areas outside of the City of Cape Town's jurisdiction.

In 2019 a Greater Cape Metro Regional Spatial Implementation Framework (GCMRSIF) was finalized. The spatial extent of this Framework covered the City of Cape Town and 7 abutting municipalities. The purpose of this RSIF was to plan for the long- term strategic direction and co-ordination of the overall growth, spatial development, land use management and conservation of the Greater Cape Metro Region. However the pressures felt in the three municipalities, referred to in this Concept Note as the Greater Cape Town Region, are of such a nature that it has become necessary to supplement the GCMRSIF work and zoom into these municipalities specifically in order to understand current regional ecological resources and infrastructure systems that support development. In addition it is necessary to understand limits to growth within these current systems and the spatial, cost and other implications of expanding such systems.

Within this Greater Cape Town Region significant pressure for development is being experienced along the N1 corridor. Subsequently there is a need to undertake an N1 corridor scenario planning for growth exercise across the three municipalities. The various scenarios will consider options in respect of infrastructure systems and trade-offs with respect to land uses; e.g. urban and agricultural land. While growth in this area is inevitable, what is needed is to avoid ad hoc, incremental growth which spills in all directions and where decisions are made in isolation of one another. Ad hoc decision making in this growth corridor will have long- term implications, with trade-offs being made without the decision makers having the full picture. Furthermore, coordinated decision making as to where growth should be directed will assist in preserving valuable ecological and agricultural land as informed decisions can be made to direct growth away from these areas and into agreed upon development areas.

The intention with this work is not to undermine the spatial direction and value contained within the individual Municipal Spatial Development Frameworks, but instead it is acknowledging that in the long term, development will not respect municipal boundaries. For this reason we need to jointly agree on a long-term plan for the area and understand the implications of this growth on infrastructure provision at the bulk supply level.

2. Background

During the drafting of the Greater Cape Metro Regional Spatial Implementation Framework (GCMRSIF) an Intergovernmental Steering Committee (ISC) was established. After the adoption of this Framework as a Provincial Regional Framework the decision was made to continue with the ISC, with its focus firmly on the implementation of the project actions and to enable ongoing cooperative governance in the GCM Region. Over time the ISC has become increasingly aware of the pressures, both formal and informal, planned and speculative playing themselves out along the N1 and the boundary of the City of Cape Town, with Stellenbosch and Drakenstein. Should these pressures be left unmanaged or not addressed with a long-term view in mind, the result will be business as usual characterized by the incremental loss of agricultural resources as well as an increasing demand on access to infrastructure networks across boundaries.

This increased awareness of the pressures led to the Provincial Department of Environmental Affairs and Development Planning meeting with representatives from the City of Cape Town, Stellenbosch and Drakenstein municipalities. The purpose of these meetings was to determine if there was agreement to undertake joint planning between the three municipalities, with a particular emphasis on the N1 Corridor. During the course of these engagements it came to light that the Department of Agriculture Land Reform and Rural Development had funding available to undertake a Regional Spatial Development Framework for the "Greater Cape Town Region", in line with one of the key actions contained in the Greater Cape Town Region National Spatial Action Area (GCTR NSAA). Given that

a Greater Cape Metro Regional Spatial Implementation Framework (in essence serving the purpose of a RSDF) already exists, all parties concerned agreed that the funding could be better spent on further technical work in support of the GCMRSIF. This technical work should involve an infrastructure analysis as well as a localized inter-municipal scenario planning exercise for the N1 Corridor. (The extent to which will be agreed to prior to appointing consultants)

3. Scope of the Project: Infrastructure Systems Analysis

The project is divided into two phases, each with a number of tasks. Phase 1 is focused on the existing infrastructure systems that serve the 3 Municipalities and Phase 2 focuses on what is needed in terms of infrastructure provision going forward, based on various growth scenarios within the N1 Corridor.

The scope of the project will be to understand and articulate the infrastructure systems from a bulk and source perspective, within and across the City of Cape Town, Stellenbosch and Drakenstein Municipalities. Given the regional nature of this investigation the project's interest is in the sharing of resources and system reliance and dependencies between the 3 municipalities. In the second phase the limits to growth and the scale of additional capacity needed to accommodate growth will be determined. This task will largely be based on a desk-top analysis and interviews with role-players. The desired output is to provide a base on which to build a regional capital investment (inter-governmental) framework.

The infrastructure systems which will be assessed from a regional perspective are:

- water,
- energy (including renewable),
- waste disposal,
- national and provincial roads,
- passenger public transport (including rail),
- rail in relation to freight and logistics and industrial development,
- rail for agriculture,
- ecological infrastructure.

3.1 Phase 1:

Task1:

Determine if there is any precedent nationally or internationally for undertaking an infrastructure systems analysis and estimation of infrastructure network requirements from a regional perspective

- Assess methodologies and outcomes
- Document lessons learned (both successes and failures)

Task 2:

Undertake a desk top analysis of relevant national and provincial policies and strategies to determine what, if any, their implications may be for infrastructure systems analysis applicable to a region - this analysis should include looking at the NSDF, the NSAA, the PSDF, GCMRSIF, EIIF, the PLTF (?), the WC Sustainable Water Management Plan, the WC Infrastructure Framework

Task 3:

Undertake a desk top analysis of infrastructure systems **per Municipality.** (This will include looking at Municipal Documents e.g Infrastructure Plans, as well as information from the relevant Provincial and National Departments and SOE's. (Provincial Roads and Freight, SANRAL and ESKOM etc.)

Source and Supply of Water

- Current water sources and supply capacity (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

Energy Supply and Distribution Networks

- Current energy supply and distribution network capacity (including renewable energy) (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

Regional Waste Disposal Sites

- Current regional waste disposal sites and capacity (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

National and Provincial Roads

- Analysis of current road network systems (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

Public Transport (including rail, bus and taxi)

- Analysis of existing regional bus, train and taxi service systems (Status Quo)
- Risks, constraints, opportunities, and priorities (Risk should include the continued ability to manage an asset)
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

Rail in relation to freight, logistics, industrial development and agriculture

- Analysis of existing regional rail systems in relation to freight, logistics industrial development and agriculture. (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

Ecological Infrastructure

- Assessment of existing ecological infrastructure capacity (Status Quo)
- Risks, constraints, opportunities, and priorities
- Planned investments for increasing capacity and associated costs over the next 5, 10 or 20 years

There may be instances where a resource which serves one or more of the three municipalities which form part of this study, is located in a different municipality all together. An example of this would be the water resource for the City located in Theewaterskloof Municipality.

Task 4:

Using the information gathered in Task 3 above, the following should be determined:

- What are the current capacity shortfalls / limits to growth in respect infrastructure supply
- What assumptions are made in respect of sharing resources/ bulk infrastructure between municipalities
- What possible conflicts exist in the plans
- What risks exist in the current allocation of responsibilities

Outcomes of Phase 1:

An understanding of:

- the current infrastructure plans and systems issues from a regional perspective, as well as the limits to growth within the current systems.
- The inter- dependencies in the system between the 3 municipalities **and** other roleplayers.

NOTE
Studies, plans, documents available will be shared – extensive work has been done on the water systems in the region, for example.

3.2 Phase 2:

Task 1:

Determine the anticipated investments required in the water, energy (including renewable), waste disposal, national and provincial roads, passenger public transport (including rail), rail in relation to freight, logistics and industrial development as well as rail for agriculture, and lastly ecological infrastructure networks to accommodate the following spatial growth scenarios:

a) using current 20-year population estimates for the Greater Cape Town Region, as well as settlement growth as planned for in the three MSDFs (Municipal Infrastructure Master Plans should already accommodate this growth), highlight the assumptions/ dependencies on other municipalities or on shared resources/ infrastructure implicit or explicit in these plans and determine any possible conflicts between the various municipal plans. (This is referred to as the **MSDF scenario**)

b) using current 20-year population estimates for the Greater Cape Town Region and settlement growth (formal, informal, speculative) that may not respect the MSDFs and follow a more outward growth scenario into the spaces in-between the urban centres between these municipalities; such as along the N1 and on the edges of the City of Cape Town, identify what demands would be made on resources, infrastructure systems and which municipalities will be required to service this form of urban growth. (This is referred to as the **Organic growth scenario/ Business as Usual growth scenario**)

c) using current 20-year population estimates for the Greater Cape Town Region and known or likely pressures for development (residential, commercial etc.) in areas between Cape Town, Drakenstein and Stellenbosch e.g. the proposals for the Cape Winelands Airport, develop a proposed spatial scenario of anticipated growth in the Region, with reference to agricultural, ecological and heritage assets and identify trade-offs in the interests of settlement and servicing efficiencies within the

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Region. The task here is to identify what demands would be made on resources, infrastructure systems and on which municipalities to service this form of urban growth. (**Hybrid growth scenario 1** – respecting the spatial limits defined by agricultural, ecological and heritage assets)

d) using the Hybrid Growth Scenario 1 plus 50% of population growth estimated for the rest of the Province (i.e. excluding the identified region), and known or likely pressures for development (residential, commercial etc.) in areas between Cape Town, Drakenstein and Stellenbosch e.g. the proposals for the Cape Winelands Airport, develop a proposed spatial scenario of anticipated growth in the Region– with reference to agricultural, ecological and heritage assets and identifying trade-offs in the interests of settlement and servicing efficiencies within the Region. The task here is to identify what demands would be made on resources, infrastructure systems and to determine which municipalities would be required to service this form of urban growth. (**Hybrid growth scenario 2**)

Task 2:

Identify the step changes (significant increases) in infrastructure investment required for each of the four growth scenarios and by whom (including institutional implications). In addition, determine the location and space requirements, and spatial implications of the required regional infrastructure to serve this additional need over 10, 15 and 20 years, and possible tradeoffs (for each of the 4 growth scenarios). If relevant determine the limits to growth based on a more detailed understanding of infrastructure provision.

Task 3:

Prepare a cost benefit analysis comparing the four scenarios referred to above .

Outcomes of Phase 2:

An understanding of:

- The "step change" infrastructure investments required for each of the four growth scenarios and by whom (including institutional implications)
- The location, space requirements and spatial implications of the required infrastructure per scenario
- A spatial scenario to accommodate the Region's current share of provincial population growth.
- The potential impacts of the various development projects being proposed, both from a spatial and infrastructure perspective.
- A spatial scenario to accommodate an increase in the Regions share of provincial population growth.
- Estimated costs for each scenario in current terms
- Create the basis for a shared understanding between the three municipalities and the Western Cape Government on what must be done to guide and coordinate urban growth along the N1, and the investment required by whom.
- A clear understanding of land use trade-offs that will be confronted.

4. Skills required:

- Project Management
- Town Planning Specialist – with experience in scenario planning & spatial planning
- Civil Engineering – Municipal Infrastructure Specialists with knowledge of Electricity, Water and Waste management planning
- Municipal Financial Planning Specialist

5. Estimated budget

R 700 000 for Phase 1

R 2 000 000 for Phase 2

Total Estimated Cost: R2 700 000

6. Timeframes

To be determined

Year 1 – Phase 1(6 months) and Phase 2 (6 months)

Year 2 – Phase 2 (12 months)

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APPENDIX O

STELLENBOSCH
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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

DIRECTORATE: PLANNING AND ECONOMIC DEVELOPEMNT
DEPARTMENT: DEVELOPMENT PLANNING

TECHNICAL SPECIFICATIONS AND CONDITIONS

DESCRIPTION OF THE GOODS AND / OR SERVICES

TERMS OF REFERENCE

PROVISION OF PROFESSIONAL SERVICES FOR THE DEVELOPMENT OF LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF) PLANS FOR IDENTIFIED NODES THAT ADDRESS LOCALISED PLANNING AND DEVELOPMENT OUTCOMES FOR STELLENBOSCH MUNICIPALITY

1. INTRODUCTION:

1.1 The Stellenbosch Municipality's Department: Development Planning, within the Directorate: Planning and Economic Development, aims to procure the services of a suitable and experienced Service Provider to compile a series of Local Community Investment Plans in the form of Local Spatial Development Frameworks ("LSDF's") for the Stellenbosch Municipality.

1.2 The intention of this bid is to compile and ensure that the following Localised Planning & Development Outcomes are address through:
(a) Spatial and Design Frameworks, Plans and Strategies;
(b) Economic Development Intervention Business Plans;
(c) Social Service Delivery Plans and Interventions; and
(d) Innovative and Interactive engagement and Public Participation Processes.

1.3 Priority nodes to be specified by Stellenbosch Municipality.

2. BACKGROUND:

2.1 Spatial planning is a high-level planning process that is inherently integrative and strategic and must be taken into account as a wide range of factors and concerns

and addresses the uniquely spatial aspects of those concerns. The action(s) of spatial planning aims to:

- Enable a vision and consistent direction for the future of the municipal area based on evidence, local distinctiveness, and community-derived objectives.
- Translate this vision and direction into a set of policies, priorities, programmes, and land allocations together with the public sector resources to deliver them.
- Create a framework for private investment and regeneration that promotes economic, environmental, and social well-being.
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

In essence, it entails more than spatial planning; it provides a key role in providing a long-term framework for development and coordinating policies across sectors. By so doing, effective spatial planning helps to avoid the duplication of efforts by the government and can assist in the coordination of sectoral policies to ensure maximum positive impact from the investment of resources to achieve the spatial vision as agreed to by all stakeholders.

2.2 Spatial planning is critical for delivering economic, social and environmental benefits by creating more stable and predictable conditions for investment and development, securing community benefits from development, and promoting prudent use of land and natural resources for development. Spatial planning is therefore an important lever for promoting sustainable development and improving the quality of life.

2.3 Integrative Spatial Planning is informed by universal planning approaches and concepts; normative - and developmental planning principles, norms and standards. These informants provide clarity on the scope and focus for achieving spatial planning outcomes/benefits for creating positively performing areas which are generally regarded as successful and liveable settlements.

2.4 The characteristics of a desirable and successful settlement tend to be:

- Integrated and connected,
- Inclusive,
- Convenient,
- Resilient and adaptable,
- Efficient,
- Safe and healthy,
- Economically supportive, and
- Characterful and aesthetically pleasing.

2.5 One of the legislated spatial planning system tools is a Spatial and / or Local Spatial Development Framework - a strategic and integrated spatial planning policy -, that

must outline specific arrangements for prioritisation, mobilising, sequencing and implementing public and private infrastructural and land development investment in the priority spatial structuring areas as identified in these spatial development frameworks to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of the government.

3. STUDY AREA:

Stellenbosch Municipality is located in the heart of the Cape Winelands, a highly valued cultural landscape with globally important natural habitats. The municipality is bounded to the east and south by the Drakenstein, Wemmershoek and Limietberg mountain ranges. The Hottentots Holland range (i.e. Stellenbosch, Jonkershoek and Simonsberg Mountains) and the Bottelary Hills form the backdrop to the town of Stellenbosch itself. These mountains, and the fertile agricultural valleys which they shelter, are key elements contributing to the sense of place of the municipal area. Significant portions of the municipality fall within globally recognised biosphere areas with large tracts of land designated as public and private conservation areas.

Stellenbosch Municipality covers a geographical area of approximately 830km² with the main settlements being the historic towns of Stellenbosch (including Jamestown) and Franschhoek, and Klapmuts.

There are also several smaller rural nodes, including the Dwarsriver Valley (Pniel, Johannesdal, Kylemore and Groot Drakenstein), Lanquedoc, Lynedoch, Jonkershoek and Raithby. New nodes are emerging around agricultural service centres, for example, Koelenhof and Vlottenburg.

4. SCOPE OF WORK:

4.1 The aim of the bid is to procure the services of a suitable and experienced Service Provider for a three (3) year period, to compile a series of Local Community Investment Plans in the form of Local Spatial Development Frameworks ("LSDF's").

4.2 We suggest that the following towns be grouped together and focused on:

- **Dwars River Valley (Groot Drakenstein, Pniel, Kylemore, Johannesdal and surrounding rural areas)**

The Dwars River Valley comprises the small towns of Groot Drakenstein, Pniel, Lanquedoc, Johannesdal, and Kylemore, situated west and east of the R310 Helshoogte Road which links Stellenbosch town withthe R45 at Groot Drakenstein. The area is a wine and culinary destination, with an array of experiences and attractions, and has become an important part of the Stellenbosch Wine Route.

Groot Drakenstein is located at the intersection of the R310 to Stellenbosch and the R45 between Franschhoek and the N2. The area comprises of industrial land uses (a pallet factory, canning factory, and food preparation factory), vacant industrial land, office use,

community facilities (police station and clinic), agriculture, dwelling houses, rail station and sheds, and vacant and uncultivated land.

The previous MSDF identified the area as a location for development of a structured village node. Since then, significant planning work has been undertaken to determine how best to develop the village, considering its historic, socio-economic, environmental, and servicing context. In relation to land south of the R45, several development proposals have been generated over the last 15 – 20 years for the Boschendal landholding, through various planning processes. This comprised extensive development proposals which saw significant portions of the farm being proposed for various extensive residential developments, a retirement village, equestrian estate and other residential estate villages.

Pniel, Lanquedoc, Johannesdal, and Kylemore remain relatively distinct, with small scale farms within the urban edge of each. Agricultural trade and labour continue to feature strongly in these settlements, both in land use, and the well- being of people. Settlements contain numerous places of historic significance and the density of development is relatively low. Undeveloped land within the urban edge occur south of Pniel and in a corridor between Lanquedoc and Kylemore (these areas were defined as future development areas in the previous MSDF).

In the past few years a number of proposed developments for gated developments in the Dwarsriver Valley have been received, especially in Johannesdal and Kylemore.

- **Koelenhof:**

Koelenhof is located at the intersection of the R304 and M23, some 4km north of Stellenbosch town. The R304 provides access to the N1, and the M23 to Cape Town/ Kraaifontein in the west and the R44 (which leads to Klapmuts) in the east. The railway line (parallel to the R304) runs through the area.

A LSDF was prepared for Koelenhof in 2007. The LSDF proposed that the role of Koelenhof be that of a mainly agricultural hamlet with limited residential and industrial uses (to help its residents and some from Stellenbosch). The area within the urban edge of Koelenhof comprises some 196ha.

Stellenbosch Municipality has in the past few months received numerous land use applications for proposed developments within the Koelenhof node which will change have a huge impact of the character of the node.

- Meerlust / La Motte / Wemmershoek (Bosdorpe)
- Jonkershoek
- Muldersvlei
- Vlottenburg / Spier / Lynedoch
- Raithby

La Motte:

La Motte is a former forestry village situated on the Roberstvlei Road, some 5km west of Franschhoek. It serves as a place of living for workers mostly engaged in agricultural work on surrounding farms. Situated in a valley 1km off the R45, it does not have a significant commercial component supported by passing trade.

Originally built to house forestry workers, the village is made up of the initial forestry worker dwellings and a range of community facilities. During the construction phase of the Berg River Water Scheme, some 80 new houses were built adjacent to the existing settlement to temporarily house construction workers (these houses are progressively transferred to identified beneficiaries on the municipal housing list).

Given the need for affordable housing in the Franschhoek valley, and following recommendations of the previous MSDF, studies were completed in 2017 to support the development of affordable housing on portions of state-owned land adjacent and proximate to the village. Rezoning from agricultural use to subdivisional area was to follow the initial studies. La Motte rural character should be respected in future development. It is intended to provide a range of housing types, including farm resident housing, GAP housing, and site and service housing.

Wemmershoek:

Wemmershoek is a former forestry village situated at the intersection of the R45 and R303, the rail line, and the confluence of the Berg and Franschhoek Rivers, some 6km west of Franschhoek. It serves as a place of living for workers mostly engaged in agricultural work on surrounding farms. It does not have a significant commercial component supported by passing trade.

Given its location, Wemmershoek offers real potential as a contained place of living and work. Much of this, however, relates to possible future maximisation and re-use of the sawmill site. In the absence of sustainable local work opportunities, it will remain a place of residence for people commuting elsewhere for work. As indicated in the previous MSDF, there is an opportunity to extend the village east of the R301. Ideally, this opportunity should not be explored unless in parallel with significant local employment generating land uses.

Jonkershoek:

The Jonkershoek Valley is a unique area characterized by intensive agriculture and natural beauty, currently experiencing a broad range of development. In 2015, a LSDF was approved by Council for a 61.8km² part of the valley bounded by the residential areas of Rozendal and Karindal.

The 2015 approved LSDF for Jonkershoek Valley divides the Jonkershoek Valley into four distinctive parts:

- An agricultural precinct comprising farms and smallholdings in the lower valley.
- A mixed-use precinct of state/parastatal facilities and housing in the central valley.
- A forestry precinct comprising the upper valley catchment and forestry area.
- A conservation and natural vegetation precinct comprising the Jonkershoek Nature Reserve in the upper valley.

While the LSDF contains proposals for all four areas, the focus is on the mixed-use precinct. The intent here is to formalize development in two nodes, preventing the loss of green space between or outside the nodes. A non-urbanised appearance of the nodes is promoted, with the settlement not replicating urban functions normally located in Stellenbosch town.

Muldersvlei:
Given its location in relation to regional routes, Muldersvlei Crossroads appears to have the potential for further formal settlement development. Ideally, it should be planned as part of a broader initiative related to the N1 corridor stretching from City of Cape Town to Drakenstein Municipality, including Klapmuts.

Vlottenburg:
Vlottenburg is located approximately 5km west of Stellenbosch town. Starting off as a processing node with Van Ryn Brandy Cellar and the Vlottenburg Winery, it steadily grew as a small residential node for a variety of income groups. The previous MSDF identified the area as a location for development of a structured village node.

In principle, it is believed that a structured village could be supported at Vlottenburg. It should, however, be inclusive in the opportunity provided, including a full range of housing types and local services. Critically, it should not proceed unless a more frequent, flexible public transport service can be provided along the Baden Powell-Adam Tas corridor.

Spier:
The village at Spier, abutting the R310, is part of the 620ha historic Spier Farm. Housing a 150-room hotel, conference centre, restaurants, and winery, the village component has become a centre for the arts, recreation, and tourist destination. Sustainability is of key importance to the entire farm operation, and active programs are in place to maintain the environment and associated communities.

Lynedoch:
Lynedoch is a unique settlement 3 named Lynedoch Eco Village 3 situated on the R310. The village is home to the Sustainability Institute, which offers a number of degree and other education and training programmes in partnership with the University of Stellenbosch and other organisations, a number of schools, guest facility, and residences. Development commenced almost 20 years ago, managed by a non-profit company called the Lynedoch Development Company (LDC). International and local development aid funders and local banks assisted to fund the development. Technical and institutional arrangements and procedures for the development of the village were structured to meet ecological, social and economic sustainability. The Lynedoch Home Owners Association (LHOA) was established to take primary responsibility for service delivery.

Raithby:
Raithby is a small rural settlement, situated in the heart of the agricultural area roughly defined by the, R44, Old Main Road to the west, Main Road through Firgrove, and Helderberg Village to the south.

Raithby is regarded as the settlement within the Municipality that most strongly retains its characteristic 19th century Mission Town structure and pattern. Raithby Road runs parallel to the river course, with long, narrow water erf plots still occupying the space between them. Houses are set hard up against Raithby Road (and Hendricks Street, which encircles the commonage) and their back gardens are open, cultivated areas leading down to the stream. A steep rise beyond the stream course creates a green, cultivated and agricultural backdrop against which the garden allotments are viewed. The two key institutional buildings are located above Raithby Road: the Methodist Church and the school. These are set against the gentle rise of the hill beyond. Between these buildings and the houses is

the commonage, which is an open area where the community can literally, and spatially, come together.

The Municipal Zoning Scheme contains a heritage overlay zone, framed to protect the historical significance of the remaining water erven and environs. The focus of the MSDF is to retain the unique characteristics of the settlement.

Nodes to be focused on at a later stage:

- Klapmuts
- Franschhoek

Please note that the LSDF for the Adam Tas Corridor as well as the ATC Overlay Zone was recently approved (2023) by Stellenbosch Municipality. The amended MSDF was approved in June 2023 with a few amendments/revisions that should be taken into account with the planning of the LSDFs of the different nodes.

4.2 The series of Local Spatial Development Frameworks must address the following Localised Planning & Development Outcomes through:

(a) Spatial and Design Frameworks, Plans and Strategies;
(b) Economic Development Intervention Business Plans;
(c) Social Service Delivery Plans and Interventions; and
(d) Innovative and Interactive engagement and Public Participation Processes.

4.3 The respective LSDF's must also comply with the requirements as stipulated in Section 9, 10 and 11 of the Stellenbosch Municipality: Bylaw on Municipal Land Use Planning, 2023; and Chapters 2 and 4 of the Spatial Planning & Land Use Management Act, Act 16 of 2013 ("SPLUMA").

4.4 The respective LSDF's should also include and take the approved Heritage Inventory Management Plan into account.

4.5 The respective LSDF's should also include and recognise the approved Inclusionary Housing Plan approved in 2023.

5. PROJECT DELIVERABLES:

5.1 The deliverables of the process will include:

a) An Inception Report, two weeks after appointment, inclusive of the project plan, for endorsement by the Project Manager of Stellenbosch Municipality (Manager: Spatial Planning)
b) Update of project plan when required, including payment schedule, milestones and deliverables.
c) Written monthly progress reports as per the template that will be provided to the service provider by the Project Manager.

d) The preparation of the Agenda and drafting, circulation, and corrections of minutes of any meeting or engagement within 5 working days after the event.

5.2 The deliverables must be submitted to Stellenbosch Municipality on the completion of the required work on the dates mutually agreed upon. All information, presentations, maps, etc. collected during the course of the project must also form part of the package (in electronic and hard copy format) submitted to the Municipality.

5.3 Technical Specifications:

a) All reports and other written documents, data and maps generated and submitted to the Municipality for consideration shall be prepared in English and in MS Word and PDF format.
b) Reports, documents and maps shall be branded as collectively agreed.
c) Reports, documents and maps shall be proofread and copy edited.
d) The reports, documentation and maps shall be supplied, electronically in an editable format for translation, updating and printing purposes.
e) All GIS information and maps must be prepared in ESRI suite of products – Arch View® or ArcGIS® or any subsequent releases. Both a pdf copy and the shape files (.shp) of the maps must be submitted electronically to the Municipality who will place the information and maps in the public domain.
f) Electronic and/or hard copies of all agendas, minutes and attendance registers pertaining to the project.
g) All presentations or other material presented during all stages of the project.

5.4 All documents and presentations that are to be submitted must be done using the Corporate Guidelines as prescribed by the Stellenbosch Municipality.

5.5 Only completed activities will be remunerated and payment will be subject to receipt of a detailed progress report or deliverable and in accordance with the approved project plan and stated milestones.

6. PROJECT MANAGEMENT, REPORTING AND MEETINGS:

It is required of the appointed service provider to report to the Project Manager - Manager: Spatial Planning who will be responsible for the management of the project on behalf of the Municipality. Meetings will take place either in person in suitable venues of the Stellenbosch Municipality or via MS Teams. No provision is to be made for catering.

6.1 **Administrative meetings** will be held throughout the process between the Lead Consultant and the Project Manager to discuss administrative matters to ensure effective service delivery and project management and adherence to contractually agreed-to project timelines and deliverables. The service provider will submit monthly project progress reports to the Project Manager.

6.2 **Workgroup meetings** to consult with municipal town planners and gain institutional memory as part of the compilation, verification and auditing process. These meetings will take place every second week or as otherwise mutually agreed to. The service provider shall be responsible for the taking, drafting and circulation of minutes / action notes.

6.3 **Project Management Team (PMT) meetings** will be held to assist the service provider throughout the process. The PMT will consist of the Senior Manager: Development Planning, the Manager: Spatial Planning, the Municipal GIS Technician and the Lead Consultant. As required, other stakeholders or municipal representatives will be invited to attend the PMT meeting. These meetings can also take the form of a workshop.

a) The PMT will monitor the progress of the project and will actively participate in it.
b) At the PMT issues will be discussed, proposals debated and direction of the project will be determined.
c) The PMT will meet every second month or as otherwise mutually agreed to.
d) The Municipality will chair and facilitate these meetings.
e) The service provider shall be responsible for Agendas and the taking, drafting and circulation of minutes.

7. COMPETENCIES OF SERVICE PROVIDER:

7.1 The bid requires the provision of professional services, that must at least include the services of a Professional Registered Town Planner at the South African Council of Planners (SACPLAN) and GIS Practitioner registered at the South African Geomatics Council as a GIS Practitioner.

7.2 The Lead Consultant must be a Professional Planner with at least ten (10) years of experience.

7.3 Service providers may have to employ other people to execute activities which require specific skills, whether professional and/or administrative which must be duly listed in order to substantiate the tender and bid pricing. However, the successful service provider is still responsible for the delivery of all services and the Municipality would not be bound by separate third-party agreements.

7.4 If any project team member is to be replaced after the submission of the tender, it will only be acceptable with written agreement by the Municipality.

7.5 The service provider will have sound knowledge and proven experience in similar type of projects in a Municipality within the Western Cape.

7.6 The project team members must be readily available and accessible for regular on-site meetings at Stellenbosch Municipality.

Minimum Required Expertise	Required Experience, Skills and expertise	Documents / Information Required
Lead Consultant	• Minimum of ten (10) years proven experience in the successful drafting of local spatial development frameworks • Minimum of five (5) years proven project management skills • Must be a Registered Professional Planner (SACPLAN)	• Name, ID No, Address, Business, Email Address, Professional registration details and number/s • Certified true copy of professional registration certificate of the individual • List and details of similar projects managed/worked on BY THE INDIVIDUAL (clarify role in project) spanning a period of not less than 10 years, including the names and contact details of the project clients, including details of own participation in each project. (NOT a company profile.)
GIS Practitioner	• Minimum of three (3) years' proven experience working within the GIS Environment • Must be a registered GIS Practitioner at the South African Geomatics Council	• Name, ID No, Address, Business, Email Address, Professional registration details and number/s • Certified true copy of professional registration certificate of the individual • List and details of similar projects managed/worked on BY THE INDIVIDUAL (clarify role in project) spanning a period of not less than 3 years, including the names and contact details of the project clients, including details of own participation in each project. (NOT a company profile.)

8. RESPONSIBILITY OF THE BIDDER:

The following broad roles and responsibilities apply to the Service Provider during the duration of this project:

a) Management of service provider team.
b) Attend and participate in all meetings, workshops, briefing sessions, etc.
c) Submission of all deliverables required and as per Inception Report.
d) Submission of monthly progress reports as per template.

e) Performing all tasks which is required to successfully complete the project.
f) Prepare documents for discussion and present at meetings.
g) Preparation of Agenda and drafting, circulation, and corrections of action notes / minutes of meetings.
h) No work must be undertaken, which is claimed to be additional and outside of the scope of this bid without the written approval of the Project Manager (Manager: Spatial Planning)

9. RESPONSIBILITY OF THE MUNICIPALITY:

The following broad roles and responsibilities apply to the Municipality during the duration of this project:

a) Contractual and financial control.
b) Project leadership and management of critical path aspects.
c) Sharing of GIS data and other land use right records.
d) Acceptance of all project deliverables.
e) Arrange the meetings, including the logistics such as invitations and booking of venues.
f) Chair and facilitate meetings.
g) Copying of documents as may be necessary prior to and after meetings.????
h) Any publications and associated costs related thereto.?????
i) Branding of products.
j) Strategic guidance and available documentation and information throughout the process.
k) Municipal officials will make themselves available for the various agreed meetings and will review and make comments on all draft documents as per the agreed schedules. A minimum of 10 working days should be provided for professional review.

10. PROJECT OR CONTRACT PERIOD:

The timeframe envisaged for the duration of the project(s) is 3 years. The project proposal must indicate the exact time frame and conform to this requirement.

11. RESPONSIVENESS OF QUALIFYING CRITERIA

Responsiveness in terms of this document refers to the bidder's adherence and compliance to the requirements set out in this section in order for the Municipality to evaluate their bid.

11.1 Administrative responsiveness:

a) Bid form must be properly received on the bid closing date and time specified on the invitation, fully completed, dated and signed in ink.
b) Submission of the bid documentation without removing any pages.

c) Submission of an original valid Tax Clearance Certificate, Business Registration Certificate e.g. CK1, certificate of incorporation and B-BBEE Status Level Verification Certificate.

11.2 Functional responsiveness:

a) Submission of **resumes** of project team members to be allocated to the project with supporting evidence to clearly illustrate that the member complies with the competencies set out herein, a description of their technical competence in relation to the project's objectives and track record of relevant expertise (number of projects) and years' experience. In order for points to be allocated to the bidder, the qualifications of the nominated team member must be relevant to the nature of the work and the number of years' experience related to the nature of the work required should be clearly indicated. Provision of documentary evidence and detailed information regarding the required professional team members must be furnished in accordance with the stated requirements WITH YOUR BID SUBMISSION, failure of which will invalidate the bid. Any member of the proposed professional team whose submitted information fails to meet any of the minimum criteria, will invalidate this bid.

b) Outline of project **approach and methodology**. The proposed methodology and project plan must set out an approach which responds to the proposed scope of work and articulates what the bidder is offering to provide. The bidder must set out their understanding of the objectives of the work, giving the stated and implied requirements, highlighting issues of importance and explaining the technical approach that would be adopted to address these.

c) **Project Plan** detailing roll out of the project including a work breakdown structure that complies with the scope of work, i.e.:

   i. Detailed breakdown of the various tasks, key milestones, target dates and progress payments;
   ii. Schedule of project team members allocated to the project, their positions and designations and hours they will be involved in the project as well as hourly rates; and
   iii. Detailed breakdown of budget and cash flows for each of the components. Professional Fees will cover all technical work, including mapping and GIS capture, disbursements and specialist inputs. Direct costs include cost of subsistence, travel, accommodation, photocopies, printing, data, telephone, equipment, etc.

11.3 Functional responsiveness criteria applicable for this bid:

Functionality Criteria	Weighting Factors
Service Providers' Skills, Competencies and Experience	**40**
Qualification and registration as required of key members on project team 1. Town Planner - Professional registration with the South African Council for Planners (SACPLAN) 2. GIS Practitioner – Registration with the South African Geomatics Council	10
Professional Planner as Lead Consultant with proven project management skills	10
Experience in projects of similar scope and character to that envisioned i.e. the compilation of local spatial development frameworks (LSDFs)	10
Experience and expertise in GIS	5
Knowledge of the area and experience in a Municipality in the Western Cape	5
Interpretation of the terms of reference and quality of the methodology and project plan presented	**40**
Interpretation of the scope of work and clarity on understanding the brief and deliverables with a clear description of what the bidder is offering to provide	40
Ability to deliver expected product within timeframes stipulated	**20**
Detailed project plan and work breakdown structure indicating tasks, resources allocated and timeframes applicable, associated schedule of team members and associated detail breakdown of budget and cash flows and payment schedule	20
Total score:	**100**

12. PRICING SCHEDULE:

12.1 The Price Schedule for this contract is to be indicated as per the table below.

12.2 Ensure that the total of the Prices be carried to the Bid Form in this document, and the bid form signed. Failure to do so will invalidate your tender.

12.3 All information given in the Scope of Work must be considered for pricing.

12.4 All rates and prices in the Price Schedule are to be priced EXCLUSIVE of VAT, and VAT only added to the total of the Price column.

No	**Item**	**Unit**	**Quantity** (Proposed)	**Rate**	**Price** (Quantity Proposed X Rate)
1		hours		R	R
2		hours		R	R
3		hours		R	R
4		hours		R	R
Total of items above, EXCLUSIVE OF VAT					**R**
Add VAT @ 15%					R
Provisional sum allowed for disbursements					R
15% Contingencies (Budget of Municipality, and not Bidder for unforeseen matters)					R
Total Price Offer					**R**

12.6 This price (Price after VAT) on this page, must be the same price on the breaking down on prices as well as your price on you company's letterhead.

12.7 Non-adherence to these conditions will automatically lead to disqualification.

13. INTELLECTUAL PROPERTY:

13.1 Copyright, patent rights and other similar rights in any works, products or digital/spatial information created as a result of the performance of this tender and its assignments shall vest in and are hereby transferred to the Municipality, unless specifically agreed otherwise, in the form of individual written Agreement signed by both parties.

13.2 All information documents, digital/spatial information, records and books provided by the Municipality to the service provider in connection with the proposal or otherwise are strictly private and confidential. The Municipality reserves the right to disclose any information provided by the service provider to any of the employees of the Municipality.

14. DECLARATION OF CONFIDENTIALITY:

The service provider shall regard all information in, or in support of the project, as confidential and may not use any information for personal or 3rd party gain. All communication with the media regarding this project (if any) will be conducted through the communication component of the Municipality.

15. PENALTIES:

Failure to meet all the final deliverables by the delivery date will result in a deduction of a sum calculated on the delivered price of the delayed goods or unperformed services, using the current prime rate for each day of delay.

16. CONTACTABLE OFFICIALS FOR CLARIFICATION:

Enquiries can be addressed to:

16.1 Enquiries related to **Bid Documentation** can be directed to:

Name of Official	Tel. number	Email Address
SCM Practitioner	021 – 808 xxxx	

1.2 Enquiries related to this **Terms of Reference** can be directed to:

Name of Official	Tel. number	Email Address
Bernabe de la Bat	021 - 808 8653	Bernabe.delaBat@stellenbosch.gov.za

APPENDIX P

NR	PROPERTY DESCRIPTION	APPLICATION DETAILS	DATE OF APP	STATUS
1.	Farm 74/23 Stellenbosch	**a)** **Rezoning** of Portion 23 of the Farm 74 Nooitgedagcht from Agricultural and Rural to the following zonings and **Consent** use as indicated. - Portion A (approximately 3.80ha) to Multi-Unit Residential zone - Portion B (approximately 8.09ha) to Multi-Unit Residential zone - Portion C (approximately 9.03ha) to Multi-Unit Residential zone - Portion D (approximately 2.31ha) to Multi-Unit Residential zone - Portion E (approximately 3.72ha) to Local Business zone with a **Consent** for Place of Entertainment - Portion F (approximately 1.20ha) to Local Business zone with a **Consent** for Place of Education - Portion G (approximately 0.63ha) to Local Business zone - Portion H (approximately 0.55ha) to Local Business zone - Portion I (approximately 0.83ha) to Multi-Unit Residential zone (to allow for private road) - Portion J (approximately 1.59ha) to Public Roads and Parking zone **b)** **Subdivision** into 10 erven (portions) **c)** **Permanent Departure** (applicable to the Multi-Unit Residential portions only) to allow for a coverage of 60% in lieu of 50%.	Submitted 2023 Arch Town Planners	In Circulation
2.	Farm 1060 Stellenbosch (Malanshoop) Retirement Village	The proposed development will include the following: - 212 Group Housing Units (ranging between 205m²-588m² per unit) - 55 assisted living units and frail care centre - 195 Apartment/Row House units - Clubhouse and associated commercial facilities - Expansion of the existing St Vincent Primary School and development of a community sport centre with new sport facilities	NEMA application Guillaume Nel Environmental Consultants No land use app submitted	

		- Stormwater pond - Internal road infrastructure - Upgrade of an existing culvert to accommodate the 1:100-year flood line		
3.	Farm 65/43, Stellenbosch Devonbosch development	• **Rezoning** to Subdivisional Area to allow for the following uses: - Twenty two (22) Business Zone erven and approx 103 525m² in extent for purposes of shops and offices; - Eleven (11) Open Space Zone II erven (38 962m² in extent, for private open space purposes; - Eight (8) Transport Zone II erven (43. 644m²) for private road purposes; - One (1) Authority Zone erf (372m²) for purposes of o substation; - Remainder Road for public rood purposes; - The phasing of the development into fifteen (15) phases. • **Subdivision** to allow for the development in accordance with the subdivisional zone above; and inclusive of the registration of a servitude right of way over Killarney Drive in favour of Farm No. 65/9; Farm No. 65/20; Farm No. 66/3, Farm No.66/10 and Farm No. 1059, and an access servitude registered over portions 7 and 11, in favour of The Devonbosch MPOA, the Local Authority and Eskom. • **Consent Use** to allow for flats in a Business Zone I. • **Departure** to allow: - height restriction of 22m in lieu of 2 storeys for block of flats - coverage of 100% in lieu of 75% for blocks of flats; - setback from 6,5m to 0m; - to allow for 3.8 parking boys per 100m²total floor space in lieu of 4 parking bays per 100m²total floor space required for a business premises • **Temporary Departure** to permit showrooms, warehouses and fitment centre in a Business Zone I premise **<u>Application submitted in 2021:</u>**	Approved development First Plan Town Planners	Approved June 2020

		• Permission required in terms of a condition of approval, for the approval of the Site Development Plan (for Phase 2) for the Devonbosch Lifestyle Estate on Farm No. 65/43, Stellenbosch		March 2022
4.	Farm 74/48, Stellenbosch	**Consent Use** to permit a market (farmer's market) on a portion of Farm No. 74/48, Stellenbosch Division	TV3 consultants Submitted 2023	In circulation
5.	Farm 66/2, Stellenbosch	**Consent Use** for tourist facilities in order to accommodate the following: - to utilise the existing shed as a function venue with a terrace. - to utilise a portion of the existing barn as a restaurant and wine tasting facility with outside seating area.	Marike Bolz Submitted November 2023	In Circulation
6.	Nooitgedacht Village			

	Farm 74/20 Stellenbosch Koelenbosch residensiele ontwikkeling	**APPLICATION FOR PERMISSION REQUIRED IN TERMS OF CONDITIONS OF APPROVAL IN TERMS OF SECTION 15(2)(L) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BYLAW ON FARM NO. 74/20, STELLENBOSCH DIVISION** 1. The above application refers. 2. The duly authorised decision maker has decided on the above application as follows: 2.1 That the application in terms of Section 15(2)(l) of the Stellenbosch Municipal Land Use Planning Bylaw to obtain approval for the amendment of the Koelenbosch Country Estate Architectural and Landscape Architectural Design Guidelines for Farm No. 74/20, Division Stellenbosch; **BE APPROVED** in terms of Section 60 of the said Bylaw and subject to conditions of approval. 2.2 The approval is subject to the following conditions imposed in terms of Section 66 of said Bylaw: 2.2.1 The approval only applies to the application under consideration and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council or other legislation or Bylaws or Regulations that may be applicable. 2.2.2 The approval granted shall not exempt the applicant from complying with any other legal prescriptions or requirements that might have a bearing on the proposed use.		

		2.2.3 All building structures of the development be designed and undertaken to the satisfaction of the Municipality in accordance with the Architectural and Landscape Architectural Design Guidelines dated 1 November 2019, attached as **Annexure C.** 3.3 The reasons for the above decision are as follows: 3.3.1 The proposed amended Architectural and Landscape Architectural Design Guidelines are generally in line with the Stellenbosch Zoning Scheme By-Law and the approvals previously granted. 4. Matters to note: 4.1 Land use applications may be required in instances where proposals on individual properties are not aligned with the latest zoning scheme by-law and where departures were not previously granted. 5. You are hereby informed in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning Bylaw of your right to appeal the above decision to the Appeal Authority within 21 days from the date of notification of the above decision. Please note that no late appeals or an extension of time for the submission of appeals are permitted in terms of Section 80(1)(a) of the said By-Law.		
7.	Devonvale Gholfbaan Previously Farm 1512	**Please refer to letter attached to e-mail**		

8.	Farm 74/47	**Application withdrawn November 2023** Brief description of proposed development / intent of application: Amendment of 2003 conditions of approval relating to restrictions on areas to be used for business purposes in order to accommodate proposed enlargement of the shopping area currently existing on the site; amend the approved SDP as proposed in attached report. Page 4 of 7		

ZONING CERTIFICATE.

FARM 74 PORTION 47 (SUBDIVISIONS OF FARM NO. 74 PORTION 20), STELLENBOSCH DIVISION

It is hereby certified that the zoning of Farm No. 1594, Stellenbosch Division, in terms of the Zoning Scheme Regulations (PN 1048/1988) promulgated in terms of Section 8 of Land Use Planning Ordinance (No. 15 of 1985) is:

LOCAL BUSINESS ZONE

Primary Uses	Additional Uses (Technical Approval)	Consent Uses (Application Required)
Business premises (including a shop, market, restaurant, office) Clinic Flats Medical consulting rooms Public parking area Private road Occasional use (one event/year)	Tourist dwelling unit (in flat) Commune (in flat)	Commercial gymnasium Community residential building Conference facility Day care centre Extramural facility Filling station Guest house Hostel Hotel Liquor store Occasional use (more than one) Parking garage Place of education Place of entertainment Renewable energy structure Rooftop base telecommunication station Tourist accommodation establishment Welfare institution

FILE NR.

SCAN NR. F 74/47.5

COLLABORATOR NR:

STELLENBOSCH MUNICIPALITY
PLANNING AND DEVELOPMENT SERVICES
26 MAR 2020
RECEIVED

	Farm 74/20 Koelenbosch	1. Your emails to Premier Alan Winde refer. 2. The matter under discussion was stated in your correspondence as: *"even though we have always had our existing access from Bottelery road on the South Eastern side of our property, we stand to lose same as the Provincial Roads Engineer won't allow it in the event of a new development* *Although provision has been made for access through our neighbour's property by way of a Notarial Deed of servitude, this problem has and continues to be a limiting factor in us being able to sell our property.* *Please advise me as to the best way forward etc"* 3. The current zoning of Farm 74/13 (2,1ha) is Agriculture 1 and a ± 9157 m² portion has Industrial Zoning with special consent for Transport Usage in terms of the Stellenbosch Zoning Scheme Bylaw 2019. Farm 74/13 currently has access from Bottelary Road (Route M23 or Main Road 187) at a position ± 190 m west of the centreline intersection point with the R304 (MR 174). Both these roads are major arterial roads and the existing access is within the influence area of the intersection of the M23 and R304, and will have to be closed in future when the arterial roads are dualled. Alternative access will then have to be provided to Farm 74/13. 4. Although the Transport Infrastructure Branch currently has no development application for Farm 74/13 from Stellenbosch Municipality to comment on, this matter bears relevance with previous correspondence between this Department's Roads Branch and the Stellenbosch Municipality during the development of the adjacent property to the west – i.e. Farm 74/20 (now Koelenbosch Country Estate), which references access to your property. The letter of correspondence dated 20th March 2014 is attached herewith for ease of reference.		

2.2.3 All building structures of the development be designed and undertaken to the satisfaction of the Municipality in accordance with the Architectural and Landscape Architectural Design Guidelines dated 1 November 2019, attached as **Annexure C.**

3.3 The reasons for the above decision are as follows:

3.3.1 The proposed amended Architectural and Landscape Architectural Design Guidelines are generally in line with the Stellenbosch Zoning Scheme By-Law and the approvals previously granted.

4. Matters to note:

4.1 Land use applications may be required in instances where proposals on individual properties are not aligned with the latest zoning scheme by-law and where departures were not previously granted.

5. You are hereby informed in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning Bylaw of your right to appeal the above decision to the Appeal Authority within 21 days from the date of notification of the above decision. Please note that no late appeals or an extension of time for the submission of appeals are permitted in terms of Section 80(1)(a) of the said By-Law.

Please refer to final decision letter attached to e-mail.

9.	BL Williams Farm 74/13 Stellenbosch (Koelenhof)	**GEEN FORMELE AANSOEK OP ONS REKORDS IN DIE AFGELOPE PAAR JAAR INGEGEE** 1. Your emails to Premier Alan Winde refer. 2. The matter under discussion was stated in your correspondence as: *"even though we have always had our existing access from Bottelery road on the South Eastern side of our property, we stand to lose same as the Provincial Roads Engineer won't allow it in the event of a new development* *Although provision has been made for access through our neighbour's property by way of a Notarial Deed of servitude, this problem has and continues to be a limiting factor in us being able to sell our property.* *Please advise me as to the best way forward etc"* 3. The current zoning of Farm 74/13 (2,1ha) is Agriculture 1 and a ± 9157 m² portion has Industrial Zoning with special consent for Transport Usage in terms of the Stellenbosch Zoning Scheme Bylaw 2019. Farm 74/13 currently has access from Bottelary Road (Route M23 or Main Road 187) at a position ± 190 m west of the centreline intersection point with the R304 (MR 174). Both these roads are major arterial roads and the existing access is within the influence area of the intersection of the M23 and R304, and will have to be closed in future when the arterial roads are dualled. Alternative access will then have to be provided to Farm 74/13. 4. Although the Transport Infrastructure Branch currently has no development application for Farm 74/13 from Stellenbosch Municipality to comment on, this matter bears relevance with previous correspondence between this Department's Roads Branch and the Stellenbosch Municipality during the development of the adjacent property to the west – i.e. Farm 74/20 (now Koelenbosch Country Estate), which references access to your property. The letter of correspondence dated 20th March 2014 is attached herewith for ease of reference.		

4.1 Please refer to paragraphs 3.2 and 3.3. As indicated, future access will be solely via Bottelary Road (MR 187) as access from the R304 (MR174) via the Old Bottelary Road will be closed and replaced by a municipal street system.

4.2 In paragraph 3.4.1 specific reference is made to future access to Farm 74/13 by way of a registered Servitude Right of Way (SROW) across Farm 74/20 in case of future development on Farm 74/13. Stellenbosch Municipality facilitated negotiations between property owners for such SROW to be in line with development planning for the area. This resulted in the Notarial Deed of Servitude of 11 July 2018 between Koelenbosch Country Estate Property Owners' Association and BL Williams Construction Company in favour of Farm 74/13.

5 It should also be noted that the farms cited in the attached letter need to be viewed in the following context:

5.1 They are situated in the Koelenhof Urban growth node (Stellenbosch SDF).

5.2 A future road interchange is planned at the MR174/MR187 intersection, which will have access and building restriction implications for properties within the influence area of the future interchange's road reserve.

5.3 The registered SROW must be viewed in context with the municipal street network masterplan.

5.4 Any planned developments on these farms resulting in land use changes or rezoning e.g. from agricultural to residential or commercial, will have an impact on traffic generation and will require a Traffic Impact Assessment (TIA) in lieu of access arrangements to the provincial road network. The latter must be approved by the Branch Transport Infrastructure (as Roads Authority) of this Department.

6 Should the current land use activities on Farm 74/13, however, remain unchanged, the current access arrangements will remain until such time as applications for new development(s) are lodged with the municipality, and/or the provincial road authority makes amendments to its road network (e.g. the construction of the said interchange). Currently the Department has no record of any TIAs for Erf 74/13.

7 Should you have any further queries, please feel free to contact our Chief Director Road Planning, Mr Carl October at carl.october@westerncape.gov.za or 021-483 2000.

Yours sincerely

J GOOCH
HEAD OF DEPARTMENT
Date: 16 of 2023.

Farm No. 74/13, Stellenbosch, Province of the Western Cape

1. ZONING SCHEME PROVISIONS APPLICABLE TO THE SUBJECT PROPERTY

In accordance with the Stellenbosch Zoning Scheme Bylaw 2019, the base zone allocated to the above property, is:

AGRICULTURE AND RURAL ZONE

In terms of the provisions of the said Bylaw, this base zone may provide for the following Primary, Additional and Consent land uses:

PRIMARY USES PERMITTED	ADDITIONAL USES (Technical approval) Land development requiring technical approval in terms of Section 15 of the Stellenbosch Land Use Planning Bylaw, 2015	CONSENT USE (APPLICATION REQUIRED) Land development requiring approval in terms of Section 15 of the Stellenbosch Land Use Planning Bylaw, 2015
• Agricultural building (≤2000m²) • Agriculture • Dwelling house • Forestry • Natural environment • Occasional use (one event/year) • Private road • Polytunnel (≤2000m²) • Second dwelling • Employee housing (one unit)	• Agricultural building (>2000m²) • Agricultural industry (<2000m²) • Bed and breakfast establishment • Employee housing (exceeding one unit) • Guest house • Home day care centre • Home occupation practice • Polytunnel (≥2001m² and ≤5000m²) • Rooftop base telecommunication station • Tourist dwelling units • Tourist facility (existing buildings)	• Abattoir • Additional dwelling units (max 4) • Airfield • Airstrip • Agricultural industry (≥2000m²) • Camping site • Day care centre • Freestanding base telecommunication station • Helicopter landing pad • Intensive feed farming • Kennel • Market • Occasional use (> one event/year) • Plant nursery • Polytunnel (>5000m²) • Renewable energy structure • Service trade • Tourist accommodation establishment • Tourist facility (new buildings or exceeding threshold) • Any additional use exceeding the threshold set out in this chapter

APPENDIX Q

SCOPE OF WORKS AND REQUEST FOR PROPOSAL (RFP) FOR DESIGN, LAND USE, AND SERVICES FRAMEWORK (PRECINCT PLAN) FOR THE KOELENHOF LOCAL NODE (HAMLET), STELLENBOSCH.

Your company is herewith requested to submit a proposal for the preparation of an urban development framework that address the spatial, land use, and service delivery plans for the Koelenhof Node (Hamlet), Stellenbosch.

OVERVIEW

The municipality is receiving various development applications for new and extensive developments on large tracks of land within the Koelenhof node. The extent of new development rights currently sought in the node amounts to approximately 84ha of mixed uses consisting of a range of housing typologies, local businesses, industrial activities, and auxiliary land uses normally associated with developments of this nature. These development proposals do not take an integrated approach from a spatial planning, land use, and infrastructure investment perspective, and accordingly a wide range of factors and concerns being highlighted by the Municipality and the Provincial Road Authority (due to its location on the intersection of the R304 and Bottelary Roads) cannot be sufficiently addressed. The municipality and the roads authority, therefor is not in a position to evaluate and comment meaningfully on the applications without an overarching urban development framework. The urban development framework approach motivates the spatial logic, lays the foundation for a long-term framework for development, and it is assisted by coordinated sectoral policies to ensure maximum positive impact from investment of resources to achieve the spatial vision as agreed to by all stakeholders.

In terms of the Municipal Spatial Development Framework (MSDF), Koelenhof is identified as an emerging node, with key preconditions necessary to transform this node (±196ha in extent) and to further categorize it as a priority development area (PDA). Currently, Koelenhof is not defined as a priority development area and the municipality does not consider new capital investment requirements in the area within the 10-year planning horizon contained in the Capital Expenditure Framework (CEF). However, due to the emerging trend for significant private-led planned growth in the node over the medium to long-term, a long-term urban development framework unpacking the implications of the proposed and approved developments with respect to the provision of bulk services, the funding thereof and the possible phasing of implementation, is necessary in order for the municipality to consider reviewing and/or amending the MSDF and CEF. This spatial planning initiative requires public, and private land owners in the area to plan and coordinate development collectively to ensure appropriate infrastructure arrangements, which supports the development of Koelenhof into an inclusive, appropriately serviced community, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.

The Koelenhof Development Forum (KDF) is seeking proposals from qualified and interested parties to provide a comprehensive urban development framework that address the spatial, land use, and service delivery plans for the Koelenhof Node (Hamlet), Stellenbosch. The aim is to develop a sustainable, functional, and integrated development framework plan that aligns with the municipality's vision and strategic objectives contained in the council adopted spatial policies (MSDF, CEF) and other applicable sector master plans.

PROJECT TIMEFRAMES:

- Request for Proposal sent : 26 July 2024
- Parties to express interest : on or before 29 July 2024
- Project Information session : 31 July 2024 (Teams / Skype)
- Preparation period: Your proposal : 31 July to 7 August 2024
- Project Proposals to be submitted : on or before 12:00 on 7 August 2024
- Project Appointment : on or before 14 August 2024
- Project Completion : 15 November 2024

PROJECT SCOPE

Your proposal should address the following key components:

- A detailed spatial and development framework that encompasses residential, commercial, recreational, and social and community land uses, encompassing development areas already included in the urban edge as adopted in the Stellenbosch Spatial Development Framework (SDF), 2023.
- A land use plan that shows the land use demand for the current, individual developers' land use proposals, applications already submitted and approved by the Stellenbosch Municipality, including the consideration of social and community service delivery norms and standards requirements and how to optimises the available space and resources while promoting sustainable development over the next 20 year planning-horizon.
- A services framework that quantifies the infrastructure demand aiming to understand the specific infrastructure demand that the municipality (inclusive of the Provincial Roads Authority) has, and what will be needed to accommodate the planned growth in infrastructure planning for utilities (water, electricity, waste management, sanitation, & water), roads, transportation, and public amenities in the node over the defined planning-horizon.
- An investment demand and growth plan based on the infrastructure demand quantification and the capital expenditure funds required for the investment programme of the development of the Koelenhof node, apportioned to each of the stakeholders and relevant service providers, including the projects, preconditions for implementation, timeframes, project owner, implementing agent, etc.
- A strategic urban design framework for the node proposing the overarching set of guidelines that will support the implementation of the spatial concept.
- Adhere to the requirements set by Stellenbosch Municipality, facilitating the preparation of a Local Spatial Development Framework (LSDF) by council, for the Koelenhof Local Node in the near future.

The following disciplines should be addressed in and form part of the project:

- Environment;
- Heritage;
- Urban Design;
- Town Planning;
- Transportation Engineering;
- Civil Engineering; and -
- Electrical Engineering.

The project is to be completed within three (3) months from date of appointment and should include a design workshop series with the project teams of the key private developments/projects in progress within the study area, including meetings and interactions with the nominated officials from the planning and engineering departments at Stellenbosch Municipality.

The following scopes of work and deliverables for each of the disciplines are proposed:

Environmental [theme/input into spatial & development framework; land use plan]

- Undertaking a desktop environmental scan of the study area using existing information to identify environmental informants including water courses and vegetation areas.
- Liaison with the project teams of the key private developments/projects to gather site specific information to refine the designation of environmental informants.
- Undertaking of a site visit to confirm environmental informants to be addressed by project specific environmental impact assessments.
- Deliverables:
    - environmental informants (opportunities and constraints) plan; and -

- environmental informants summary report.

Heritage [theme/input into spatial & development framework; land use plan; urban design framework]

- Undertaking a desktop heritage scan using existing information available.
- Liaison with the project teams of the key private developments/projects to gather site specific information to refine the designation of heritage informants.
- Undertaking of a site visit to confirm heritage informants to be addressed by project specific heritage impact assessments.
- Deliverables:
  - Heritage resources plan; and -
  - Heritage informants' summary report.

Urban Design [theme/input into spatial & development framework and urban design framework]

- A high-level spatial analysis of the study area's context, indicating the location, linkages, accessibility, land-uses and general context.
- Facilitation of a design charette process with the landowners of landholdings and project teams of the key private developments/projects to gather site specific information.
- A spatial analysis of the study area as informed by the project specific and site-specific information gathered.
- An urban design study that is guided by the opportunities & constraints of the study area and that addresses the overall development potential of the Koelenhof local node, including open space networks and environmental systems, higher order road interfaces, public transport, non-motorised transport and pedestrian zones and linkages, bulk, height, higher-order road interfaces, as well as landscaping and planting.
- Determination of development principles to be achieved by all future development within the local node i.e. mixed-use development, built form, active edges, public realm edges, planting and landscaping, the nature and form of public road crossings, NMT networks and public transport, and urban-rural interface.
- Preparation of urban design plans, diagrams and descriptions indicating the form of desirable future development in the study area, addressing i.e. built form, performance qualities, integration, safety & security, climatic fit, uniqueness, contextual fit, public interface, environmental & heritage resources, access and connectivity, and open spaces.
- Integration of the urban design findings with the environmental and heritage informants as well as the land use, transportation and services proposals, and incorporating the different bulk scenarios and associated height limits with proposals for upgrading of certain streets / intersections and optimising public transport as an alternative.
- Deliverables:
  - Contextual urban design framework plan;
  - Urban design framework report; and -
  - Consolidated urban design framework plan.

Planning [theme/input into spatial & development framework; land use plan; services framework; investment demand]

- Preparation of a consolidated cadastral & servitude plan using the base information available from existing sources and the individual project teams.
- Provision of the planning policy background for the node.
- Liaison with design and engineering teams on the preparation of the Koelenhof land use and services framework scenarios.

- Preparation for and coordination of presentations to authorities and relevant role players.
- Facilitation of inputs of other role players during the preparation and finalization of the contextual framework plan.
- Liaison with Stellenbosch Municipality spatial and land use planning sections during the process.
- In conjunction with the various project teams prepare a basket of rights summary to guide the engineering inputs.
- Preparation of development framework document in conjunction with the project team which includes spatial distribution areas, land use categories and a potential roll-out strategy.
- Identification of a potential vehicle to facilitate landowner co-ordination on considerations of mutual benefit.
- Deliverables:
    - Land use demand and Land use scenarios table; and -
    - Spatial and Development Framework Report.

Transport Engineering [theme/input into spatial & development framework; services framework; investment demand]

- Gathering of relevant information including previous TIA's conducted in the area and the perusal thereof.
- Obtaining the latest information with regard to traffic flows, non-motorized transport (pedestrians and bicycles) from role players and authorities.
- Determining the annual traffic growth rate from available traffic data.
- Calculation of the traffic expected to be generated by the proposed developments in the area based on the basket of rights report and the distribution thereof to the various intersections.
- Analyses of the anticipated traffic volumes at key intersections for a five (5) and ten (10) year horizon, excluding and including the development, in order to determine the impact of the proposed development on the mentioned intersections and the existing roads in the area including the conceptual layout of the various intersections.
- Analyses of the anticipated non-motorized volumes at the locations concerned and proposals on accommodating non-motorized transport.
- A transportation master plan indicating the road upgrades and intersections required, as well as the public transport and NMT infrastructure provision, prioritization of the required road improvements, cost estimates for the required road improvements, calculation of development charges and suggestions on the possible funding of the road improvements.
- Deliverables:
    - Transportation Master Plan; and
    - Transportation Summary Report.

Civil Engineering [theme/input into spatial & development framework; services framework; investment demand]

- Provision of contour information available for the study area.
- Gathering and provision of flood line survey information available for water courses and identification of areas for which surveys need to be done as part of site-specific applications.
- Interaction with services departments, analysis of existing services networks and determination of capacities available.
- Analysis of land use scenarios and basket of rights and determination of services network improvements that will be required to accommodate the long-term scenario.
- Preparation of a Stormwater Master Plan to determine the capacities and integration of the systems for the Koelenhof node.

- Preparation of a master plan indicating services network upgrades required as well as prioritization and phasing of the required infrastructure improvements, cost estimates for the required improvements and calculation of development charges to determine extent of improvements to be achieved.
- Deliverables:
    - Services Network Master Plan;
    - Stormwater Master Plan; and -
    - Civil Services Summary Report.

Electrical [theme/input into spatial & development framework; services framework; investment demand]

- Electrical Services Analysis.
- Interaction with Eskom, analysis of existing electrical network and determination of capacities available.
- Analysis of land use scenarios and basket of rights and determination of electrical network improvements that will be required to accommodate the long-term scenario.
- Preparation of an electrical master plan indicating network upgrades required as well as prioritization and phasing of the required infrastructure improvements, cost estimates for the required improvements and calculation of development charges.
- Deliverables:
    - Electrical Network Master Plan; and -
    - Electrical Services Summary Report.

PROPOSAL REQUIREMENTS

Interested parties are requested to include the following in their proposals:

1. **Project Milestone Dates**:
    - Detailed timeline with specific milestone dates from initiation to final submission.
    - Key deliverables and associated deadlines.
2. **Detailed Costing**:
    - Comprehensive cost breakdown for all phases of the project.
    - Where required, justification and explanation of costs associated with each milestone.
3. **Completion Date**:
    - A commitment to completing the project by no later than 31 October 2024.

EVALUATION CRITERIA

Proposals will be evaluated based on the following criteria:

- Feasibility and clarity of the timeline and milestone dates.
- Transparency and justification of the detailed costing.
- Experience and qualifications of the proposing party.
- Ability to meet the completion date of 15 November 2024.

SUBMISSION INSTRUCTIONS

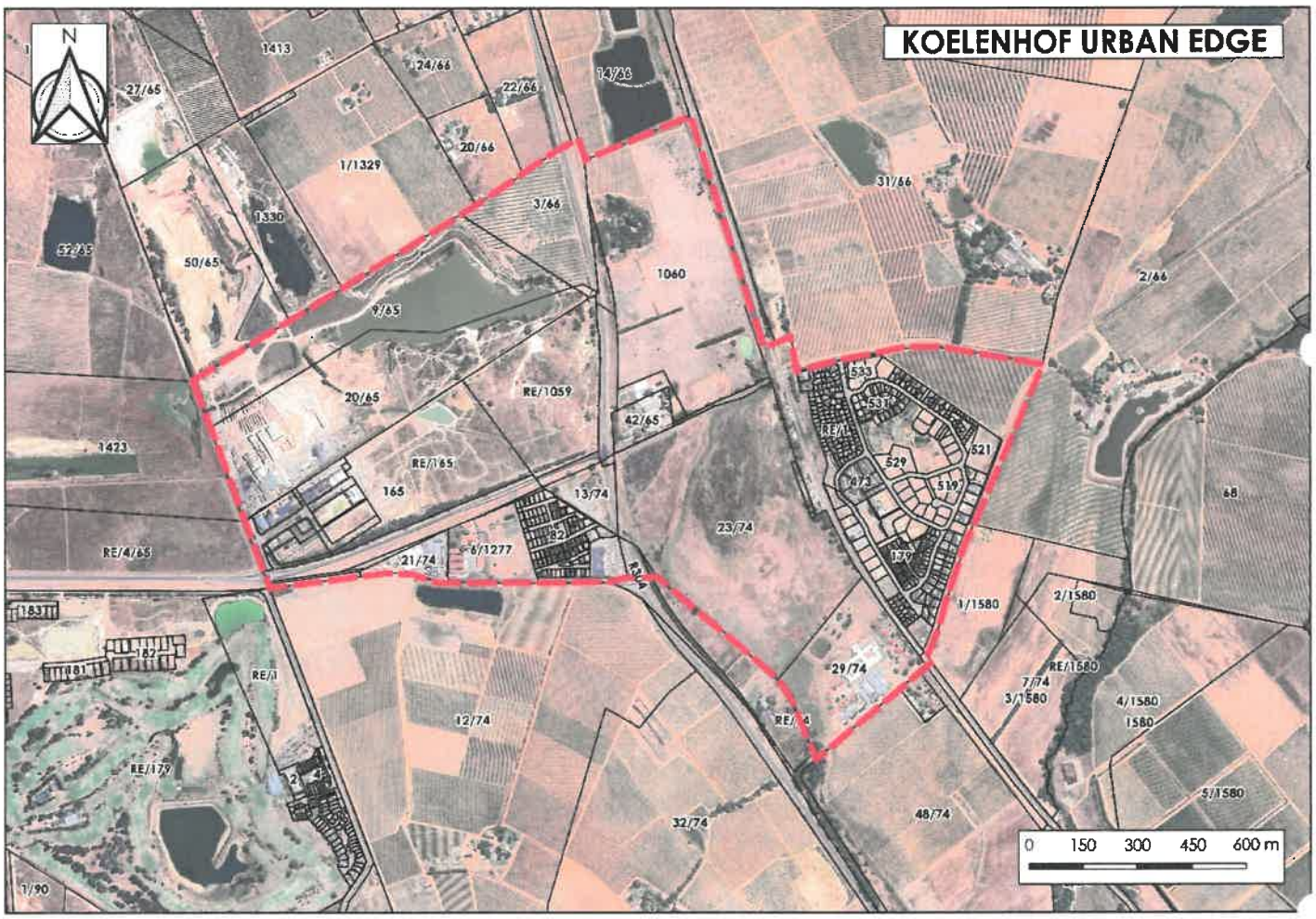
All proposals to be submitted electronically (in pdf-format) to **janniek09@gmail.com.**

Any queries regarding this RFP should be directed to Mr Anton Lotz at alotz@iafrica.com or 083 487 7869.

TERMS AND CONDITIONS

- The Koelenhof Developers Forum reserves the right to accept or reject any or all proposals.
- Late submissions will not be considered.
- All costs incurred in the preparation of the proposal are the responsibility of the proposing party.

We look forward to receiving your proposal and working together to enhance the Koelenhof Node (Hamlet), Stellenbosch for the benefit of the community.



APPENDIX R

Western Cape Government

Infrastructure
Transport Infrastructure Branch

REVIEW COMMENTS

DOCUMENT : B/SM 13/21-66.2: Review of the Stellenbosch Comprehensive Integrated Transport Plan
Stellenbosch CITP 2022-2026 – Final Draft 2 13 March 2023

FILE REF : Stellenbosch CITP Comments May 2023

PURPOSE : To consolidate comments from the Transport Infrastructure Branch

REVIEWER : Department of Infrastructure (DOI)
Transport Infrastructure Branch

DATE : 11 May 2023

1. Stellenbosch CITP 2022-2026 – Final Draft 2 13 March 2023

It is important to note that each and every reference to specific issues are not necessarily flagged in the table below – e.g., comments made with regards to NMT in Section 2.5.2 are considered applicable to Chapter 9 and should be carried through the document.

Document Reference	Report Extract	Comment/Consideration
1.3 Area Covered by the Stellenbosch CITP	The town of Stellenbosch is linked to the N1 in the north by the R44 and to Somerset West in the south. The R310 links it to Cape Town Metro in the west and Groot Drakenstein in the north-east. Franschhoek is connected to the rest of the municipal area by the R45.	It is important to note that these key routes form part of the Proclaimed Provincial Road Network. Any measures adjacent to or within the Proclaimed Provincial Road reserve are subject to the Department of Infrastructure (DOI) Transport Infrastructure Branch approval.
1.4 Institutional and Organisational Arrangements	The following Municipal partnerships have been established and relate to Transportation: Western Cape Government Department of Environmental Affairs and Development Planning – A partnership around the implementation of the Adam Tas Corridor Catalytic initiative.	Given that the key roads within the corridor form part of the Proclaimed Provincial Road network, the DOI should also be included as an important Implementation Partner with an approved terms of reference. There will be significant impacts on the Proclaimed

Document Reference	Report Extract	Comment/Consideration
		Provincial Road Network and these will be subject to DOI Transport Infrastructure Branch approval. It is important to note that the Chief Directorate Road Planning, within the DOI Transport Infrastructure Branch, does not support the proposals reflected the following documentation in its current form: • Adam Tas Corridor Local Spatial Development Framework, September 2021; and • Adam Tas Corridor Development Guidelines, September 2021 Previous comments with regards to the Adam Tas Corridor are included in Annexure A.
1.6 Contents of the ITP	The most significant new development initiative and local spatial development framework that will in future have a significant impact on the transport system in Stellenbosch is the Adam Tas Corridor (ATC), The Adam Tas Local Spatial Development Framework was adopted in 2021 and it therefore was key to assess the transport proposals contained in this local spatial development framework, as well as consider the impact that this development will have on the Stellenbosch transport system and the manner in which the development of the transport system can best support and unlock this development initiative.	The proposals included in the Adam Tas Corridor development introduce a significant extent of additional land use which will have a corresponding significant impact on the surrounding road network. Key roads within the surrounding road network form part of the Proclaimed Provincial Road network. Any proposal that affects the Proclaimed Provincial Road Network is subject to the DOI Transport Infrastructure Branch approval. This approval is required prior to the implementation of any measures. As noted in previous engagements with the Stellenbosch Municipality, formal traffic analysis needs to be undertaken to determine the impact on the surrounding road network.

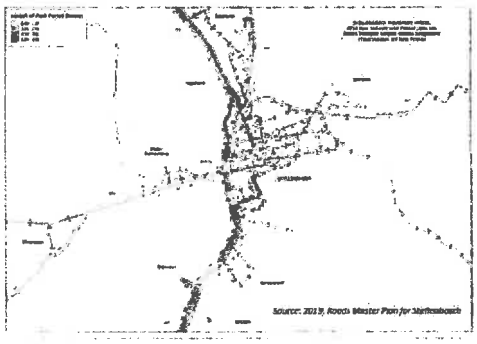
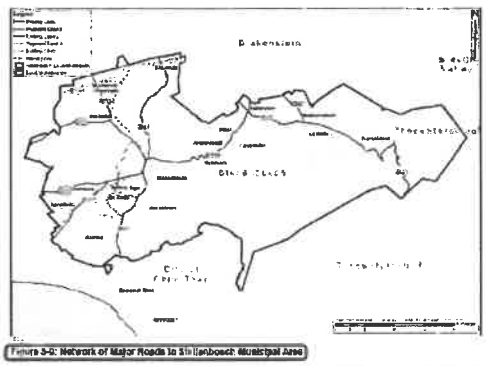
Document Reference	Report Extract	Comment/Consideration
		Formal comments regarding the ATC proposals were provided in July 2022. The DOI Transport Infrastructure Branch has not received any response to comments made in July 2022. A copy of the comments made is included in Annexure A.
2.2.5 Stellenbosch Municipality 5th Generation Integrated Development Plan 2022-2027 (IDP)	The following key priorities in the latest IDP have relevance to the integrated transport planning for Stellenbosch, namely: • E-governance (SMART CITY) – Stellenbosch and partners are in the process of planning for the first smart city in the Cape Winelands – with a view to optimise existing infrastructure; • Critical road infrastructure upgrades are required from a safety and developmental point of view; • The Adam Tas Corridor Development – an excellent private-public partnership for sustainable urban development and inclusive growth, and • Continuing to improve on a safer environment, through adding to our existing cameras and surveillance networks, as well as supporting and creating more neighbourhood watches.	• What impact will Smart City have on the transport infrastructure? • Upgrade and other work to the Proclaimed Provincial Road Network will be determined and led by the DOI Transport Infrastructure Branch in accordance with the provisions of the relevant Provincial Budget, commonly referred to as Vote 10. • Adam Tas Corridor proposals, as above, to be developed subject to DOI Transport Infrastructure Branch approval. • It is important to note that the introduction of cameras etc. within the Proclaimed Provincial Road reserve is subject to DOI Transport Infrastructure approval.
2.4 Objectives	Pursuant in achieving the Vision and addressing user needs, issues and gaps, the following Objectives for the transport system for Stellenbosch Municipality over the next 5 years and beyond are proposed: Land Use and Transport Integration 1. Densification at public transport nodes and along key transport corridors	It is important that this is considered subject to bulk infrastructure and transport infrastructure constraints.

Document Reference	Report Extract	Comment/Consideration
2.4 Objectives	Pursuant in achieving the Vision and addressing user needs, issues and gaps, the following Objectives for the transport system for Stellenbosch Municipality over the next 5 years and beyond are proposed: Road Infrastructure & Parking 1. Provides adequate capacity and safe mobility of all modes of transport on all routes, roads and streets;	The use of the word mobility is not consistent with the broader understanding in the context of mobility and accessibility. It is important to note that not all roads provide a mobility function. Mobility is provided via the higher-order, higher speed and higher capacity routes. Local roads and streets provide an accessibility function and are characterised by lower speeds and lower capacities.
2.4 Objectives	Pursuant in achieving the Vision and addressing user needs, issues and gaps, the following Objectives for the transport system for Stellenbosch Municipality over the next 5 years and beyond are proposed: Freight Transport 1. Designated, controlled and policed freight route through the Municipal Area,	It is important to note that with the exception of network limitations, access to the public road network for legal vehicle cannot be limited. However, the use of certain routes can be encouraged through the provision of enhanced dimensional and mass clearances.
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Mobility for All • Residents living in new decentralised nodal developments on core public transport routes can rely on scheduled public transport to commute to work, go to university, school, etc.;	This is considered aspirational for the current focus 5-year period. Consideration of private vehicle use in the initial years to be considered in planning and associated traffic analysis. Proposals that affect, either directly or indirectly, the Proclaimed Provincial Road network, are subject to the DOI Transport Infrastructure Branch review and approval.
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Land-use & Transport Integration • Adam Tas corridor development continues as planned and is supported by scheduled public transport services along key routes;	This is considered aspirational for the current focus 5-year period. Consideration of private vehicle use in the initial years to be considered in planning and associated traffic analysis. Proposals that affect, either directly or indirectly, the Proclaimed Provincial Road network, are subject to the DOI

Document Reference	Report Extract	Comment/Consideration
	• New high density housing developments is supported by scheduled public transport services; • Transit -Oriented development nodes are established around transport nodes (for instance at rail stations) where modal transfers can be facilitated.	Transport Infrastructure Branch review and approval.
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Road Infrastructure & Parking • Bypass road options for through traffic are developed and evaluated through a strategic environmental assessment; • Parking requirements related to new development are scaled down in favour of public transport and NMT facilities considering all socio-economic and environmental costs/benefits	Development of Bypass road options to be undertaken in close coordination with the DOI Transport Infrastructure Branch. It is important to note that while no formal traffic study has been undertaken by the Department, preliminary information from Royal HaskoningDHV (June 2017) indicates that the construction of a bypass will not solve the problem of congestion within the Stellenbosch town area. Reliance on public transport and NMT is considered aspirational for the current focus 5 year period. Consideration of private vehicle use in the initial years to be considered in planning and associated traffic analysis. Proposals that affect, either directly or indirectly, the Proclaimed Provincial Road network, are subject to the DOI Transport Infrastructure Branch review and approval.
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Non-motorised Transport • Further development of bike paths and Pedestrian routes linking outlying communities and neighbourhoods with Economic opportunities within the Municipality;	The development of NMT facilities on the Proclaimed Provincial Road Network is subject to DOI Transport Infrastructure Branch approval.

Document Reference	Report Extract	Comment/Consideration
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Freight Transport • Strategic freight network; • Klapmuts truck-stop development; • Effective overloading control, Backed by law enforcement (weigh-in-motion mats)/technology introduction;	The key freight routes all form part of the Proclaimed Provincial Road Network. Any measures proposed on the Proclaimed Provincial Road network are subject to DOI Transport Infrastructure Branch approval. Any proposals for truck stops, if adjacent to the proclaimed provincial road network, are subject to DOI Transport Infrastructure Branch approval. Overload control to be coordinated with Western Cape Mobility Department (WCMD).
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Funding Additional funding allocated and secured through partnerships with public and private entities for; • the development and improvement of NMT infrastructure and facilities in general, but specifically along provincial routes, as well as at and around new private developments, and • public charging facilities available for electric vehicles, in partnerships with the private sector	The provision of NMT facilities within the Proclaimed Provincial Road reserve is subject to DOI Transport Infrastructure review and approval. Any public charging facilities located within the Proclaimed Provincial Road reserve are subject to DOI Transport Infrastructure review and approval.
2.5.2 Description of Key characteristics of the preferred scenario	The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non- motorised Transport, are described as follows Institutional Arrangements & Communication • TIAs are based on person trips (not vehicle trips) and include NMT;	It is important to note that reference to National documents is currently mandated. TIAs are to therefore be undertaken in accordance with National Requirements for projects adjacent to and obtaining access from and egress to the Proclaimed Provincial Road network.

Document Reference	Report Extract	Comment/Consideration
2.6 Future Transport Concept	To provide a framework and guidance to the mode specific strategies and plans contained in Chapters 6 to 11 of the CITP, the Vision, objectives and preferred transport scenario were translated into a Future Transport Concept consisting of a number of building blocks that will enable the future development of public and non-motorised focussed integrated transport system for Stellenbosch Municipality. The Concept and its building blocks are: All, but in particular: 9. HOV facilities and public transport priority measures on arterials, such as the R44 10. Bypass road options for through traffic be considered	All measures on the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure review and approval. Items 9 and 10 indicate key impacts on the Proclaimed Provincial Road network. However, it is important to note that both proposals, i.e., HOV lanes on the R44 and the construction of a Bypass Road, are not currently supported by the DOI Transport Infrastructure Branch.
3.2.7.2 Planned re-introduction of rail services in Stellenbosch	PRASA also expressed the desire to work closely with Stellenbosch Municipality to determine demand levels and ensuring effective service delivery. It was also indicated that PRASA was aware of the proposed initiatives on the redevelopment of the Adam Tas corridor which proposes the redevelopment of the Van der Stel sportsground and the possibility of relocating the station towards the sportsground. However, no formal communication has been directed to PRASA in this regard.	This is considered to be a significant project risk. The DOI (previously DTPW) comments provided in July 2022 with regard to the Adam Tas Corridor refer. These are included as Annexure A for ease of reference.
3.2.14.2 Transport problems identified during the stakeholder consultation process	Many higher order roads fall partially under the jurisdiction of the municipality, and partially under the jurisdiction of provincial government. A lack of coordination means that maintenance along these roads, particularly along portions under the jurisdiction of provincial government, is poor. Compounding the issue is incompatibility in terms of infrastructure specifications of the two spheres of government. For example, while the municipality uses LED lighting, the province still uses sodium lighting.	This is feedback from stakeholder engagement sessions and is likely to be based on impression as opposed to fact. The DOI Transport Infrastructure Branch is committed to the maintenance of its road network and, like all government entities, is constrained by resources.
3.2.14.2 Transport problems identified during the stakeholder consultation process	It is understood that much of the traffic congestion during peak periods is a result of through-traffic, rather than vehicles starting/ending their journey within Stellenbosch (it is for this reason that several bypasses are being planned).	Any investment decisions in transport infrastructure are to be based on data and analysis and not stakeholder engagement sessions.

Document Reference	Report Extract	Comment/Consideration
		Any Bypass construction is not currently supported by the DOI Transport Infrastructure Branch. Detailed, up to date, traffic analysis is required to determine the issues and identify appropriate solutions.
3.3.1 Road Network and Infrastructure	Figure 3-8: Modelled traffic volumes for am peak period for 2018 – Stellenbosch Roads Master Plan (2019) – confirming major north/south traffic demand on western side of Stellenbosch - through R44/Adam Tas/R304 	Figure 3.8 (adjacent) shows the dominant AM flows into the town of Stellenbosch. This is consistent with previous Preliminary Information (Royal HaskoningDHV June 2017) and informs the DOI Transport Infrastructure's current position of not supporting the development of any bypasses. It is recommended that the different assessments or understanding of needs be specifically discussed at a technical engagement between the DOI Transport Infrastructure Branch and the Stellenbosch Municipality. Detailed, up to date, traffic analysis is required to determine the issues and identify appropriate solutions.
3.3.1 Road Network and Infrastructure	Figure 3-9: Network of Major Roads in Stellenbosch Municipal Area 	These roads all form part of the Proclaimed Provincial Road Network. As such, all proposals on these roads and within the proclaimed road reserve are subject to the review and approval of the DOI Transport Infrastructure Branch. These include, but are not limited to, proposals such as the park and ride routes as shown in Figure 3.16.
4.2.2.2 Built Environment	The targeted density for the urban centres is 25 units per hectare.	To what extent can the existing infrastructure accommodate such a significant increase in density?

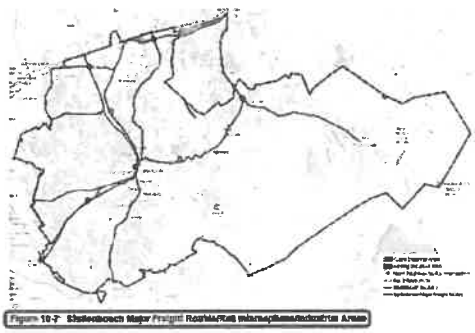
Document Reference	Report Extract	Comment/Consideration
4.3 Transport Related Spatial Challenges	A number of transport related spatial challenges are identified in the SDF. It is highlighted that transport planning practices at the provincial level has maintained a regional mobility lens with the bulk of planning efforts and funding allocated to road infrastructure expansion and rehabilitation responding to demand-side growth, largely attributable to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is on progressively improving the efficiency of existing road space usage through shifting modes and altering travel patterns. This approach has very high financial, economic, social and environmental cost, is unsustainable and exclusionary to most of the local population. This also has an adverse consequence for managing transport at the local level, where trips are generated.	It is important to understand that different levels of government have different functions and as a result, different mandates. It is the responsibility of the Provincial Government's Departments of Infrastructure Transport Infrastructure Branch (formerly Department of Transport and Public Works Roads Branch) to protect and maintain regional mobility and to protect and preserve the Proclaimed Provincial Road network. The Management of transport at a local level, as well as land use planning, is the responsibility of Municipalities.
4.3 Transport Related Spatial Challenges	The provision of public transport, non-motorised modes and travel demand management programmes are generally considered as municipal functions and not a core responsibility and competence of the Province. Given the extent of transport issues in the Municipality, it has limited institutional capacity and funding for the management of these transport issues. As a result, sustainable transport approached have been overlooked in favour of traditional engineering solutions.	The provision of public transport, non-motorised modes and travel demand management programmes are not considered a municipal function, they are municipal functions. Institutional capacity and funding are municipal issues which can adversely affect the Municipality's ability to deliver on their mandate to provide sustainable transport approaches.
4.5.3 Transport Proposals for the Adam Tas Corridor **4.5.3.4 Adam Tas Corridor Local Spatial Development Framework (LSDF) 2021**	The key aspects of the Adam Tas Corridor movement network are stated to be: • A continuous central vehicular route between precincts, from the Sawmill via Oude Libertas, Bosman's Crossing, Bergkelder, Plankenbrug, to Kayamandi and incorporating elements of Distillery Road, George Blake Road and Rand Road. The road should accommodate NMT and public transport functions; • Adam Tas Road/R44 maintaining it role as a "mobility" route; • Vehicular intersections with Adam Tas Road/R44 (at grade	Comments are focused on the ATC LSDF dated 2021 as this is the latest document. Comments have been made regarding the ATC LSDF which are included as Annexure A for ease of reference. No response to the comments has been received to date. It is important to note that the key roads that form part of the ATC also form part of the Proclaimed Provincial Road Network and as such,

Document Reference	Report Extract	Comment/Consideration
	and grade separated in the vicinity of Bergkelder/Van der Stell); • A NMT route following the Plankenbrug and Eerste River Corridors and linking to the existing/proposed systems for Stellenbosch town; • The existing rail, incorporating the two existing stations (Stellenbosch and Du Toit, both upgraded) and two new ones proposed at Droe Dyke/Sawmill and Kayamandi North, and • Nine new pedestrian crossing along ATC with crossing intervals of between 400-600m (from an operating perspective, these crossings will need to be grade separated, preferably underpasses given the high clearances and ramp lengths required for overpasses).	proposals within or adjacent to the proclaimed road reserve are subject to DOI Transport Infrastructure Branch approval. The provision of grade-separated pedestrian crossings needs to be carefully considered given the usage trends and safety concerns associated with crossings. This is especially applicable for underpasses which do not have the benefit of visibility of a crossing over a roadway.
4.5.3 Transport Proposals for the Adam Tas Corridor **4.5.3.4 Adam Tas Corridor Local Spatial Development Framework (LSDF) 2021**	The LSDF assumes that PRASA will continue to reinstate operations of the railway corridor service with new rolling stock and the implementation of new rolling stock for increased demand, as well as the ultimate doubling of the railway line between Eerste Rivier and Muldersvlei Stations. The LSDF also envisages the development of subsidised public transport services linking the ATC precincts and railway stations with the University and the Stellenbosch CBD. (Such a system with have to be developed in an incremental manner until such time as it can be incorporated in a Stellenbosch Municipality IPTN.	These are significant project assumptions that carry with them project and technical risks. Transitional arrangements will need to be clearly defined and well-developed to ensure impacts on an already congested corridor are suitably mitigated. It is important to note that all measures and traffic studies are subject to DOI Transport Infrastructure Branch review and approval.
4.5.3 Transport Proposals for the Adam Tas Corridor **4.5.3.4 Adam Tas Corridor Local Spatial Development Framework (LSDF) 2021**	The LSDF provides proposed phased transport infrastructure improvements per precinct	A framework of transport infrastructure will be more than likely be required before the zonal/parcel land use has been finalised. This will need close coordination between the appropriate road/transport authorities. It is important to note that all measures and traffic studies are subject to DOI Transport Infrastructure Branch approval.

Document Reference	Report Extract	Comment/Consideration
6.3.1 Corridors, routes and modes and Figure 6-1: Overall network design and	The provision of HOV lanes and public transport priority measures on arterials, specifically the R44, promotes the development of new contracted services by allowing minibus-taxi operators to formally provide contracted services between proposed park-and-ride facilities and Stellenbosch town center.	The R44 is a proclaimed provincial road and measures proposed for this road are subject to DOI Transport infrastructure Branch review and approval.
6.4.2 Proposed Rail Improvements and Interventions from Previous CITP(s)	Table 6.3: Proposed Rail Improvements and Interventions from Previous CITP(s)	Measures from previous CITPs are shown in table 6.3. It would be optimal to include information describing how successful the implementation of the measures was and what impact these had on the transport system.
6.8 Dedicated HOV Lanes	In the Stellenbosch 5th Generation IDP 2022-2027, under the CITP section (6.3.4.2), it is proposed that an assessment report be submitted to the Provincial Department of Transport on the potential implementation of public transport lanes on the R44, in both directions, between Stellenbosch and Somerset West.	It is noted that the Project Phase is shown to be "Feasibility". Further, no report has been submitted to the former DTPW Roads Branch or the DOI Transport Infrastructure Branch. The Transport Infrastructure Branch is busy with the implementation of work on the R44 (MR27) between Stellenbosch and Somerset West in accordance with the Environmental Authorisation granted. No amendments to the concept proposal will be considered at this time.
7.1.2 Summary Major Existing "External" Strategies, Proposals and Projects	For Stellenbosch, a strategy is further proposed to improve transport mobility on major roads linking Klapmuts and Somerset West and passing through Stellenbosch. Several alternatives have been identified for further investigation and consultation • Construction of a by-pass road to the west of Stellenbosch. This is a long-term solution that has advantages and disadvantages; • Travel Demand Management to reduce the reliance on cars and encourage the use of public transport, and • Increase capacity.	The DOI Transport Infrastructure Branch is to be formally consulted with concrete technical proposals for any bypass road. It is noted that reference is made to the long-term solution and therefore the suitability for inclusion in the CITP is to be reviewed. Detailed, up to date traffic analysis is required to determine what the significant issues are and what measures are best suited to address the issues identified.

Document Reference	Report Extract	Comment/Consideration
		Targeted technical liaison is required if any measures are to progress during the period of this CITP.
7.1.3.1 Major Roadways	The assignment results (from macroscopic modelling in 2019) shown in the Stellenbosch Roads Master Plan confirms the importance of the proposed Western Bypass to service longer distance traffic, as it is predicted to reduce the traffic on the central part of the R44 by 970 vehicles/hour/direction (which is around 50% of the current capacity of the R44 through Stellenbosch). This is quite different to the results of the Gateway study done by Messrs RHDHV in 2017, which states that the proposed bypass will reduce traffic loads (on the present R44) slightly (10%). It is unlikely that the 2019 modelling included the current (extensive) land use proposals for the Adam Tas Corridor. Should this now be included, then the results should even more point to the need for a western bypass to reduce through traffic on the R44 and Adam Tas Road. It is considered crucial that the planning process with respect to a possible Western Bypass proceeds, also in co-operation with the provincial transport department, and that the environmental process is started.	It is recommended that the different assessments or understanding of needs be specifically discussed at a technical engagement between the DOI Transport Infrastructure Branch and the Stellenbosch Municipality. Targeted technical liaison is required if any measures are to progress during the period of this CITP. Detailed, up to date traffic analysis is required to determine what the significant issues are and what measures are best suited to address the issues identified. The following extract from the Stellenbosch Municipality Roads Master Plan 2018 Update identifies the following: *"Significant densification/ development is expected in Klapmuts, Droëduike, Adam Tas Corridor, Botmanskop and Jamestown. The extent to which these developments will be implemented and its impact on the road network will still need to be explored."*
7.1.3.1 Major Roadways	Major Intersection Upgrades Insert drawing as per email.	No drawing is provided. Please ensure it is included so that it can be reviewed and commented on.
7.1.3.1 Major Roadways	Upgrading R304/Bird Street Link – The link to Stellenbosch from the N1 through the R304 (provincial responsibility) is one of the five major road links into central Stellenbosch – see Chapter 3. The first development which is part of the proposed Adam Tas Corridor proposals (Precinct 10 – referred to as	This is part of the proclaimed provincial road network. Any proposals developed by the Municipality are subject to DOI Transport Infrastructure Branch review and approval.

Document Reference	Report Extract	Comment/Consideration
	Newinbosch) is in fact starting at this time and a new access road from the R304 to the site, as well as partial dualling of the R304, is almost completed – refer to Figure 7-5. This development will put further pressure on the R304 leading into Stellenbosch from the west. It is being addressed through the planned doubling of the R304 between Kayamandi and the R44. Exactly how the current bottleneck of the R44/Bird intersection will be upgraded, is not known. Substantial provision for the Bird Street dualling has been provided in the current Infrastructure Services 10-year budget	
7.1.3.2 Other Road Upgrading 7.6.1 Major Road Network Extension 7.6.2 Other Road Related Projects	Various projects identified	The Implementation timing and funding of DOI-led projects is to be determined by the DOI Transport Infrastructure Branch in accordance with the relevant Provincial budget, commonly referred to as Vote 10.
8.1.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals 8.1.3.1 Previous Stellenbosch CITP (2016)	With respect to rail, PRASA has indicated in 2016 that there were no "plans to upgrade existing facilities in the Stellenbosch area. In reality the rail service on the line running through Stellenbosch has been terminated since then. In view of the overhead wires being broken, it is concluded that physical repairs will be required before the service can be restored again. Recent discussions with PRASA indicated that the previous service is planned to be in operation before the ned of 2022.	Given that this document is dated 13 March 2023, please advise if any update on the adjacent paragraph is available with regards to PRASA services.
8.1.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals 8.1.3.1 Previous Stellenbosch CITP (2016)	With respect to contracted bus services, the 2016 CITP proposed the implementation of a new Public Transport Service Network (PTSN) operating from a central terminal in the Stellenbosch CBD or along the Adam Tas corridor. It was mentioned that the five year CITP budget is allowing for this since 2018. A further proposal was that the provision of a public transport lane/facilities on the R44 between Stellenbosch and Somerset West had to be investigated.	HOV lane provision on the R44 (MR27) is not currently supported by the DOI Transport Infrastructure Branch.

Document Reference	Report Extract	Comment/Consideration
9.7 **Future Solutions Developments / Proposed Interventions** **9.8** **Future Solutions Developments / Proposed Interventions**	Various proposals are identified.	All measures within or adjacent to the proclaimed provincial road network road reserve are subject to DOI Transport Infrastructure review and approval.
10.5.1 **Mechanisms for Better Law Enforcement and Overloading Control**	The actual enforcement may be an issue, as the Western Cape Government is responsible for the control of overloaded freight vehicles (Western Cape Government, 2019). Stellenbosch Municipality will need to have further engagements with the Western Cape Provincial Government on how Stellenbosch can enforce the apprehension methods. One possibility is to develop a municipal bylaw that gives the municipality authority to apprehend those operators responsible for overloading.	Engagement with the Western Cape Mobility Department (WCMD) is required to progress this.
10.5.2 **A Shift from Road to Rail Transport**		The key freight routes form part of the Proclaimed Provincial Road network. Any proposals on these routes need to be developed in conjunction with the DOI Transport Infrastructure branch. Proposals are subject to review and approval by the DOI Transport Infrastructure branch.
12 **FUNDING** **12.1.2** **Provincial Allocations**	Table 12.2: Provincial allocations to Stellenbosch Municipality Table 12.4: Provincial Department of Transport and Public Works Investment Projects and Programmes	The information provided is not dated. Please refer to the latest Provincial Budget (Vote 10) for Transport Infrastructure provision.
12.3.2.3 **Frameworks for Additional Grants to Municipalities**	The frameworks pertaining to transport in general and public transport specifically is summarised in Table 12.9. Table 12.9: General and Public Transport Frameworks	Is there latest information available? The latest dates referred to in Table 12.9 refer to 2022/23.

Document Reference	Report Extract	Comment/Consideration
Various	Examples: • Figure 2-3: Strategic Transport Interventions provided in the IDP • Figure 2-4: Stakeholder Engagement and Participation Process Summary (repeated)	It is strongly suggested that the quality of Images/graphics/plans etc. be reviewed for optimal document quality throughout the document. The pagination to support the optimal display is also to be considered.
Annexure E: STB RMP Proposed Road Projects (including Provincial road projects)		While mention is made of Provincial Government projects, it is important to note that the DOI Transport Infrastructure-led projects will be determined and implemented in accordance with Departmental network requirements and budget allocation (Vote 10).

2. General Comments

Topic	Comment/Consideration
Corridor Development	The development of corridors is identified in the document. As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets. Endorsement and approval by the DOI Transport Infrastructure Branch is required prior to the implementation of any measures adjacent to or on the Proclaimed Provincial Road Network. Corridors include, but are not limited to scenic, tourism, freight, TOD etc. Where applicable Arterial Management Plans exist for these corridors, these plans should be given due consideration. Arterial Management Plans are to be developed where warranted, as determined by the DOI Transport Infrastructure Branch. Arterial Management Plans for the Proclaimed Provincial Road Network are to be approved by the DOI Transport Infrastructure Branch. Approval is required before the implementation of any proposals can be initiated.

Topic	Comment/Consideration
Activity Streets	DOI Transport Infrastructure Branch approval is required for all proposals along and adjacent to the Proclaimed Provincial Road Network.
Node Development / Access Provision	Provision of access to and from the Proclaimed Provincial Road network is to be assessed and provided in accordance with the WCG DTPW (now DOI) Access Management Guidelines (2020). Approval to be granted by the DOI Transport Infrastructure Branch, Subdirectorate Road Use Management. Approval is required before any measures can be implemented on the Proclaimed Provincial Road Network.
Cultural landscape – sense of place	Identification of scenic routes and/or rural areas: As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in the development of any Scenic Drive (or similar) Policy. Endorsement and Transport Infrastructure Branch approval will be required before any measures can be implemented on the Proclaimed Provincial Road Network.
	Outdoor Advertising limitations: As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in the development of Policy, especially as it relates to the road environment. All proposals adjacent to, and within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch approval.
Traffic Calming	The Proclaimed Provincial Road Network serves a vital mobility function, providing connections between provincial towns and settlements. The Proclaimed Provincial Road Network provides for the movement of citizens and goods, and in so doing, supports economic activity in the Western Cape. The DOI is mandated to provide and protect the Proclaimed Provincial Road Network to ensure that the network provides the required mobility function. Any proposal for traffic calming on the Proclaimed Provincial Road Network needs to be strongly motivated and is subject to the DOI Transport Infrastructure Branch approval.
Public Transport – proposed projects and new links	The DOI Transport Infrastructure Branch will need to be consulted in connection with any proposal that has an impact on the Proclaimed Provincial Road Network assets. DOI Transport Infrastructure Branch approval is required prior to the implementation of any measures on the Proclaimed Provincial Road Network.

Topic	Comment/Consideration
Renewal Energy Generation: Wind Farm Sites)	The DOI Transport Infrastructure Branch needs to be consulted in connection with any potential impact, both during construction or operation, on the Proclaimed Provincial Road Network assets. DOI Transport Infrastructure Branch approval is needed prior to the implementation of any measures on the Proclaimed Provincial Road Network Assets.
Area development – provision of bulk utilities	The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision Is made. During the process of providing the required infrastructure to support growth and development, the DOI Transport Infrastructure Branch will need to be consulted where the Proclaimed Provincial Road Network Road Reserve is affected.
Land use – proclaimed road reserve	Land use of Road Reserve considered. Any proposal to expropriate sections of the Proclaimed Provincial Road Network Road Reserve to accommodate development will require consultation and approval from the DOI Transport Infrastructure Branch.
Project Implementation	It is important to note that implementation timing and funding of DOI-led Projects is be determined by the DOI Transport Infrastructure Branch in accordance with the relevant Provincial Budget, commonly referred to as Vote 10. This includes maintenance, upgrade and new construction works as applicable.
Roads Master Plans	The Municipality is responsible for the development of a Municipal Roads Master Plan. The DOI Transport Infrastructure Branch is to be consulted where proposals impact (directly or indirectly) the Proclaimed Provincial Road Network. Consideration of the Proclaimed Provincial Road Network is to be based on the Provincial Road Classification. Liaison to be undertaken with the DOI Transport Infrastructure Branch if required.
Property Developments	Property Developments need to be undertaken with due consideration not only of the provision of direct access and egress, but also the impact on the surrounding road network. Consideration and preparation of Arterial Management Plans to be undertaken where applicable
Road Authority Boundaries/ Urban Edge	Amendment to the urban edge has an impact on road authority boundaries. Any amendments made to formal, agreed upon , urban edge boundaries need to be made in consultation with the relevant Road Authority/authorities.

Annexure A

ATC LSDF Review Comments July 2022

Western Cape Government

Transport and Public Works
Road Investment Planning

REVIEW COMMENTS

DOCUMENTS	:	Adam Tas Corridor Local Spatial Development Framework, September 2021
		Adam Tas Corridor Development Guidelines, September 2021
FILE REF	:	ATC LSDF Review Comments July 2022
PURPOSE	:	To capture comments from the Chief Directorate: Road Planning
REVIEWER	:	Department of Transport and Public Works
		Chief Directorate: Road Planning
DATE	:	4 July 22022

1. General Comments

The Chief Directorate Road Planning of the Department of Transport and Public Works does not support the proposals reflected in the following documentation of the Stellenbosch Municipality in its current form:

- Adam Tas Corridor Local Spatial Development Framework, September 2021
- Adam Tas Corridor Development Guidelines, September 2021

2. Adam Tas Corridor Local Spatial Development Framework, September 2021

Clause *(Indicate clause/ regulation Number)*	**Comment** *(State why the clause/regulation or proposed amendment is not supported or what the problem is with the provision)*	**Suggestion** *(Suggested deletion/amendment/ addition)*
Executive Summary	"It is envisaged that the bulk allocated to an ATC and its precincts remains "floating" across the area, subject to landowners meeting agreed obligations related to expanding the commons and precinct planning. The transfer of rights happens at the Site Development Planning Stage. Managing the floating of rights and activities over time and space is a balancing act to maintain the overall development intent." Transport infrastructure will need to be determined at an early stage. Land use will need to be managed to ensure that the transport infrastructure provisions made can serve the developments while retaining the desired level of service for all road users.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact, direct or indirect, on the Proclaimed Provincial Road Network assets.
1 .1 .2. The ATC LSDF Area	"The ATC covers an area of some 375ha, compared to the 120ha of the Victoria & Alfred Waterfront and 250ha of Century City in Cape Town (see Figure 2)."	It would be useful to understand not only the extend of area but also the extent of relative trip generation. Alternative access and egress routes need to be identified for the Adam Tas Corridor (ATC) – the proposed developments can't rely solely on the ATC Provincial Road Network which already experiences congestion.
3.9. The Stellenbosch Municipal Spatial Development	"The corridor is in not proposed as a continuous development strip. Rather it is to comprise contained, walkable settlements surrounded by nature and agriculture, linked via different transport modes, with the rail line as backbone."	Given the unreliable nature of rail services, this presents a technical risk. A sensitivity analysis should be undertaken to be determine the traffic impact if the rail line

Framework (MSDF), 2019		does not serve as the backbone as envisaged.
3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019	"Managing residential growth of the town, through providing more inclusive housing at higher densities than the norm, is vital. This can and must bring significant reductions in commuting by private vehicles to and within Stellenbosch town, and provide the preconditions for sustainable public transport and NMT to and within the town." Is not clear from the document what appetite there is for accommodation in town and to what extent this is envisaged to reduce the commuting traveling public. It is also not clear how the anticipated additional parking demand associated with additional housing will be managed, given the attraction and aspirational nature of car ownership.	The envisaged reduction in commuting traffic is to be identified and included in the document. The management of parking demand is to be addressed in the document.
3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019	"Unless more opportunity is provided for both ordinary people working in Stellenbosch, and students, it will be difficult to impact on the number of people commuting to and from Stellenbosch town in private vehicles on a daily basis" Is not clear from the document what appetite there is for accommodation in town and to what extent this is envisaged to reduce the commuting traveling public.	The envisaged reduction in commuting traffic is to be identified and included in the document.
3.13 Draft Stellenbosch Municipality Roads Master Plan (2018 Update)	The Adam Tas Corridor (ATC) covers an area of some 375ha and stretches along the R310 and R44 strategic road network linkages. The scale of the study area and proposed development indicated in the ATC Local Spatial Development Framework (LSDF) will have an impact on traffic volumes on the existing and future road network.	The impact of the proposed bulk m^2 (Section 6.4.6) on transport infrastructure requirements and phasing needs to be assessed, aligned and integrated with the Stellenbosch Municipality (SM) Roads Master Plan (2018). "Significant densification/ development is expected in Klapmuts, Droëduike, Adam Tas Corridor, Botmanskop and Jamestown. The extent to

		which these developments will be implemented and its impact on the road network will still need to be explored."
3.14 Parking Study, 2019	The scale of the study area impacted by the ATC LSDF and bulk associated with the proposed development will impact on parking demand in ATC and adjacent areas within Stellenbosch.	The impact of the ATC LSDF parking demand needs to be considered with the findings and proposed interventions of the SM Parking Study (2019).
3.16. Landowner Plans for the ATC and Adjacent Areas	"Table 4 and accompanying figures summarizes known development proposals for various parts of the ATC and adjacent areas." It is not clear from the document what traffic studies have been undertaken to support these development proposals.	The full extent of the impact of the consolidated ATC development proposal needs to be determined by means of a detailed traffic study. Further, this traffic assessment will need to undertake sensitivity analyses to determine the impact on the road network if the public transport and NMT transport share is not as significant as envisaged.
4.3 Approach to the ATC LSDF	Given the extent of the ATC area and anticipated lengthy development period, the ATC LSDF sets out to provide the minimum necessary guidance – in terms of infrastructure to enable meeting project objectives while ensuring applicable LUMS and landowner obligations associated with exercising development rights follow the LSDF process.	Several transport infrastructure improvements are proposed (section 6.6.3), as part of the ATC LSDF. The DTPW Roads Branch must be consulted as an affected party due to impacts and interventions on the Provincial Road Network.
5.2. Area, Land Ownership and Use Rights	"A relatively few large landowners could assist in reaching a speedy agreement on the future of the area. The need for new zoning enabling development provides the municipality with the opportunity to direct development to agreed policy objectives." It is important to ensure that development along the ATC corridor does not adversely affect the mobility function the Provincial Roads serve.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.

5.2.1. Key Attributes and Opportunities of specific land parcels	"Sawmill: It is understood that Steinhoff has sold the Sawmill site. It appears that a previous proposal for a regional shopping mall/office on the site will not be pursued." This is vague language for a key area adjacent to the ATC.	It is vital that assumptions and understandings are eliminated as far as possible to ensure a sound base for the development prospoals.
5.2.2. Constraints and Actions Required	"There appears to be few title deed restrictions which will inhibit redevelopment, but a detailed review of title deeds is appropriate at later planning stages." This is a fundamental possible constraint and will need to be determined as soon as possible.	Land use directly affects transport infrastructure and will need to be determined as a matter of priority.
5.4. 1.3. Constraints and Actions Required	"Given the limited income of a large proportion of the population, a settlement structure and form prioritizing walking and public and NMT, should be pursued." It is not clear how this will tie in with the anticipated business case for the precincts and how the demand for private vehicle ownership and parking will be managed.	Further detail to be provided in this regard.
5.4.2.2. Opportunities	"Redevelopment of the area to provide the opportunity to provide new educational facilities accommodating learners from all-over Stellenbosch." No information is provided regarding the traffic impact of such a proposal – has the traffic impact of such a proposal been identified?	Further detail to be provided in this regard.
5.4.3.2. Opportunities	"Redevelopment of the area provide a significant opportunity to increase access to housing for lower income groups - specifically those qualifying for "affordable" housing - and students." It is not clear how this will be managed and controlled given the demand for accommodation in the area.	Further detail to be provided in this regard.

5.5.2.3 Built Environment Context – Constraints & Actions Required	Integrating the ATC with Stellenbosch town, and parts of the area with each other, is a key challenge to be overcome in realizing the area's full potential. To enable the Papegaaiberg-university avenue-Jan S Marais Park connection, bridging the rail and R44 is required in the vicinity of Alexander Road/Du Toit Street.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
5.5.3.1 Access & Movement – Key Attributes	Vehicular access to the area – and between parts of the area - is limited. The ATC LSDF indicates proposed developments require upgrades to the Bird Street intersection; the elimination of the rail crossing at Adam Tas / George Blake Road; the realignment of Merriman Avenue; upgrading the existing Stellenbosch Rail Station; upgrading the Adam Tas/Strand Street intersection; and a new pedestrian crossing adjacent to Stellenbosch Station. With the development of Droeë Dyke, Adam Tas, and Van der Stell, a new overhead railway station and road-over-rail bridges are envisaged. Development of George Blake and Kayamandi North will require various station, bridging and intersection improvements.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
5.5.3.3 Access & Movement – Constraints & Actions Required	Achieving overall project objectives will require a focus on walkability, NMT, and public transport.	The NMT and public transport requirements of the ATC LSDF, need to be supported by an updated Integrated Transport Master Plan for Stellenbosch. The reliance on walkability, NMT and public transport presents a technical risk to the proposals - what if the ridership is not achieved? What contingency plans and mitigations have been identified? This needs to be determined given the Mobility function served by the ATC.

5.6. 1.3. Constraints and Actions Required	"The ATC LSDF is obliged to follow transport planning informed by national/provincial settlement planning and management statute and policy. The provision of affordable housing in the ATC area is a prerequisite for meeting national/provincial/local spatial planning and management objectives and mandated by law. The LSDF should explore a reasonable proportion of affordable housing related to the land value added through the allocation of significantly enhanced development rights. The ATC should explore alternative standards for public facilities, especially schools.	Sound transport planning to established norms and standards is to be undertaken to ensure a balance between development and the mobility function the ATC also serves.
5.6.2.3 The Institutional Context – Constraints & Actions Required	Available municipal capital funding is required for backlogs and maintenance, i.e., there are virtually no funds to invest in support of new development and improvements to address existing problems with infrastructure. Ways must be found for the ATC to pay for itself.	Should the proposed capital improvement projects not be implemented, the ATC LSDF will exacerbate existing infrastructure problems. The DTPW Roads Branch needs to be consulted on infrastructure improvement appraisal, investment and phasing.
5.7 Synthesis – Spatial Integration	Integration of the ATC area with Stellenbosch town is possible with bridging at selected places. NMT network of the ATC should be integrated with and expand that of Stellenbosch Town.	The R310 & R44 act as strategic mobility routes on the provincial road network. ATC LSDF proposes to increase NMT crossings in the corridor. This will need to be discussed with the relevant road authority (DTPW Roads Branch).
5.7 Synthesis – Engineering Services	It appears that some development can start without extensive bulk infrastructure improvements. Refer to Section 6.6.3 Transport improvements per phase, which indicate bulk infrastructure interventions as part of Phase 1.	The existing road network currently operates beyond its capacity (Stellenbosch Municipality Roads Master Plan (2018)). The impact of additional development on the road network needs to be investigated prior to approval.

5.7 Synthesis – Movement & Transport	"While the development should provide for vehicular connections and integration with the rest of Stellenbosch, the overall emphasis should be on enhanced public transport, NMT and walkability. " How realistic is this? What contingency/alternative plans are there in the event that uptake in Public Transport and NMT doesn't match projections?	Arterial / access management plans on selected roads which are part of the proclaimed provincial road network should be developed with approving road authority (DTPW Roads Branch) to manage growth & development. Sensitivity analyses to be undertaken to determine impact of alternative (reduced) Public Transport and NMT use.
5.7 Synthesis - Funding	Earlier work has indicated that the project can fund its own infrastructure servicing needs through the context of development contributions payable, with sizeable funds "spare" for allocation to remedial or new infrastructure work in adjacent areas.	The extents and scale of the ATC LSDF will impact on the proclaimed provincial road network. Infrastructure interventions to accommodate increased travel demand from the ATC LSDF need to be workshopped and agreed upon with the relevant road authority (DTPW Roads Branch).
6.3 Concept	Key design ideas underlie the proposed concept: 1. Separate but linked NMT and public transport, organized linearly along the rail line and supporting movement routes.	The proposed concept is dependent upon the support and commitment of external stakeholders, most notably PRASA. How will this be managed, and the desired commitment (infrastructure investment and operations) be sought?
6.3 Concept	Precincts are centered on current or future rail stations/transport interchanges (all part of the central movement corridor) with surrounding development within walking distance from such interchanges.	The proposed conceptual design is reliant upon a well-functioning and integrated transportation system within the ATC. How will this be

		planned, implemented, and managed, without a strategic transport masterplan for ATC?
6.3 Concept	"A good example is parking for private vehicles. It is anticipated that access to private vehicles - and the concomitant need for storage of vehicles - may change considerably over the development period of the ATC. One option accommodating present day needs for parking may be to centralise parking spaces and provide for parking in structures which could be readily adapted or redeveloped when needs change." A Technical assessment needs to consider if the take-up is not as envisaged.	Development controls need to be implemented if the demand for private vehicles exceeds the development provision.
6.4.2 Development Framework – Figure 14	ATC LSDF includes an extensive area of development as part of Precinct #10 (up to approximately 200 000 bulk m²). The proposed concept indicates that this precinct will take access off the R310. The R310 functions as a mobility route on the provincial road network.	Any proposed intervention (development, access, or upgrade) along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch. An Arterial / Access Management Plans (AMP) for ATC is needed.
6.4.4 Land Use	Given the location of the ATC as part of an already developed area, access to major transport systems and strategic objectives of maximizing existing land resources and establishing a vibrant, compact and efficient urban district enabling NMT. Land use across ATC is envisaged as mixed and relatively high density.	The existing road-based transportation system is already operating over capacity (Stellenbosch Roads Master Plan (2018)). Any mobility/access requirements of additional development along ATC require TIA's and alignment with a strategic transport master plan for ATC.
6.4.6 Bulk Table 9	Table 9. Land Use Bulk Summary for the ATC. The proposed mixed land use includes light industry, with maximum bulk of 670 000m².	Will generate heavy vehicle and external road-based freight trips, which will require road network capacity (needs will not be met by NMT and PT).
6.4.10 Landscape	Several conservation worthy heritage resources identified within the ATC LSDF.	Will hinder increasing transport infrastructure capacity.

and Historic Character		Heritage resources constraining widenings, upgrades and links.
6.5.2 Movement Network	The movement network associated with the ATC is illustrated in Figures 20 and 21. Several of the proposed movement network interventions impact either directly or indirectly on the provincial road network.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
6.5.2 Movement Network	"Adam Tas Road/ R44 maintaining its role as a "mobility" route." It is vital that this is not forgotten in the course of developing the project proposals.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
6.5.4. Parallel actions	"The movement network assumes that (key assumptions included below):" • PRASA will continue/ reinstate operations of the railway corridor service with new rolling stock and the implementation of additional rolling stock for increased demand. • Vehicle Operating Companies) by means of contracted services. This is a contentious process and, in many respects, based upon both legislative responses as well as the value proposition offered to the industry to transform. • The allocation of housing opportunity to people living, working and/ or studying in Stellenbosch, in that way assisting to removing commuters to and from Stellenbosch using private vehicles. The development proposals rely on fundamental assumptions – these need to be further developed and confirmed before planning progresses too much further.	Fundamental assumptions need be confirmed before the development proposals are taken too much further.
6.6.2 Bulk services framework - Phasing	Proposal indicates prioritizing Precincts 6,7 for development. Existing access to these precincts is constrained and exhibits traffic problems. The proposed bulk floor area phase 1 is 400 000m².	Any proposed intervention (development, access, or upgrade) along or adjacent to the Provincial Road Network

	How will the additional trips be accommodated if the existing traffic network and access arrangement is operating over capacity?	will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
6.6.3 Transport improvements per phase	Table 14. Transport infrastructure improvements per phase and precinct.	The impact of the proposed transport infrastructure improvements and phasing needs to be assessed, aligned and integrated with the that of the Stellenbosch Municipality (SM) Roads Master Plan (2018).
6.6.3 Proposed transport considerations	Figure 23. What is the status of the "proposed transport considerations"? Are these based on a transport study for ATC, the SM Roads Master Plan, or have these been developed as part of the ATC LSDF process.? Have the relevant road authorities provided input / comment on the proposed interventions?	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
8.2.3 Legislation and regulations	The most appropriate option for incorporating the LSDFs envisaged rights and obligations in the LUMS appears to be establishing and ATC Local Area Overlay Zone.	The proposed overlay zone and associated development parameters for ATC, should be supported by an overarching strategic transport master plan.
8.2.3 Development agreements	In support of the ATC implementation, agreements are envisaged dealing with shared responsibility related to the provision of infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
8.2.3 Steps for concluding a Services Agreement	Table 27. 3. Engineering Design – Submission of external bulk infrastructure designs for approval.	Any proposed improvements to the Provincial Road Network will require consultation with the DTPW Roads Branch.
8.5 Monitoring and Evaluation	Landowner and SM administrative agreement on: The Development Framework, the Local Area Overlay zone, and associated processes. The phasing and manner of infrastructure provision.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.

3. Adam Tas Corridor Development Guidelines, September 2021

Clause *(Indicate clause/ regulation Number)*	**Comment** *(State why the clause/regulation or proposed amendment is not supported or what the problem is with the provision)*	**Suggestion** *(Suggested deletion/amendment/ addition)*
2.3.7 Approach to Non-Motorized Transport (NMT)	Pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic and larger streets, paired with traffic calming or traffic control to facilitate safe crossings.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
2.3.8 Approach to Bridges and Grade Separation	Bridging elements within the ATC are important pieces of public investment. They ensure the accessibility between opportunities on either side of the railway line and busy, wide Adam Tas Road. These bridging elements are either NMT focused, or vehicle focused and can either be overhead or underpass.	Any proposed intervention along or adjacent to the Provincial Road Network (incl. road reserve) will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.2.3.2 Precinct 2 - Built environment development guidelines – interface qualities	Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.8.2 Precinct 8 – Landscape & Public Realm Guidelines	Physical crossing of Adam Tas Road to be emphasized.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.9.3.3 Precinct 9 - Precinct Specific Guidelines	Create safe NMT crossing of the Plankenbrugrivier to promote integration between existing development to the west and the Adam Tas Corridor. These bridges must be integrated with the NMT network of the Precinct.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.

4. General Comments

Topic	Comment/Consideration
Cultural landscape – sense of place	Identification of scenic routes and/or rural areas: As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of any Scenic Drive/Routes (or similar) Policy and endorsement and/or approval will be required before any measures can be implemented. Note applicability of Scenic Route Overlay Zones.
	Outdoor Advertising limitations: As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of Policy, especially as it relates to the road environment.
Corridor Development	As an affected stakeholder, the DTPW Roads Branch and any affected Road Authority will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets.
Area development – provision of bulk utilities	The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision is made. During the process of providing the required infrastructure to support growth and development, the DTPW Roads Branch and any other affected road or utility authority will need to be consulted.
Land use – proclaimed road reserve	Land use of Road Reserve considered. Any proposal to expropriate sections of the proclaimed road reserve to accommodate development will require consultation and approval from the relevant Road Authority.
Public Transport – proposed projects and new links	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
Planning and execution of Road Projects	As the relevant road authority, DTPW Roads Branch will require consultation in developing proposals along Provincial Road links. Consult with DTPW Roads Branch for additional information if required, as the information provided on transport infrastructure project pipeline in the SDF may not be up to date. It is important to note that implementation timing and funding of DTPW-led Projects to be determined by the DTPW Roads Branch.

Arterial/Access Management Plans (AMP)	Arterial Management Plans (AMP) are tools guiding the planning of major roads where pressure from adjacent development must be balanced with the mobility function of that road. DTPW Roads Branch approval of Arterial Management Plans is required where Proclaimed Provincial Road Network assets are directly or indirectly affected.

APPENDIX S

Chantel Hauptfleisch

From: Bernabe De La Bat
Sent: Wednesday, 20 September 2023 08:43
To: Craig Alexander; Anthony Barnes; Stiaan Carstens; Chantel Hauptfleisch
Subject: FW: [EX] SRA COMMENT ON IDP DRAFT FOR 2023 - 2024 (18 SEPTEMBER 2023)
Attachments: 20230918 SRA - RE COMMENT ON IDP DRAFT 2023- 2024.pdf; 20230512 SRA Comments RE-citp-draft (Pgs2).pdf

FYI

Kind regards
Bernabé de la Bat (Pr.Pln)
A/696/1992
Manager: Spatial Planning

T: +27 21 808 8653
129 Dorp Street, Stellenbosch, 7600
www.stellenbosch.gov.za

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http://www.stellenbosch.gov.za/main_pages/disclaimerpage.htm

From: Simon Wilson <simon@landsgate.co.za>
Sent: Monday, September 18, 2023 5:48 PM
To: Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Johan Fullard <Johan.Fullard@stellenbosch.gov.za>
Cc: Esther Groenewald <Esther.Groenewald@stellenbosch.gov.za>; Carli Van Wyk <Carli.VanWyk@stellenbosch.gov.za>; Peter Johnson <Peter.Johnson@stellenbosch.gov.za>; mm Municipal.Manager@stellenbosch.gov.za>
Subject: [EX] SRA COMMENT ON IDP DRAFT FOR 2023 - 2024 (18 SEPTEMBER 2023)

Dear Messer's De La Bat & Fullard,

Please find attached letter from the Stellenbosch Ratepayers Association in the regards to the IDP Draft 2023-2024. Please see our earlier letter on the CITP Draft (12 May 2023) for reference.

Please confirm receipt by return.

Kind regards
Stellenbosch Ratepayers Association

Simon Wilson

Stellenbosse Belastingbetalersvereniging
Stellenbosch Ratepayers' Association

✉ *399 Stellenbosch 7599 • info@stellenboschratepayers.org*

17 September 2023

Mr Bernabé de la Bat, Manager, Spatial Planning, Heritage & Environment
Bernabe.Delabat@stellenbosch.gov.za

Mr Johan Fullard, Senior Manager, Roads, Transport & Stormwater
Johan.fullard@stellenbosch.gov.za

Dear Messer's, De La Bat and Fullard

STELLENBOSCH INTEGRATED DEVELOPMENT PLAN 2023 – 2024: OPEN DAY BRIEFING HELD IN THE TOWN HALL ON 13 SEPTEMBER 2023: CONCERN ABOUT THE LACK OF ALIGNMENT BETWEEN LAND USE (SPATIAL) AND TRANSPORT PLANNING

1. I refer to the above-mentioned briefing which was attended *inter alia* by representatives of the Stellenbosch Ratepayers Association (SRA) and a few homeowners of Ward 22. The format of the briefing had certain advantages in that it provided for direct contact between the public and senior officials. From an SRA and Ward 22 perspective, however, the interaction revealed or confirmed that there is a glaring mismatch between the approved principles for Land Use (Spatial) Planning and the Draft Comprehensive Integrated Transport Plan (CITP).

2. During discussions with Mr Bernabé de la Bat, Senior Manager, Spatial Planning, he conceded that the building of a link road from the western end of the Technopark (due north) to the Adam Tas Road, would increase pressure to include Libertas/Fleurbaai Farms in the urban edge. Notwithstanding the fact that in the May 2023 approved Municipal Spatial Development Framework (MSDF), Libertas and Fleurbaai are specifically and strongly excluded from the urban edge, funding of some R88 million for planning and building the road has already been included in the short-term Municipal budget (this budget is in fact an appendix to the approved 480-page MSDF document, see page 426). This has happened while alternative alignments, including input from the public, have yet to be considered by consultants on behalf of the Municipality.

3. As you are aware the SRA has serious concerns about the contents of the draft CITP as outlined in its letter addressed to the transport consultants of the Municipality dated 12 May 2023 (copy attached). The concerns of the SRA are endorsed by international best practice, where there is a movement away from building additional roads in favour of Public and Non-motorised Transport (NMT). Singapore is an excellent example, where emphasis on Public and NMT is paying handsome dividends in terms of quality of life, reduced costs, and longevity of the population. Based on this model it would not be unreasonable to suggest that the current draft CITP should be withdrawn and replaced with a new vision. Clearly the consultant spatial and transport planners need to work together and not in isolation. The emphasis on road building in the current set up is defeating the sound spatial planning principles contained in the approved MSDF. It needs to be emphasized that the CITP is

deceptive in that it correctly ticks the legal boxes but in substance is just a wrapper for the predetermined projects of the Roads Master Plan. It is crucial to highlight that there is a massive imbalance in the infrastructure spending budgets of roads vs non-road mobility. This imbalance is reflected in the focus of the CITP on road project funding. While many other projects are listed which are nice but the majority of these are not funded. What is missing from the CITP document which served before MAYCO on 13 September 2023 are copies of the comments submitted Friends of Stellenbosch Mountain (FSM), Transport Futures, and the SRA on 12 May 2023.

4. In view of the above comments, the SRA considers it necessary that a full version of the CITP Draft 3 be made available to all Councillors and not a scanned copy as appears in the Mayco Agenda but a searchable pdf version including all CITP Appendices. This is important because Annexure F of the Mayco agenda is misleading and misrepresents in substance many public comments. The SRA looks forward to your response to correct the current imbalance and non-alignment between transport and spatial planning in and around Stellenbosch.

Kind regards

Simon Wilson (Chairman of the SRA)

Cc Cllr Esther Groenewald, Ward Councillor for Ward 22
Esther.Groenewald@stellenbosch.gov.za

Cllr Carli van Wyk, Chairperson of the Planning and Economic Development portfolio
carli.vanwyk@stellenbosch.gov.za

Cllr Peter Johnson Infrastructure Services, Peter.Johnson@stellenbosch.gov.za

Ms Geraldine Mettler, Office of the Municipal Manager, mm@stellenbosch.gov.za

Stellenbosse Belastingbetalersvereniging
Stellenbosch Ratepayers' Association

✉ *399 Stellenbosch 7599 • info@stellenboschratepayers.org*

12 May 2023

Ms Nina Otto
AECOM SA (Pty) Ltd
Nina.otto@aecom.com

Dear Ms Otto

Comment on the Stellenbosch Draft CITP, May 2023.

Introduction

The Stellenbosch Municipality has called for comments on the Draft Report Titled CIPT Stellenbosch, with a deadline of 12 May 2023. We welcome the opportunity to respond and hope the following comments will support the Municipality in delivering improved transport solutions.

While we respond first and foremost to the call for comments, we also refer to earlier submissions where we have not had any response from the Municipality.

The following sections of this submission are:

- Summary overview
- More detailed comments
- Suggestions of recent work, evidence-based outputs and best practice examples that must inform the way forward for improved mobility
- A recommended way forward.

As a statutory recipient of all draft Level 1 and Level 2 municipality CITP documents, we forward this comment also to the Western Cape MEC for Transport and Public Works.

Summary Comment

The Stellenbosch CITP 2022–2026 is intrinsically contradictory. It advances a theory of sound practice but then proposes almost the opposite, which is not the best way forward. It outlines accepted best practices in mobility as the ideal but then defers to the 2018/2019 Roads Master Plan, a flawed internal document with a dated and damaging approach. We suggest that the Municipality should not contemplate approving the RMP.

Introductory sections advance the policy context for integrated planning and sustainable mobility solutions. In this, the draft CITP, is similar to the transport-oriented development approach that informed the 2016 CITP.

The document, however, ultimately contradicts the policies in the introductory sections as it attempts to justify the flawed 2018/2019 Roads Master Plan. Without any scenario-based assessment work, this document proposes massive new road building as the recommended way forward. As a result,

most of the current and future spending will be on planning for new highways to and around Stellenbosch.

The cost involved in these highway plans is such that conclusions should evolve from evidence-based assessment. Instead, in the pivot towards justifying the 2018/2019 Roads Master Plan, the draft CITP seems to focus singularly on road development and expansion. It does so in isolation and without an integrated needs-based assessment. The 2018/2019 Roads Master Plan is neither a valid nor appropriately approved or adopted plan.

The draft document ultimately does not reflect that the CITP and transport plans and interventions must align and reflect the recommended strategies of the MSDF and the IDP as the higher-level statutory plans. The draft CITP lacks analytical work or references which underpin the strategic direction required for transport, mobility, and integrated solutions. Instead, it makes alarming, unqualified statements and conclusions regarding future road development, including the following:

...it is concluded that there are at least five major road projects which are required in the medium term to service the expected developments….

- *Portions of the Eastern Link Road;*
- *Portions of the Western Bypass;*
- *The R44 Upgrade – mostly provincial responsibility;*
- *The Jamestown Links, and*
- *Upgrading of the R304/Bird Street link.*

Development of the Eastern Link Road and the Western Bypass is not part of the approved Stellenbosch Municipal Spatial Development Framework (MSDF) of 2019 as the higher-level statutory plan. Therefore, this proposed CITP is at odds with the transport sector plan and strategy within the MSDF. The transport framework set out in the MSDF explicitly references the need to consolidate and better manage existing road connections within Stellenbosch to pursue innovative approaches to travel demand management to alter the current excessive reliance on private car travel. It outlines the Adam Tas Corridor as a main arterial link to accommodate significant transport increases and new commercial and residential development and densification opportunities.

The draft CITP has no policy-compliant object-driven assessment framework for testing the road development options that it eventually proposes. Instead, it appears to be an opportunistic proposal at odds with the approach outlined in the introductory sections and the approved MSDF.

Local municipalities do not have an institutional mandate, or the resources needed to deliver a comprehensive, integrated transport rollout alone. In Stellenbosch, it implies a cooperative approach between the Municipality, Western Cape Province, and broader stakeholder groups, including Stellenbosch University, local commerce, and public interest groups. The draft CITP does not acknowledge such cooperation. The draft does not recognize the Provincial Sustainable Transport Programme (PSTP) or the critical documents with recommendations for integrated transport solutions, institutional cooperation models and rapid action plans. REF. PSTP documents

As integrated transport planning professionals, stakeholders, and long-term residents of Stellenbosch, we recognize the urgent need for appropriate mobility improvements and solutions. But the response to promote extensive road building as the core solution is flawed in the process, approach, and the conclusions reached. This draft CITP rests on outdated, non-policy-compliant methods, siloed thinking, and a rejection of an integrated assessment. The document does not recognize the challenges of socio-economic inclusion or seek novel integrated solutions to ensure a well-functioning, vibrant, inclusive, and thriving future.

The CITP follows a pattern we have commented on over some years. It continues to ignore statutory and legal requirements that the CITP plan is a second-level input to the MSDF and the IDP.

In its failure to undertake integrated planning and ignoring international best practices in the eventual proposals, the draft document highlights past failings, which have intensified from 2017 to 2022, in the Municipality's Infrastructure Directorate. Consequently, it has serious shortcomings and implications to achieve better mobility and the better economic, social, cultural, and environmental functioning of Stellenbosch.

Specific Comments on the draft CITP

Chapter 2 - Transport Vision & Objectives

This section refers to national transport policy and the critical need to promote sustainable transport approaches and support transport and land use integration. We refer to interventions in the 2017 CITP and the 2019 SDF documents.

Roads Master Plan inputs	Required policy interventions
· Population growth with correlated increases in trip-making	· Per capita travel reduction strategies
· Land development for commercial and residential growth, including the release of significant new development land	· High-density residential development concentrating on trip-making and increasing s viability of walking, cycling and public transport.
· Projected private road traffic increases (in line with population growth and land development) based on current mode splits and vehicle occupancies	· All, or at least a majority of new trips and many existing trips to switch to sustainable modes (public transport, cycling and walking)

Section 2.4 sets Sustainable Mobility for all and Land Use and Transport Integration as key objectives. It then includes specific modal responses, including road infrastructure development and 'parking' as 'objectives' instead of reflecting roads and parking delivery as outputs of a scenario-based course of action.

Section 2.5 refers to a scenario-based comparison, but there is no indication of the basis, criteria, and how each was measured and scored.

Section 2.6 outlines a Future Transport Concept founded on sustainable transport principles. However, without drafting the problem statement for this outcome, this section also states that Stellenbosch must consider bypass road options.

Sections of the draft CITP rely heavily on the flawed 2018/2019 Roads Master Plan. It emphasizes conclusions that are not evidence-based.

In the strongest terms possible, we stress that analyses and conclusions made in the 2018/2019 Roads Master Plan represent just one scenario illustration for transport and spatial development outcomes for Stellenbosch. Outputs from this scenario are the direct opposite of what agreed and adopted policies and strategies require.

The CITP draft concluding documents refers to adopted policies requiring sustainable transport solutions and travel demand management approaches. Yet, there is no quantified scenario building and testing/modelling against critical objectives to identify policy-compliant options(s). It is, therefore, wholly inappropriate to take forward outputs from the 2018/2019 Roads Master Plan document as representing the selected way forward for Stellenbosch.

Chapter 3 - Transport Registrar

This chapter refers to a car parking investigation (Stellenbosch Bulk Parking, June 2021, undertaken by SMEC engineers), which reports a 720-space parking shortfall in Techno Park and a 200-300 shortfall in the CBD. It is inappropriate in this section of the CITP to note any such assessment as the Registrar section has a factual record of demand and supply only and must not assess shortfall or means to intervene. Having referenced this conclusion from the SMEC 2021 study, nowhere in the CITP is there an assessment of different transport demand and supply scenarios of parking strategies which review alternatives. Limiting parking supply is essential to changing demand patterns with other options in place.

Chapter 4 - Spatial Development Framework

The MSDF identifies several transport-related spatial challenges.

First, it indicates how provincial transport planning practices have a regional mobility lens. Most planning efforts and funding allocations for road infrastructure expansion respond to demand-side growth, often attributable to unconstrained low occupancy private vehicles at the cost of local mobility. It implies there could be more emphasis on progressively improving the efficiency of existing road space through shifting modes and altering travel patterns.

The financial, economic, social, and environmental cost of not doing this is high, unsustainable and excludes most of the local population. It also has an adverse consequence for managing transport at the local level. Local streets generate and receive tips on provincial roads.

At the local level, the MSDF suggests:

- Residential densification and infill development within the urban areas;
- Support mixed land use in settlement centres;
- Promote Public NMT development, and
- Support the proposals of the Adam Tas Corridor Plan.

The MSDF sets down the intent for the Adam Tas Corridor as the dominant focus for future land development, intensification and integration and its transformation into a high-density public transport and non-motorised transport corridor.

However, the draft CITP plan strongly references the 2018/2019 Roads Master Plan. It does so without engaging with the actual Corridor plans, as set out in the approved Corridor Local Spatial Development Framework. It records a range of general roadway expansion projects for investigation and lists some specific capacity enhancements schemes:

- *The section of Adam Tas Road between the intersection of the R44 and Merriman Street, as well as George Blake Street, is operating "beyond capacity" and should be investigated further for possible improvements;*
- *Traffic modelling for 2040 for this section of Adam Tas Road indicates that it could become the busiest road section in Stellenbosch; referencing a proposal that the section be widened to three lanes per direction, and*
- *The road improvement that may have the largest impact on the Adam Tas Corridor is the development of the Western Bypass.*

The draft CITP wants to prioritise the following:

- *Dualling of Lower Dorp Street between the R44 and Adam Tas Road;*
- *Reconfiguring and improving the Adam Tas/George Blake Street intersection; and*
- *Reconfiguring Adam Tas Road intersections with the R44/Alexander and Merriman Streets.*

We suggest that these are already stated as outcomes, rather as plans to engage with the Corridor plans and context from which the Corridor originated.

Vehicle trip estimates in the transport model underpinning the Infrastructure Directorate's Roads Only 2018 Plan are based on projecting from past trends and use unconstrained vehicle growth assumptions, no change in vehicle occupancy and no forecast for significant mode shifts. As such, it is at odds with policy imperatives. It also does not have a sound evidence base. Compelling conclusions are a result of multiple scenario comparisons testing a range of different transport supply-side interventions against core policy objectives.

A current planning application for a project to Dual of Lower Dorp Street between the R44 and Adam Tas Road is now live, as was featured on the front of the Eikestad News 27 April 2023).

In this article, the Municipality's spokesperson states because the project featured in the 2018/2019 Roads Master Plan approved by Council, it would now proceed to construction early in 2024.

However, the 2018/2019 Roads Master Plan is not a formal transport plan. Furthermore, the Municipality ignored solid public criticism and did not respond to written commentaries.

Chapter 5 - Transport Needs Assessment

In this section, the document does not provide evidence of balanced analysis or policy focused assessment to support statements.

It reports town parking pressures lead to the "*Feasibility of two facilities*":

- *A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) was identified as the optimum solution.*
- *A facility of 150 to 200 spaces (open at-grade parking) at Location 5 in Techno Park was identified as the optimum solution for this shortfall.*

In response, we ask: On what basis are creating more facilities feasible over and above strategies and measures to manage demand and reduce the need for parking with alternative options?

Concerning policy-aligned options for park-and-ride facilities for the wider Stellenbosch, the Draft CITP incorrectly states:

"*The important conclusion that can be made from this is that…. "there is no evidence to support the feasibility of the concept. There is no evidence of similar successful projects elsewhere, but it should remain an option for future consideration*".

Chapter 7 - Transport Infrastructure Strategy

The draft CITP states, in 7.1.3.1:

"The overarching trend in the current realities and experiences of the roads network infrastructure indicated that congestion is the primary concern and that a number of sections of the current road network operates at capacity during peak times".

The statement is incorrect and dangerously misleading. Indeed, there is vehicle capacity on critical parts of the road network at peak, and traffic congestion results. It is due to the vehicle mix of predominantly private cars, with the vast majority being single-occupant vehicles. As a result, the potential passenger capacity of Stellenbosch's arterial roads is many times greater than current levels without road expansion or new road development.

Most of these low occupancy car-based trips are commuters travelling into or within Stellenbosch, university trips and school drop-off traffic. The central aim of the approved policy is to shift many of these trips to shared travel solutions, improved public transport, and active travel means (cycling & walking), helping to release significant network constraints. In addition, it will significantly increase the efficiency of existing road corridors and promote the density of activity, which the MSDF seeks to achieve.

Further statements in this section are similarly misleading and at odds with the approved transport policy and approach.

"....the strategy to address the concerns around congestion (at the present time) has to be based on the current congestion levels and the predicted traffic demand in the Stellenbosch Roads Master Plan."

The 2019/2019 Roads Master Plan predicted traffic demands have no basis in setting a recommended way forward as part of future integrated transport and spatial development policy. They could at best be used as a what-if scenario titled – for example, traffic growth as projected from past history.

The 2019/2019 Roads Master Plan was approved without due process and without responding to the extensive comments and objections.

However, the draft CITP makes startling unqualified statements and conclusions regarding future road development, including:

...it is concluded that there are at least five major road projects which are required in the medium term to service the expected developments....

- *Portions of the Eastern Link Road;*
- *Portions of the Western Bypass; the planning of the link between Technopark and Adam Tas Road (R310) is in progress. the extension northwards (Option 2) partially following the Devon Valley Road and eventually linking with the R304 and the R44 may also be required, considering the proposed developments along the Adam Tas Corridor.*
- *The R44 Upgrade – mostly provincial responsibility;*
- *The Jamestown Links, and*
- *Upgrading of the R304/Bird Street link.*

We object to the development or upgrade of each of these links and roads as reflected in draft plans to date:

- No such road plans form part of the approved and current Stellenbosch Municipal Spatial Development Framework (MSDF) of 2019 as the higher-level statutory plan and so is fundamentally at odds with the transport sector plan and strategy within the MSDF.
- To date, there is no policy-compliant objectives-driven assessment framework, and the Municipality did not test these or other strategic road development options against it. In the MSDF, the transport framework refers to the need to consolidate and better manage existing road connections within Stellenbosch. Stellenbosch must pursue innovative travel demand management approaches to alter the excessive reliance on private car travel. It outlines the Adam Tas corridor as the main arterial link for improvement to accommodate significant transport capacity increases and enable new commercial and residential development and densification opportunities.

To clarify, we believe that there may be valid arguments for some upgrade interventions. However, the Municipality must follow due process and weigh alternative interventions before putting forward such costly and high-impact plans as policy.

For example, for the Western Bypass, there is no problem statement against which to generate potential options for intervention, of which a road bypass may be one alternative. Neither Stellenbosch Municipality nor the authors of the 2018/2019 Roads Master Plan nor the draft CITP have prepared alternative scenarios for analysis to compare with a road bypass.

We challenge the claim below that a recent EMME transport modelling exercise study now indicates up to 50% traffic diversion off R44 through central Stellenbosch.

"The assignment results (from macroscopic modelling in 2019) shown in the Stellenbosch Roads Master Plan confirms the importance of the proposed Western Bypass to service longer distance traffic, as it is predicted to reduce the traffic on the central part of the R44 by 970 vehicles/hour/direction around 50% of the current capacity of the R44 through Stellenbosch). This is quite different to the results of the Gateway study done by Messrs. RHDHV in 2017, which states that the proposed bypass will reduce traffic loads (on the present R44) slightly (10%). It is unlikely that the 2019 modelling included the current (extensive) land use proposals for the Adam Tas Corridor. Should this now be included, then the results should even more point to the need for a western bypass to reduce traffic on the R44 and Adam Tas Road.

"It is considered crucial that the planning process with respect to a possible Western Bypass proceeds, also in co-operation with the provincial transport department, and that the environmental process is started."

Very basic survey and traffic counts of present traffic flow in and around Stellenbosch clearly indicates that the vast majority off all private car trips have their origin and destination in Stellenbosch. (The 2017 Gateway Study seems to be correct)

Even if this almost five-fold increase on extensive previous modelling were the case (Which as said we challenge), there has not been any assessment of the total costs and implications of a bypass set against a range of cost-effective options for the R310 and R44 upgrades.

Suggested way forward

The common thread of the comments made on the draft CITP document is the need for transport planning in the Municipality to follow a vision and policy-led framework of structured optioneering and assessment to determine optimum interventions and improvements.

Furthermore, the framework must align with the statutory planning process, where the approved spatial development and integrated development plans guide transport plans. However, it has not

been the case in drafting the current draft CITP document and its recommendations, and this pattern has unfortunately been the case for some years in Stellenbosch.

We recommend that the Municipality urgently develop the strategic transport plan for Stellenbosch, using best practice optioneering and assessment methods. There is a wealth of inputs and studies that could inform and guide this process, and progress can be rapid. It should be a collaborative exercise with the Western Cape Province (given the overlapping portfolios for transport delivery and management) and draw in the full involvement of other key local stakeholders, including the University, business and organised community groups.

We further suggest that road planning authorities in well-developed areas are moving away from traditional prediction and assessment modelling. It is inappropriate for our current regional and urban development challenges. The work in the 2018/2019 Roads Master Plan, referenced in the draft CITP, followed this outdated and inappropriate methodology.

The main economic benefit of investment in new road capacity is saving travel time. The benefit-cost ratio of a proposed scheme, a measure of value for money, largely depends on the estimated value of time savings to business users and others in relation to the cost of construction. However, evaluations of outcomes of well-developed road networks generally find no time savings, partly because new roads attract more traffic. Furthermore, when one incorporates the complete set of costs into the assessment, pedestrian and other non-motorised routes are mostly investments with better economic outcomes.

Benefit measurements now often compare the economic and social cost of one type of investment against the other. America, for example, has recently budgeted $20 billion per year in the Federal budget to demolish relatively new highways because of the cost to communities and the environment. It is worth noting that both parties have supported this. In the UK and Europe, countries and regions have stopped building new roads pending the outcome of investigations.

Our third recommendation is not to do transport planning in isolation. Trip-making is a derived demand of broader spatial and integrated development objectives and frameworks.

Our fourth recommendation is not to rely only on the outdated project and provide a paradigm. We must first understand the problem that we attempt to address. Then we may set a vision and test options.

The transport issues facing Stellenbosch and its surroundings are undoubtedly severe, worsening, and complex. As growth pressures mount on Stellenbosch, appropriate responses are vital.

Yet Stellenbosch is fortunate in having pressures that are growth generated, as opposed to issues of decay and decline. Moreover, Stellenbosch has a historical, attractive core that maintains a gravitational pull.

These are vital contextual realities that should influence and shape our collective responses.

In facing challenges of growth, Stellenbosch is not unique. Elsewhere in the world, many towns, cities and governments seek ways to deal with changing contextual realities related to transport and growth.

For example, many governments are investigating strategic roads, following critical reports from various government agencies, particularly national audit offices.

These investigations seek, amongst others, to understand how governmental road investment programmes meet users' needs, whether the programmes align with other policies and the relevance of technological developments.

A general pattern seems to emerge:

- well-developed regions have often overstated the economic benefits of road investment;
- there is often conflict with other government policies, particularly on lowering carbon emissions;
- road planners neglect technological opportunities to improve the operational efficiency of the road network.

There is a maxim that we cannot build our way out of congestion, which recently gathered evidence proves to be generally true. The public justification of investment in new strategic road capacity, congestion relief and boosting the economy are mostly very short-term. The local traffic induced by the new construction quickly restores congestion to what it had been.

The overstatement of the economic benefits of many new roads and the apparent inconsistency between road traffic plans and other government policies, as well as new pressures on public expenditure, led to a growing consensus to treat road networks in somewhat well-developed regions as mature, with the future focus on improving operational efficiency.

Therefor, more and more policy directions focus on reducing capacity allocated to general traffic. It now encourages active travel and facilitates public transport.

As in road freight, the aviation sector and other forms of transport, the move is towards operational efficiency. For road planning, it means the underlying discipline is not civil engineering but operations research, together with modelling and economic analysis of operations, rather than long-lived investment based on linear growth projections.

In investigations, the reasons why road infrastructure departments continue to promote new roads based on linear growth projections include, amongst others, the preoccupation of highway engineers with civil engineering works; the need to spend the large budget traditionally allocated to road investment; the lack of staff with the professional background to cope with digital technologies; and road authorities being monopolies, and not subject to competitive pressures to maximise efficiency.

In the context of responses by towns and cities with which Stellenbosch has to compete for talent, visitors and growth, Stellenbosch must find its own best answer for the longer term.

Stellenbosch must do the right things and do it right.

To conclude the SRA believes that you should give serious consideration to addressing the shortcomings highlighted above. Stellenbosch simply cannot afford to implement the road-based proposals identified in the CITP which are more likely to aggravate traffic congestion. The funding capital available should be focused on providing NMT infrastructure and is likely to have a far greater reach and impact. Given the differing solutions to inner town and the broader transport needs, these should be clearly addressed within funding considerations for the next budget and/or revision of the 23/24 budget

Kind regards

Simon Wilson (Chairman of the SRA)

Cc Ms Geraldine.Mettler, Municipal Manager Geraldine.Mettler@stellenbosch.gov.za

Mr Shane Chandaka, Director Infrastructure Services Shane.Chandaka@stellenbosch.gov.za

Chantel Hauptfleisch

From: idp
Sent: Wednesday, 24 April 2024 15:25
To: Bernabe De La Bat
Cc: Chantel Hauptfleisch; Gurswin Cain; Nwabisa Jozana
Subject: Stellenbosch Agricultural Society: Comments on the Draft Second Review of the 5th Generation IDP 2022-2027
Attachments: SBLG - SDF - 23 April 2024.pdf

Dear Bernabe,

Please see attached the submission made by the Stellenbosch Agricultural Society, Mr Emile van der Merwe.

The section marked in yellow in the attached document is for the attention of the Department: Spatial Planning.

formal written response should be submitted to the IDP department by **Friday, 10 May 2024**.

Please note that all written responses are submitted to the Municipal Manager for approval, before being communicated to stakeholders.

Kind regards,

Catherine Muller
Integrated Development Planning Officer
Department: Governance
Office of the Municipal Manager

T: +27 21 808 8060 | C: +27 72 661 9883
71 Plein Street, Stellenbosch, 7600
Private Bag X17, Stellenbosch, 7599
www.stellenbosch.gov.za

From: Emile <emilevdm@adept.co.za>
Sent: Tuesday, April 23, 2024 2:02 PM
To: Geraldine Mettler <Geraldine.Mettler@stellenbosch.gov.za>; idp <idp@stellenbosch.gov.za>
Cc: infostlandbo@mweb.co.za
Subject: [EX] Stellenbosch Agricultural Society: Comments on the Draft Second Review of the 5th Generation IDP 2022-2027

Dear Geraldine/IDP office

The official notice inviting comments on the Draft Second Review of the 5th Generation IDP 2022-2027 and the Stakeholder Engagement meeting held on 2024-04-16 in the Town Hall have reference.

Attached hereby please find the comments of the Stellenbosch Agricultural Society. The following documents are attached:

- Letter pertaining to the stakeholder meeting (agenda, time allowed for engagement, slideshows not available)
- Comments on the Draft Second Review of the 5th Generation IDP 2022-2027
- Comments on the Infrastructure Services : Development charges policy
- Comments on tariff and rates policy

We trust that our comments will be considered in a transparent and positive manner.

It will be appreciated if you can please acknowledge receipt of the said documents.

Kind regards

Emile

E van der Merwe | General Manager
STELLENBOSSE LANDBOUGENOOTSKAP

Adres: Doornbosch Sentrum | Posbus 204 | Stellenbosch | 7599
Tel: +27 (0)21 886 4867 | +27 (0)21 886 5050
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Faks: +27 (0)21 883 8965
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GEAFFILIEER BY AFFILIATED TO AGRI

Chantel Hauptfleisch

From: Monique Steyl
Sent: Tuesday, 21 May 2024 08:47
To: Bernabe De La Bat
Cc: Chantel Hauptfleisch; Catherine Muller; Adele Wagenaar
Subject: Comment IDP and Public Participation Period - April 2024
Attachments: SBLG - Revenue - 23 April 2024.pdf

Importance: High

Good morning Bernabe

Please see attached the submission made by the Stellenbosch Agricultural Society, Mr Emile van der Merwe. See the sections highlighted in yellow.

Formal written responses should be submitted to the Budget department by **Friday, 24 May 2024**.

Kindly note that all written responses will be submitted to the Municipal Manager for approval, before being communicated to stakeholders.

Kind Regards,

Monique Steyl
Senior Manager: Financial Management Services
Financial Services

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STELLENBOSSE LANDBOUGENOOTSKAP
STELLENBOSCH AGRICULTURAL SOCIETY

2024-04-23

The Municipal Manager
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Dear Madam

COMMENTS: DRAFT 2nd REVIEW OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP 2022 – 2027)

The Stellenbosch Agricultural Society representing organised agricultural in the Stellenbosch area hereby formally provides their comments on the 2nd Review of the 5th Generation IDP 2022/2027 (March 2024).

The Society over the last number of years has submitted comments on the IDP and associated processes. The Society however remains concerned about the lack of integration and alignment between the IDP and SDF with special reference to land reform, rural development programmes, farm worker housing and incentives for commercial farmers to sustain their farming activities.

SECTION 1.21 – STAKEHOLDERS (REFER TO TABLE 19)

As per the previous engagement and review process it is again emphasised that the Stellenbosch Agricultural Society should be recognised and included as a strategic partner of the Municipality. The Agricultural Society represents organised agriculture in the Stellenbosch area and is affiliated with Agri Western Cape on provincial level and AgriSA on a national level. The primary focus of the Society is to ensure sustainable food security and to protect high potential agricultural land in support of sustainable agriculture and

employment opportunities especially relation to the primary producers. The Society in collaboration with the Stellenbosch Farm Worker Forum and other role players are actively involved in aspects that ranges from alternative energy provision, minimum wages, economic constraints with reference to export (ports), water allocations, WIETA standards, diesel rebates etc. This partnership can have mutual and strategic benefits to strengthen the agricultural resource and production base in support of economic development of the rural areas.

CHAPTER 4: SPATIAL DEVELOPMENT FRAMEWORK

Calcutta Memorial Park

In terms of the 2024/2025, 2025/2026 capital projects the Calcutta Memorial Park is listed as the 4th highest capital project as set out in the Medium Term Revenue and Expenditure Framework with a total amount of R72,320, 550. The Spatial Development Framework and Capital Expenditure Framework in this regard is not aligned and it therefore is recommended that the Spatial development framework be revised in order to include the Calcutta Memorial Park on a spatial level.

Local Spatial Development Frameworks

The formulation, preparation and approval of local spatial development frameworks for the rural nodes have been outstanding for a long period of time. This especially is of importance for the areas alongside the Baden-Powell and R304 corridor. Areas like Vlottenburg and Koelenhof are experiencing severe development pressure and it therefore is requested that funding be made available towards the planning and approval of the Vlottenburg and Koelenhof rural node.

CHAPTER 6: ONE PLAN: SERVICE DELIVERY, BUDGET, PROGRAMMES AND PROJECTS:

Section 6.8: Stellenbosch Municipality Operational Support Plan (refer to table 35)

The Agricultural Society during the 1st Review (March 2023) expressed their concern and submitted comments pertaining to the lack of funding and commitment towards the following two projects listed below (extract from table 35).

Improvements to public transport facilities in rural and semi-rural areas within the Stellenbosch Municipal area	Department: Roads, Stormwater and Transport	Upgrading and implementing new Taxi and Bus stops in rural and semi-rural areas within the Stellenbosch municipal area.	n/a
Improvements to the NMT network in rural and semi-rural residential settlements located within the Stellenbosch Municipal area	Department: Roads, Stormwater and Transport	Construction of Sidewalks and NMT facilities in rural and semi-rural residential settlements located within the Stellenbosch Municipal area.	n/a

The projects are included in the 2nd Review (March 2024) and it is still not certain whether funding has been sourced and obtained towards the planning and implementation of the projects. No response has been received to date.

The improvements and provision of public transport and NMT facilities in rural and semi rural areas should be prioritised.

CHAPTER 7: SECTORAL PLANS AND IMPLEMENTATION STRATEGIES

7.3.3 INTEGRATED HUMAN SETTLEMENTS: HOUSING PROJECTS

The objective of the Housing Pipeline is to provide more emphasis on the following housing types or programmes:

- Social housing (the National Minister of Human Settlements approved Stellenbosch as a restructuring town and restructuring zones in November
- Provision of serviced sites;
- Access to affordable housing (GAP housing);
- Mixed-use housing (formalised homeownership employer housing - especially farmworker housing).

The IDP and assoicated Housing pipeline recognises the importat role of farm worker house as par the mix-use housing programme. The Municipality must give a clear and definte indication as to where and in which projects opportunities will be made available to accommodate for farm worker housing

SPECIFIC PROJECTS

KAYAMANDI NORTHERN EXTENSION

The Stellenbosch Agricultural Society supports the northern extension of Kayamandi. The area indicated in green on the proposed rezoning and subdivision plan however must be retained and protected for agricultural purposes. The said area is located on the eastern boundary of commercial farms and our concern is that further residential development on this portion could infringe on property rights and operational management and agricultural activities of the farms.

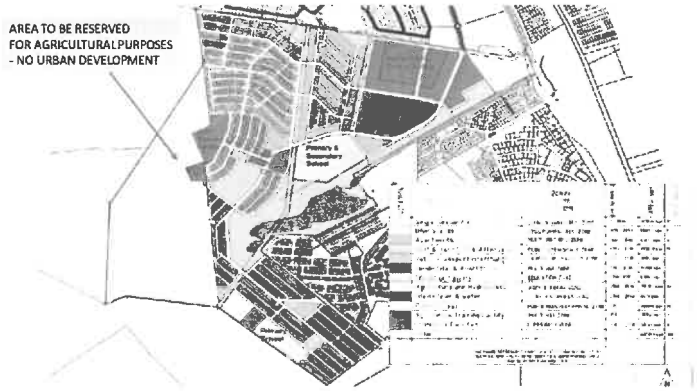

Figure 25 - Northern Extension Integrated Mixed-Income Human Settlement Development Subdivision Layout

SOCIAL HOUSING PROPOSED ON FARM 81/2 AND FARM 81/9

The proposed development of approximately 250 social housing units on the properties will not complement the social functionality of the neighbourhood since it cannot be integrated with other minimum ancillary and complementary uses. The properties are wedged between the railway line to the east and the R304 to the west which does not allow for holistic and integrated neighbourhoods. Urban development in the form of social housing units on the said properties furthermore will compromise the objectives of the Scenic Overlay Zone as set out in the approved Stellenbosch Zoning Scheme By-Law (2023).

2.1. Farms 81/2 and 81/9 Stellenbosch - Ward 16

7.3.12 LOCAL ECONOMIC DEVELOPMENT STRATEGY

Local economic development is the means of systematic identification, development and utilisation of economic opportunity, to benefit local businesses and create opportunities for local communities to improve the lives of residents. The Stellenbosch Agricultural Society in dealing with the rural community and organised agriculture hereby proposed the following interventions:

- Red tape reduction in planning department
- Building plan approvals
- Streamlined process that conforms to By-Laws stipulations
- Tax rebates in relation to heritage protection of farms, new vineyard plantations, provision of institutional/community facilities on farms (creches, pre-schools, public transport, housing, sport fields etc)
- Alien clearing and river management practises
- Partnering/engaging with the Society and the Farm worker Forum in relation to land availability and allocation to emerging farmers
- Liquor and trade licences
- Issuing of zoning certificates
- Streamline/prioritise applications aimed and agri-processing and related tourist facilities

CONCLUSION

It is trusted that the Municipality will consider and include the comments of the Stellenbosch Agricultural Society as part of the Draft Second review of 5th Generation IDP 2022/2027.

Yours faithfully

EMILE VAN DER MERWE
GENERAL MANAGER: STELLENBOSCH AGRICULTURAL SOCIETY

APPENDIX T

STELLENBOSCH

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TO: **SENIOR MANAGER: DEVELOPMENT MANAGEMENT (STIAAN CARSTENS)**

FROM: **MANAGER: SPATIAL PLANNING (BERNABE DE LA BAT)**

DATE: **23 APRIL 2024**

SUBJECT: **QUESTIONS FROM SRA FOR DISCUSSION AT THE AGM WEDNESDAY 24 APRIL 2024**

PURPOSE

During the current IDP public participation period the Stellenbosch Ratepayers Association posed a few questions to this department. These questions will form part of their Annual General Meeting scheduled for 24 April 2024. As the Mayor will be attending the AGM it is important that she receive some supporting information to assist her in addressing these issues should the discussed. The purpose of this memo is to advise you of the relevant facts relating to the questions below.

QUESTIONS POSED BY THE SRA

The questions are:

1. The mismatch between the CITP and the MSDF (and developments approved, not adhering to approved principles of the 2019 MSDF). Specific projects such as Botmaskop and the proposed Eikestad parking garage, the My Space development on the corner of Alexander and Bird Streets continually advertise that there are 50 or more parking bays vacant. (My Space was advertised and approved as a hotel (less parking) and then built to sell as an apartment building (double the parking requirement).
2. Unpack the planning for the development and improvement of Internal public non-motorised transport & mobility within Stellenbosch.

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Below please find comment from my office for consideration by the mayor to assist her in preparing for her meeting with SRA. To illustrate the correctness of the SRA's perception, I have included many pertinent extracts from both the MSDF and CITP which are official municipal policy. Obviously this will only assist her in formulating her own understanding of the issue and to address the question and those that might be posed during the discussion in an informed manner.
The Question around Botmaskop was previously set pout fully by the Director: Planning and Economic Development in a memo to the MM (and I presume the mayor) but I suggest that you provide her with that memo also.
The last question around the unpacking of the planning for the development of NMT facilities are the mandated of the Senior Manager Roads and Stormwater who has also provided you with a separate memo. My section can only request that we are involved in any planning of such facilities to ensure alignment between spatial planning, infrastructure, and the heritage (urban design) element. Up to today, we have not be included in any such project if there is one.

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

The Municipal Spatial Development Framework as approved on 27 June 2023 proposes a change in Chapter 6.6.2.

The MSDF states that "While spatial planning is concerned with the efficient organisation of land use and activities in space the challenge for transport planning is to provide the effective connections between land-uses in order that activities can be reached, and needs fulfilled.

Transport planning and spatial development planning therefore are mutually dependent and must be fully interwoven within strategy to effect integrated and progressive development outcomes. Stellenbosch Municipality's MSDF and transport plans must not be

regarded as separate, independent undertakings but rather be detailed through coordination and advance through implementation in parallel. Achieving the range of objectives set out in the MSDF is dependent upon comprehensive adjustments to current transport and mobility patterns. Likewise for the shifts in transport and accessibility to come about relies upon close adherence to spatial development principles."

Required shifts.

Transport in Stellenbosch Municipality is on a path of continued increase for the foreseeable future. To align with both broader transport policy objectives this growth must be rigorously managed such that resulting transport patterns do not undermine broader spatial and development goals. At this stage, unconstrained movement by private vehicles has now resulted in road corridors operating beyond capacity during peak periods as well as through the day and so roads are unable to fulfil their intended function as effective movement spines and prevent the effective serving of the adjacent land uses. The spatial development response, if the system doesn't change, is a continuing pattern of new development shifting outwards to and beyond the urban edge, resulting in ever lower density and loss of green and agricultural assets, responses which are the exact opposite of the desired spatial policy.

Achieving change in transport patterns requires a combination of interventions including:

- **Changes in mode of travel** (of a given trip) includes moving:
    - From low occupancy motor vehicles to shared, higher occupancy vehicles and onto public transport.
    - From motor vehicle to non-motorised (cycling and walking) transport.

- **Changes in transport demand** in terms of the in terms of that trip itself:
    - Undertake the trip at a different time, (e.g., move outside of peak travel).
    - Reduce the trip frequency.
    - Change trip origin or destination (implies land use change).

The future public transport network will develop steadily over time and can only advance successfully through a well-structured and integrated process involving many role players. Park and ride sites along arterial routes are a top priority for development, allowing current private car commuters the option of driving to these nodes from where demand thresholds will enable a combination of public shuttle services and corporate chartered services to operate between central Stellenbosch and other main employment nodes. Park and ride sites along the Adam Tas Corridor will generate activity and so provide the base thresholds for some retail, commerce, and other service developments which in turn support planned settlement growth at the nodes. Other park and rides will be sited along routes where development along the corridor must be prevented. Here, careful placement and land-use control must be heeded such that mobility benefits are achieved without compromising the spatial development plans.

Given the dependence of citizens on NMT, and the need to shift more people to public and NMT, it is critical that the design of roads - whether new connections or improvements and enhancements to existing routes, consider NMT needs. Arguably, if included in the design of projects upfront, the provision of NMT facilities will not add significantly to project cost. Similarly, road design should provide for future regular public transport services (as opposed to private vehicular use only).

COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)

The CITP as approved by Council during 2023, echo's much of what the MSDF strategy for transport entails.

The CITP acknowledges that "transport is not an end in itself, but a facilitator of wellbeing and property, giving people access to opportunities such as work, health, education and social and recreational activities. A well-functioning transport system facilitates equitable access to key opportunities and services."

For this reason, the CITO promotes, similar to the MSDF:

- Densification at public transport nodes and along key transport corridors.
- Higher density housing developments within or close to the core and nodes, well served by public transport.
- Diversify types of land use at new nodes to reduce travel, and
- Mixed use developments well served by NMT.

It also envisages the following outcomes:

- Affordable, safe, secure, and attractive public transport services.
- Access to all communities and areas within the municipal boundary.
- Enhance the role of commuter rail.
- Safe and convenient first- and last mile (1LM) travel of public transport users.
- Safe and convenient infrastructure & facilities for travellers using NMT as a primary mode, and
- Promote car free living in the Stellenbosch Municipal area.

The preferred scenario for the CITP scenario was developed to guide the strategies, implementation plans and key projects for the CITP. The scenario that was settled on is the following:

Focussed Investment on Public Transport and Non-motorised Transport.

The preferred scenario is aligned and in support of the future transport system as described in several strategies and plans already adopted by the Municipality, which articulates its support for more focused investment in public and non-motorized transport, such as:

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Strive towards car-free living in Stellenbosch

A traffic management approach that favours more vulnerable road users, the introduction of measures to reduce traffic flow in the CBD and develop more pedestrian-friendly or pedestrianised streets in the CBD, should be pursued.

This approach can only really be successful if it is underpinned by a CBD public transport distribution service.

Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cyclability

Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly space with supporting land use, sidewalks that are universally accessible, traffic management in favour of pedestrians, cycling and public transport.

Parking in the CBD reduced over time by introducing differential parking tariffs with more affordable parking at the outskirts of the CBD.

Creating dignified living spaces in previously disadvantaged areas

Pedestrian footways/paths and cycle networks are required to connect people to civic amenities, schools, public transport facilities and markets. These should be quality environments, bringing dignity to the public space.

Paragraph 2.5.2 of the CITP gives an extensive description of the key characteristics of the scenario which include (only to name a few):

- Travellers within the municipal area have a variety of viable and safe mobility choices, ranging from NMT, public transport, MAAS options and private vehicles;
- Travellers exercise a wider variety of mobility choices than for choice users only relying on their private vehicles;
- Travel is reduced due to the integration of land use and transport throughout the municipality;
- Shift from motorised to non-motorised transport is taking place because of improved NMT infrastructure and facilities, and

- Behaviour change strategy being implemented.
- The need to travel is reduced by more mixed-use land use development;
- Development of the transport network and land use development is better integrated, with the main driver being sustainability;
- Adam Tas corridor development continues as planned and is supported by scheduled public transport services along key routes;
- Continued densification within the Urban Edges and focus on brownfield redevelopment.
- New high density housing developments is supported by scheduled public transport services;
- Parking requirements related to new development are scaled down in favour of public transport and NMT facilities considering all socio-economic and environmental costs/benefits;
- Park-&-ride facilities have been developed to serve the Stellenbosch Town and Franschhoek;
- On-street parking has been reduced and/or taken away on certain functionality type streets.
- Pedestrianisation of some streets in the Stellenbosch Town CBD.
- Further development of bike paths and pedestrian routes linking outlying communities and neighbourhoods with economic opportunities within the Municipality.
- Expanded NMT essential infrastructure, including previously "missing links".
- Pedestrian routes are well integrated at public transport interchanges.
- Cycle facilities within Stellenbosch Town, along with bicycle parking and safe storage.
- A bike-sharing scheme has been introduced.
- Improved NMT facilities around schools, with scholars walking and bicycling, and
- Decluttered sidewalks to promote NMT and Universal Access as part of urban design. And lastly

- Balanced approach is followed towards mobility and preservation of heritage, specifically with consideration given to the development of NMT infrastructure.

Clearly there are significant alignment in terms of the scenario, strategy and outcomes as envisaged by both the MSDF and CITP.

Why them the mismatch referred to by the SRA. From my perspective there are several possible reasons that might contribute to the alignment somewhat clouded. These are the following:

- The role of spatial planning is per definition forward-looking and spatial planners are less engaged with day-to-day challenges. Where planners work towards and enabling environment that will lead to a future scenario through change, transport planners deal with the current problems experienced by travellers.
- An excellent example is the quest to provide more parking in the CBD (also the historical core) where the need to please those requiring more parking is prioritised over the need to provide alternative mobility options reducing the need to use private vehicles. It is undisputable fact in engineering literature that an increase in parking creates an increase in (new) vehicle trips. Additional parking does not provide for the perceived shortage of parking but leads to an increase in new vehicles trips inducing a new (and greater) shortage of parking.
- The assumption is that people will always choose to drive, and the urban environment should be designed to accommodate that inevitable choice. But new research shows how that assumption is often backwards — offering the strongest evidence yet that parking doesn't just *follow* driving in cities, but can actually *cause* it.
- Change takes courage and the unknown can often be intimidating. Transport engineers frequently avoid facing change by falling back to the default option of doing what they were taught and what they know best. Thus, there is a resistance to change despite recognition that what the change entails are the correct and desired solution.

- There is a lack of good examples for the new envisaged model in South Africa while, at the same time there is ample examples of failures. Transport engineers often takes a wait-and-see position before acting on new initiatives. Innovation is thus supressed.
- The provision of public transport is held hostage by the taxi industries which makes is very difficult to establish an independent and efficient, frequent public transport services as was and still is the experience in other cities in South Africa. It is deemed easier and less complicated continue to provide infrastructure for private vehicles.
- As a university town the student pollution of some 30 000 students contribute significantly to the use of road space. This is only valid for 8 to 9 months of the year. Funding a public transport system that also caters of the student population is thus difficult in the recess period when the users of such a system is not in Stellenbosch.
- Building appropriate, safe and an efficient NMT network to the desire standard requires an significant upfront budget which may or may not be utilised immediately. The cautious approach is favoured by the roads engineers who first want to see and experience the demand for such infrastructure before effecting the supply. International president has demonstrated the opposite. In less than 5 years Paris has increased the use of cycling by more that 3 times than before just by building NMT infrastructure and closing streets for vehicle traffic. The motto is "build it, they will come". (This perception is again illustrated by the drive to first provide more parking (presumably to "resolve" the parking crisis) after which alternative mobility options will be provided.)
- The roads infrastructure budget does not reflect the vision or outcomes reflected in the CITP. During 2023 this department assisted the CFO in compiling the CEF which included mostly capital funding for roads and roads upgrading and little for appropriate and strategically located NMT infrastructure. Compared to the strategy and goals the CITP subscribed to the CITP allocates a fraction of the budget towards projects supporting the change in modality and caters

extensively for new road infrastructure and the upgrading and/or increasing capacity of existing roads infrastructure. This mismatch of the CITP and the MSDF stems from the fact that the road engineers and primarily the consultant for the department prefers the well-know and safe option to invest in roads infrastructure.

- Much of the pressure to build additional roads or increase the capacity of existing roads are developer driven. For a land owner to develop his/her property the standard conditions of the engineering fraternity require upgrades to existing roads infrastructure or the building of new roads to gain access. Roads, particularly new roads in the rural areas close to town opens development opportunities that are supportive of new development often outside the urban edges of the town.
- Consultants continuously promote the construction of new roads particularly with regards to the abovementioned paragraph. They often act for the owner of the property or farm and some of them are also consultants for the roads section where this section is advised of the benefits of the new road. In my view there is a conflict of interest when consultants work for both developer and municipality.
- The MSDF is seen by some departments as a planning document that directs policy for the planning department only and do not understand that spatial policy is applicable to all municipal departments resulting. The result is that not many municipal departments are aware of the spatial policies contained in the MSDF.
- Lastly, there is little understanding amounts departments of the value and significance of the historical core of Stellenbosch and even less understanding of the functioning of the historical core as it relates to different disciplines despite the acknowledgment thereof in the CITP. Heritage conservation is see as a building issue only and mostly ignores the context of the historical. Again, the CITP advocates the closure of street, reduction of parking provision (and requirements), introducing park-and-ride and promoting NMT.

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CONCLUSION

The MSDF and CITP are indeed significantly aligned. The prioritising of capital projects flowing from the MSDF and CITP as are reflected by the CEF, appears not to be aligned to the same extent.

Mr BJG de la Bat Pr Pln
Manager: Spatial Planning
Date: 23 April 2024

(Mr. BJG de la Bat – 021 808 8652)

My Ref: Farm 742/5 & 744/2

The General Manager
Stellenbosch Agricultural Society
Doornbosch
STELLENBOSCH
7600
21 May 2024

Dear Sir

COMMENTS: DRAFT 2nd REVIEW OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP 2022 – 2027)

Thank you for your letter dated 23 April 2024 and input regarding the above matter. Your interest in this important document is appreciated.

The purpose of this letter is to give a short response to issues pertaining to the Municipal Spatial Development Framework, Chater 4, referred to in your letter.

1. CALCUTTA BURIAL /MEMORIAL PARK

   Stellenbosch Municipality is experiencing a shortage of burial space within the municipal area for quite some time now. After undertaking various studies to firstly identify, and secondly plan for a new burial/memorial park, Calcutta was deemed to be the most appropriate property for a new memorial park. This area was selected from various potential properties and approved by Council during 2018.

   Burial / memorial parks of this scale *per se* represents regional infrastructural that does not necessarily needs to be provided in an urban setting and is often best suited for the urban fringe or peri-urban area. There is no requirement to make include this land in the Municipal Spatial Development Framework (MSDF) as it is already reflected within the Capital Expenditure Framework (CEF) hence the revision of the MSDF is not necessary. The preparation of the burial/memorial park is a priority as reflected in the CEF.

2. LOCAL SPATIAL DEVELOPMENT FRAMEWORKS

   The MSDF reflects the overall spatial development strategy for Stellenbosch municipality as a whole. Subsequent to the MSDF there are various individual urban nodes within the municipal area of which approximately half are represented by the so called "Bosdorpe" which were established by the then Forestry department. Most of the urban nodes requires urgent attention in terms of the provision of

residential and social infrastructure as well as civil services in order to provide an acceptable level of services.

In addition to the "Bosdorpe" the primary growth nodes of Stellenbosch, Klapmuts and Franschhoek as was identified in the MSDF are experiencing exceptional pressure for growth and municipal bulk services. The MSDF and CEF prioritises these primary growth nodes and particularly the catalytic projects within these growth nodes as areas of priority when it comes to the ten year capital expenditure plan. In contrast, emerging nodes such as Vlottenburg and Koelenhof are envisaged for the other years only will only be prioritised in the CEF in the other years. The MSDF clarifies this position in context of the immediate focus on primary growth nodes and catalytic projects in conjunction with the pre-requisite of successful development of public and non-motorized transport NM connecting the emerging nodes with primary growth nodes. Only once these alternative modes of transport are developed and functioning, will local spatial development plans for rural nodes such as Vlottenburg and Koelenhof be revised. The current approved MSDF makes sufficient provision for these nodes at present.

However, the MSDF makes provision for the preparation for various LSDF's for identified nodes to be completed within the next 3 years. The identification of these nodes will be aligned with the priorities identified in the MSDF and will reflect the growth strategy as contained in the MSDF.

I trust that the above explanation will suffice.

Yours faithfully

BJG DE LA BAT
MANAGER: SPATIAL PLANNING

Nwabisa Jozana

From: Christine Havenga <christine.havenga@firstplan.co.za>
Sent: Tuesday, 03 October 2023 20:57
To: idp
Cc: gideon.roos@firstplan.co.za; Christine.havenga; Craig Alexander
Subject: [EX] INPUT TO IDP: LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

Attention: Mrs G Mettler

Dear Mrs Mettler

COMMENTS TO THE "2ND REVIEW OF THE 5TH GENERATION IDP 2022 – 2027": LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

1. With reference to the above subject and the official Municipal invite to comment on the "2nd Review of the 5th Generation IDP 2022 – 2027" as referred to in the undated and unnumbered "invite for public comment", the following.

2. Please find herewith comment from First Plan on behalf of their client and owner of the above properties. **Please download the underneath WeTransfer link** as the documentation is too large to attach to this e-mail. This note will lapse after 7 days. Should you require a new link, please let us know.

   https://we.tl/t-pgwZLibBL1

3. Copies of the documentation will also be submitted by hand to your offices on 4 October 2023 as per the closing date of the notification advertisement..

4. Please note that, due to the large volume of information, this submission is been made in two volumes:

   a. Volume 1: Comments Report including Annexures 1 – 18
   b. Volume 2: Annexures 19 & 20

5. We trust that this will be in order and request your official acknowledgement of receipt of this e-mail.

Yours faithfully

Christine

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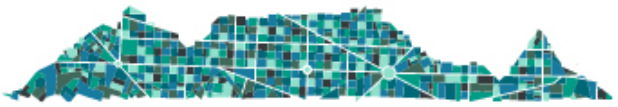


FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

www.firstplan.co.za

Suite 1, Royale Du Cap, 8 Essenhout Crescent/Singel, Plattekloof, 7500
PO Box/Posbus 15865, Panorama, 7506

think green

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

Ons Verw./Our Ref: *FP/1020/991/SDF*
U Verw./ Your Ref: *N/A*
Datum/Date: *3 October 2023*

The Municipal Manager
PO Box 17
Stellenbosch
7599

Submitted by hand as well as electronically to: idp@stellenbosch.gov.za

Attention: Mrs G Mettler

Dear Mrs Mettler

COMMENTS TO THE "2ND REVIEW OF THE 5TH GENERATION IDP 2022 – 2027": LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

1. With reference to the above subject and the official Municipal invite to comment on the "2nd Review of the 5th Generation IDP 2022 – 2027" as referred to in the undated and unnumbered "invite for public comment", the following.

2. Please find herewith comment from First Plan on behalf of their client and owner of the above properties. This submission is made by hand as well as electronically to the e-mail address as listed above, and is well within the closing date and time, being 16:30 on Wednesday 4 October 2023.

3. Please note that, due to the large volume of information, this submission is been made in two volumes:

    a. Volume 1: Comments Report including Annexures 1 – 18
    b. Volume 2: Annexures 19 & 20

4. We trust that this will be in order and request your official acknowledgement of receipt.

Yours faithfully

Gideon Roos
First Plan Town & Regional Planners

Overleaf: Contents of Volume 1 & 2

Volume 1:

1. MUNICIPAL NOTICE REGARDING IDP PUBLIC PARTICIPATION PROCESS
2. LOCALITY PLAN
3. ZONING PLAN OF SURROUNDING AREA
4. LAND USE PLAN OF SURROUNDING AREA
5. DIAGRAMS
6. TITLE DEEDS
7. CONVEYANCER CERTIFICATES
8. URBAN DESIGN PRINCIPLES
9. ZONING PLAN
10. NATURAL ENVIRONMENTAL BASELINE REPORT
11. PRELIMINARY HIGH LEVEL HERITAGE REPORT
12. HIGH LEVEL VISUAL ANALYSIS AND LANDSCAPE FRAMEWORK
13. VISUAL IMPACT STUDY AND VISUAL STATEMENT
14. TRAFFIC IMPACT ASSESSMENT AND LETTERS
15. CIVIL ENGINEERING SERVICES REPORT
16. GLS ENGINEERING CAPACITY INPUT
17. ELECTRICAL SERVICES REPORT
18. MARKET DEMAND/SOCIO-ECONOMIC STUDY

Volume 2:

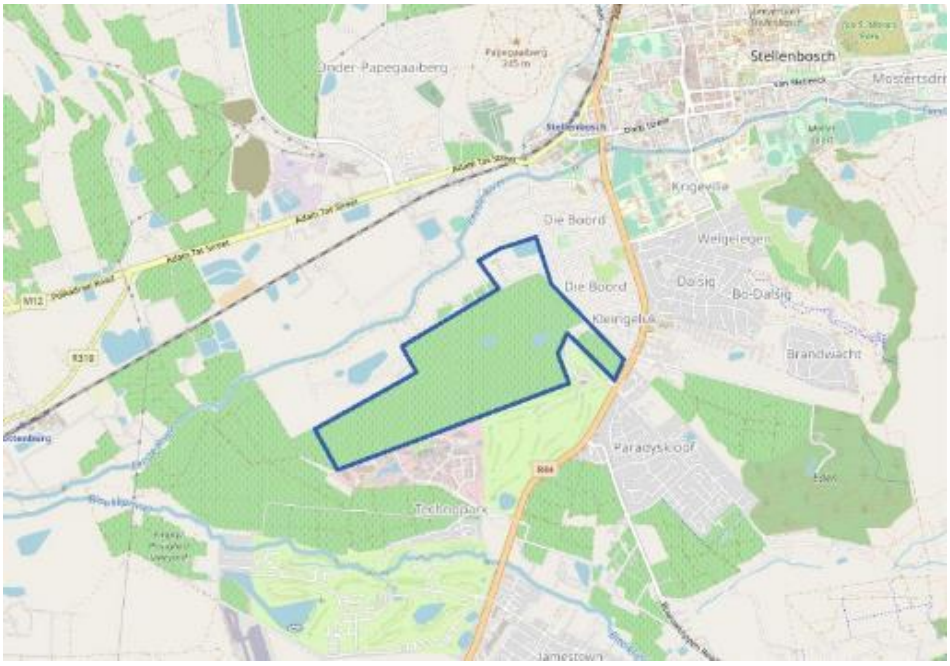
19. COPY OF APPLICATION FOR DEVIATION AND REZONING
20. COPY OF COMMENTS PREVIOUSLY SUBMITTED TO THE MSDF

INPUT TOWARDS THE REVIEW OF THE 5TH GENERATION IDP FOR STELLENBOSCH MUNICIPALITY 2022 – 2027

LIBERTAS FARM

REM FARM 1040, 1480, PTN 2 OF FARM 374 & REM PTN 2 (A PTN OF PTN 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

MOTIVATION
FOR
INCLUSION WITHIN THE URBAN EDGE



Client: Fleurbaai (Pty) Ltd

Applicant: First Plan Town Planners

Reference: FP/1020/991/SDF

Date: September 2023

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

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INPUT TOWARDS THE REVIEW OF THE 5TH GENERATION IDP FOR STELLENBOSCH MUNICIPALITY 2022 – 2027

REMAINDER FARM 1040, STELLENBOSCH
REMAINDER FARM 1480, STELLENBOSCH
PORTION 2 OF FARM 374, STELLENBOSCH
REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

MOTIVATION FOR INCLUSION WITHIN THE STELLENBOSCH MUNICIPAL URBAN EDGE

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1. TECHNICAL DETAILS

Table 1: Property details

Property description	• Remainder Farm 1040, Stellenbosch • Remainder Farm 1480, Stellenbosch • Portion 2 of Farm 374, Stellenbosch • Portion 2 of Farm 371, Stellenbosch
Property address	Adjacent to the R44, Stellenbosch
Site extent	• Remainder Farm 1040, Stellenbosch - 70.9579 ha • Remainder Farm 1480, Stellenbosch - 108.84 ha • Portion 2 Of Farm 374, Stellenbosch – 0.96 ha • Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery, 371 Stellenbosch – 0.9 ha
Title Deed Numbers	• Farm Fleurbaai No. 1040, Stellenbosch – T2011/1966 • Farm Libertas No. 1480, Stellenbosch – T21113/2007 • Portion 2 Of Farm 374, Stellenbosch – T50628/1994 • - Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – T50628/1994
Surveyor General ▪ **Erf Diagrams**	▪ Remainder Farm 1040, Stellenbosch - LG11561/65 ▪ Remainder Farm 1480, Stellenbosch - LG5176/2005 ▪ Portion 2 Of Farm 374, Stellenbosch – D562/1898 ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – LG7838/54

Registered owner	▪ Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07) ▪ Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)
Current zoning	Agriculture and Rural Zone
Current land use	Agriculture and vacant land with historical farmyard
Zoning Scheme	Stellenbosch Municipality Zoning Scheme By-Law, 2019
Overlay Zone applicable	No

1.2. PURPOSE OF THIS REPORT

The purpose of this report is:

- To assess the current spatial policies of Stellenbosch, and especially the Stellenbosch Municipal Spatial Development Framework (2023) and to highlight its shortcoming in the non-inclusion of the subject property to within the Stellenbosch Urban Edge for much needed appropriate development

- To further motivate the site-specific reasons for the inclusion of the subject property with special reference to:

    - Residential Solution for Technopark Node
    - Mixed-Use Development Concept
    - Contribution to the Upgrading of the NMT
    - Infrastructure Availability
    - Transportation Solutions
    - Inclusionary Housing Component for Technopark
    - Creating a Strong Rate Base
    - Employment Creation
    - Maintaining the Rural Character of Stellenbosch
    - Support from specialist studies

SECTION B

BACKGROUND INFORMATION

2. BACKGROUND FACTS

The purpose of this report is to serve as an input towards the public participation process for the Review of the 5th Generation Integrated Development Plan (IDP) for the Stellenbosch Municipality 2022 – 2027 and to motivate the inclusion of the following properties within the demarcated urban edge of the Stellenbosch municipal area. Please see **Annexure 1**, **Municipal Notice Regarding IDP Public Participation Process**.

- Remainder Farm 1040, Stellenbosch
- Remainder Farm 1480, Stellenbosch
- Portion 2 of Farm 374, Stellenbosch
- Portion 2 of Farm 371, Stellenbosch

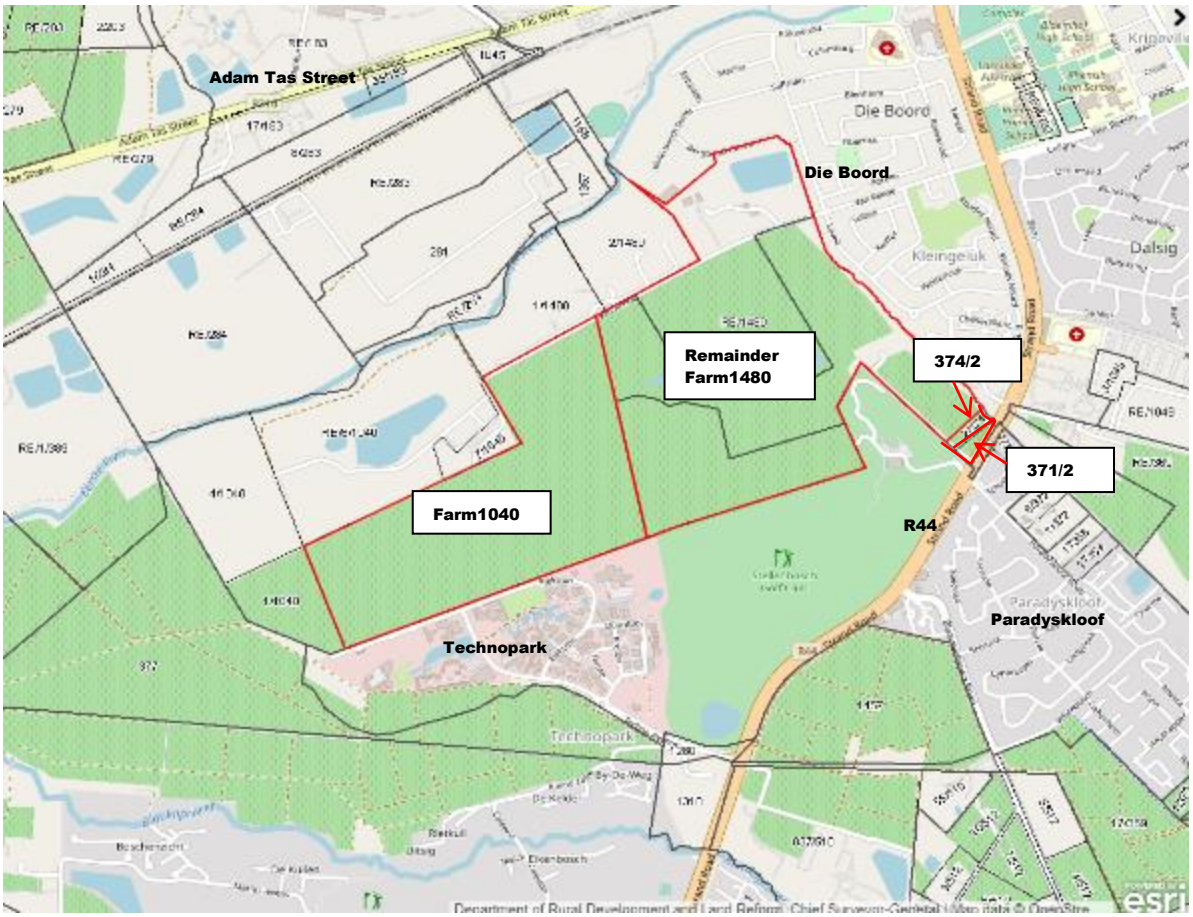


Figure 1: Location of the subject farms within the wider urban context

2.1. ONGOING APPLICATION FOR DEVIATION AND REZONING

Application for a Mixed-Used development (±1 241 residential units, ±12 138 m² Retail/Office space and 9 408 m² Cultural/Institutional space and Agriculture/Rural land uses) development comprising of three (3) precincts has already been submitted and is currently processed by the Departments Land Use Management; Planning and Economic Development; Stellenbosch Municipality. During the pre-application consultation process for the proposed development, there were various engagements between the landowners, the applicant (and supporting project team of specialists) and officials of the relevant departments of the Stellenbosch Municipality and the Provincial Government Western Cape. (Refer to Annexure 18: Complete copy of the application)

As the local authority and Provincial Government Western Cape Land Use Management and Spatial Planning Sections are aware of the challenges and lengthy timeframes encountered with obtaining decisions for complicated development applications, involving various specialist studies and approval processes, it was agreed on a phased application process for the proposed development.

The agreed phased submission process and approach will inter alia address the fact that in many instances (although not prescribed by any law) the application for Environmental Authorisation (EA) in terms of the National Environmental Management Act, 1998 needs to be done at the beginning of the process. This process requires planning input and a statement confirming whether or not the application is in line with the approved Spatial Development Framework. Where it is not (although there may be site specific circumstances to justify a deviation) the EA is likely to be refused due to the fact that there in nonalignment with the MSDF.

To prevent such a delay, it was thus agreed with the Municipality that the application for the proposed development on the subject farms would follow the underneath phased process, consisting of various applications which would be submitted in different phases, the one following the other to ensure a well-informed process and decisions:

(i) Firstly an application for a **deviation from a Council Policy** (MSDF) and **rezoning of the subject farms to Subdivisional Area. This is the aim of the current application.**

This application will motivate a site-specific deviation from the Spatial Development Framework to allow for the inclusion of the subject properties within the urban edge. Although the development concept/proposal for the partial development of the subject farms will be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. Such an application

should be informed by a Subdivision Plan and at least the following initial specialist studies.

- Urban Design Principles
- A Heritage Input
- A Landscape Architectural input
- A Visual Impact Study and Visual Statement
- A Natural Environmental Baseline Report
- Engineering Services (Electrical and Civil) availability and capacity confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- Market Demand/Socio-economic Impact Assessment

(ii) An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development

Once in principle approval has been obtained for the rezoning and the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area and the subdivision of agricultural land would be submitted in terms of the Subdivision of Agricultural Land Act 70 of 1970 to the National Department of Agriculture, Land Reform and Rural Development.

(iii) The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government

It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment.

(iv) The submission of detailed Subdivision and Site Development Plans

As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment, and the comments received on these studies as well as further consultation with the relevant municipal services departments would then inform the detailed Subdivision and Site Development Plans.

The final design proposal would also be informed by site specific Form-Based Design Principles which would be prepared by the Architects/Urban Designers.

In 2022 a land use application was submitted in terms of the Stellenbosch Municipally Land Use Planning Bylaw, 2015 in accordance with the First Phase of the agreed submission process. This application entails the following:

- *An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019*

- *An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Conventional Residential Zoned portion (Portion 1), two Mixed Use Zones (Portions 2 and 3), Public Roads & Parking Zone and an Agricultural and Rural Zone (Remainder portions of the subject farms).*

Figure 2 underneath shows the position of the proposed footprints of the three (3) different precincts within the proposed development.

Figure 2: Extract from the Urban Design Principles indicating the position of the proposed 3 development portions.

Table 2 below is a summary of the different components of the proposed development.

Table 2: Summary of the components of the proposed development

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed House)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

This application went through a public participation process and there was also consultation with the local ward councillor as well as a public meeting. Comments were received, but some departmental comments are still outstanding and the application is thus still pending.

Since there is now an opportunity for input on the review process of the 5th Generation Integrated Development Plan (IDP) for the Stellenbosch Municipality 2022 – 2027, it was agreed with the Spatial Planning Section of the Municipality that this opportunity should also be used to submit a detailed motivation for the inclusion of the subject properties within the demarcated urban edge of the Stellenbosch municipal area.

This motivation document submitted by First Plan Town and Regional Planners on behalf of our client, Fleurbaai (Pty) Ltd, will be accompanied by an Urban Design Principles document and plans containing urban design principles prepared for the Phase 1 submission which was informed by development principles developed

through a project team effort and the following specialists and initial informing studies which determined the context specific fit for development on the subject farms, namely:

- A Preliminary High Level Heritage Report
- A High-Level Visual Analysis and Landscape Framework
- A Visual Impact Study and Visual Statement
- A Natural Environmental Baseline Report
- Engineering Services (Electrical and Civil) availability and capacity confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- A Market Demand/Socio-economic Impact Assessment

SECTION C

SITE DESCRIPTION

3. DESCRIPTION OF THE AREA AND SURROUNDING LAND USES

3.1 Property description and locality

The subject site comprises of the following two Stellenbosch farms:

Table 3: Summary of property sizes

Farm name	Extent	Diagram
Remainder Farm 1040, Stellenbosch	70.9579 ha	LG11561/65
Remainder Farm 1480, Stellenbosch	108.84 ha	LG5176/2005
Portion 2 of Farm 374	0.96 ha	D562/1898
Portion 2 of Farm 371, Stellenbosch	0.90 ha	LG7838/54

The subject farms are located alongside some developed urban areas of Stellenbosch. The residential areas of Kleingeluk, Die Boord and Fairways are located towards the east and the Patrys Vlei development directly to the north. Techno Park, the Stellenbosch Golf Course, De Zalze Golf Estate and the new De Waldorf Lifestyle Estate are located south of the subject properties. Further towards the west is agricultural land.

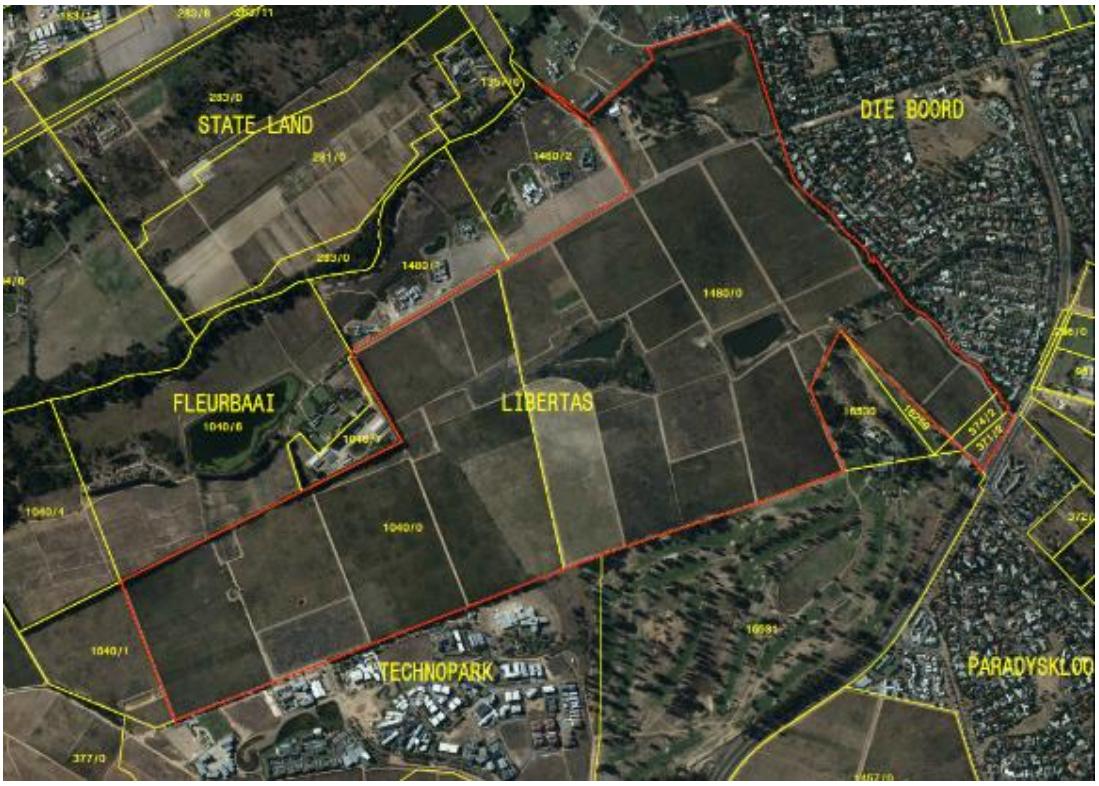


Figure 3: Location of the subject farms showing surrounding urban development

Figure 3 on the previous page is an aerial photograph showing the location of the subject property as well as the attached **Annexure 2**, **Locality Plan**.

The current access to the site is from Van Reede Road via the R44. The site is in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive linking it with the wider Cape Town area. The planned Techno Park Link Road will connect Adam Tas/Baden Powell (R310) with the R44 road, whereas the proposed development will connect to this Link Road on the southern side of the site which would further enhance accessibility to the site in future.

The subject site is in close proximity of various community facilities such as schools and medical facilities and also close to the Stellenbosch CDB and Stellenbosch University Campus.

3.2 Zonings

The Stellenbosch Municipality Zoning Scheme By-Law, 2019 applies. The subject farms are zoned for Agriculture and Rural Zone purposes. On the next page is a Zoning Plan extract from the Stellenbosch Zoning Plan showing the local and surrounding zonings. Also please refer to the attached **Annexure 3**, **Zoning Plan**.

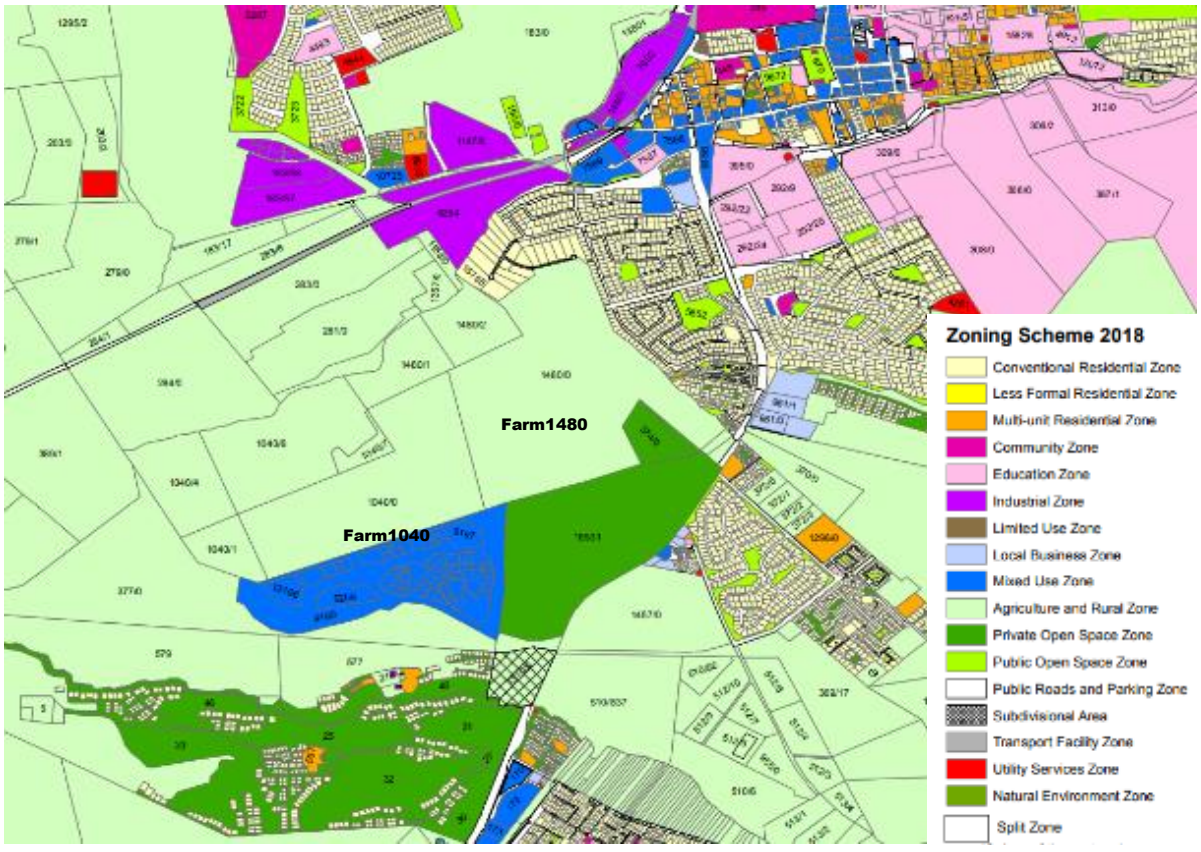


Figure 4: Zoning Map for subject sites and surrounding area

The residential areas in Die Boord are primarily zoned for Conventional Residential Zone purposes while the Techno Park area has a Mixed-Use Zoning and the Stellenbosch Golf Club has a Private Open Space Zoning. The properties to the north and east are zoned for Agriculture and Rural Zone purposes.

3.3 Land uses

- **Surrounding land uses**

The land uses in the area are primarily in accordance with the zoning thereof. The residential areas of Patrysvlei, De Bosch and Die Boord towards the east are primarily lower density single residential properties containing primarily one dwelling unit per erf. The Patrysvlei development directly towards the north is an exclusive very low-density type of rural residential gated estate.

The Techno Park development abutting the subject site towards the south contains office blocks, some tertiary educational facilities, commercial land uses such as low scale restaurants/coffee shops and tourist facilities (Protea Hotel). The Stellenbosch Golf Course is a private open space. The De Zalze Golf Estate is a low-density gated development while the new Waldorf Lifestyle Estate is a somewhat higher density gated development aimed at people older than 50 years.

On the next page is a plan (**Figure 4**) which gives an indication of the surrounding land uses. (Please refer to **Annexure 4**, **Land Use Plan**.)

Figure 5: Plan showing the land use of the surrounding area (subject properties demarcated in red)

- **Land uses on the subject farms**

The subject farms are partially used for agricultural purposes with the original manor house and outbuildings located on the northeaster portion of Remainder Farm 1480. On the next page is an aerial photograph showing the existing land uses on the farm.

A large portion of the site has been transformed for cultivation purposes. There are areas which have not been cultivated in the last ten years and therefore may contain natural vegetation. These areas have been identified in the Natural Environmental Baseline Report. No development is proposed within these areas and the existing natural vegetation which is primarily Swartland Granite Renosterveld would be protected and will form part of the natural landscape corridors proposed in the development concept.

Although the existing farm werf (Libertas) carries a high heritage significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. These structures do not form part of the current development proposal, but the upgrading of this historical farm werf will be addressed. Future linkages to the historic farm werf are addressed in the Urban Design Principles.

Figure 6: Libertas Farm Werf

On the next pages are some photographs of the subject farms viewed from respectively Devon Valley, the R44, Polkadraai Road, Van Reede Road and Techno Park.

Figure 7: Subject farms viewed from the R44

Figure 8: View from Polkadraai Road towards Stellenbosch

Figure 9: View from Devon Valley showing the context of the subject site in relation to Stellenbosch. Note the Techno Park development hidden behind the windbreak

Figures 10 and 11: Views of the subject farm from Elektron Road in Techno Park

Figure 12: Van Reede Road

Figure 13: A portion of the adjacent Patrysvlei

3.4 Legal status

Copies of the **Diagrams** for the subject farms are attached as **Annexure 5.** The subject properties are owned by:

Table 4: Summary of property deeds

Farm name	Title Deed number	Diagram
Remainder Farm 1040, Stellenbosch	T2011/1966	LG11561/65
Remainder Farm 1480, Stellenbosch	T21113/2007	LG5176/2005
Portion 2 of Farm 374, Stellenbosch	T50628/1994	D562/1898
Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch	T50628/1994	LG7838/54

Copies of the **Title Deeds** are attached as **Annexure 6**.

Conveyancer Certificates for the properties were prepared by Werksmans Attorneys. Please refer to **Annexure 7**: **Conveyancer Certificate.** It has been confirmed that there are no restrictive title deed conditions prohibiting the proposed development while the identified servitudes will be accommodated within future development proposals.

SECTION D

APPROVED SPATIAL POLICIES FOR THE STELLENBOSCH MUNICIPAL AREA

4. APPROVED SPATIAL POLICIES

This section will refer to the current two approved spatial policies for the Stellenbosch Municipal Area, namely the Stellenbosch Spatial Development Framework (2023) and the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) applicable to the subject farms. It will address the recommendations thereof and how the proposed development fit into it and why the inclusion of the subject farms into the urban edge should be considered. Section E of the report will furthermore specifically argue site specific reasons justifying the inclusions of the subject properties within the urban edge.

4.1 STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK (2023)

The subject farms are indicated as “Open Green” in the 2019 Stellenbosch Spatial Development Framework (2019). It is also located outside the urban edge. See ***Figure 14***, on the next page.

The intention of the identified urban edge is to contain the footprint of Stellenbosch town as far as possible while enabling logical, small extensions. The MSDF and other relevant national and provincial spatial policies strive to create a compact settlement form while protecting a municipality’s natural, cultural and agricultural assets. Urban development on the urban edge is in general likely to be focused on private vehicular use and caters exclusively for higher income groups (in gated developments). Such developments will often reduce the potential of initiatives to transform Stellenbosch town to offer a wider range of more affordable housing opportunities especially for younger and medium income residents working within the municipal area.

As a general principle the footprint of the Stellenbosch town should be contained as far as possible within the existing urban edge, while enable logical, small extensions. There are, however, certain areas which are currently indicated in the MSDF as outside the urban edge, but which are bounded by developed areas and where there would thus be pressure for some form of development and where specific circumstances may warrant the consideration of the amendment of the urban edge. The IDP process thus allows for inputs to motivate for the amendment of the urban edge.

Urban edges could thus be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways and that a proposed development will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives.

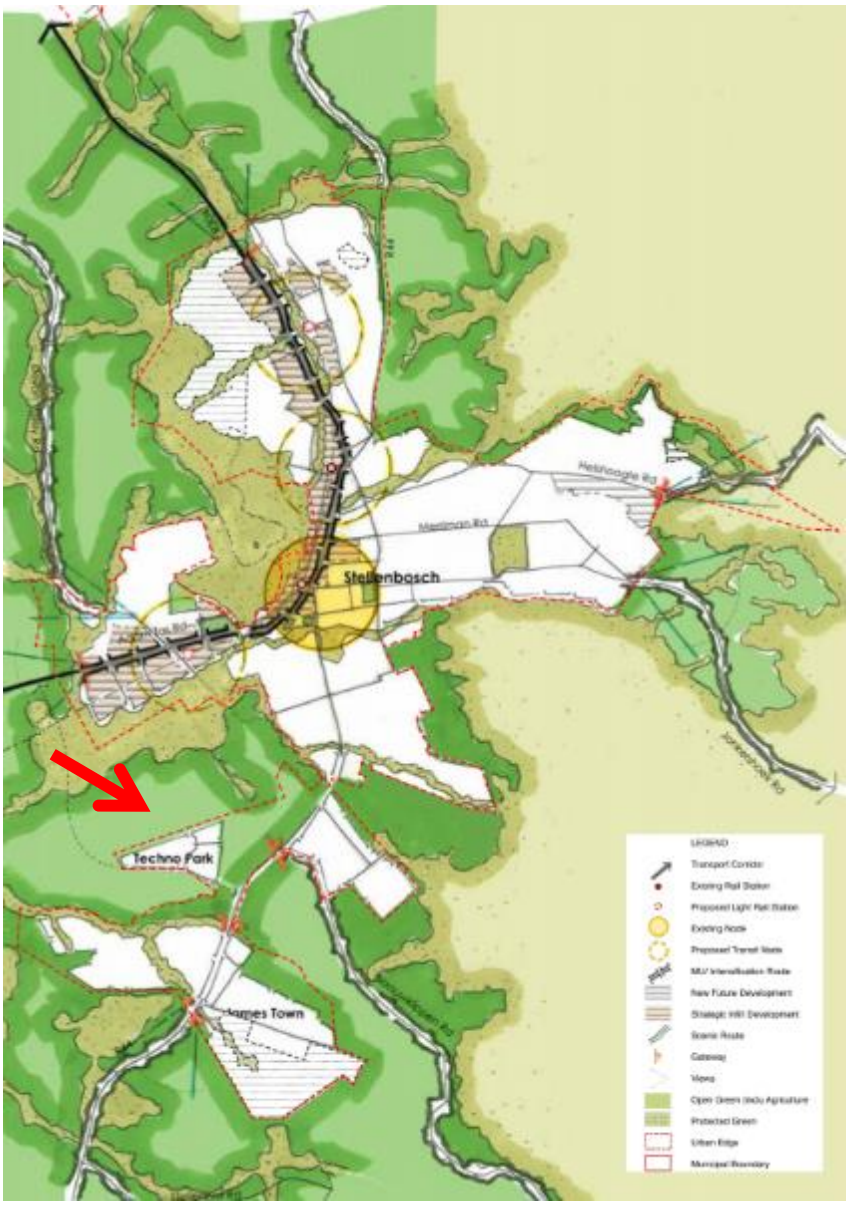


Figure 14: Extract from the Stellenbosch Spatial Development Framework. The red arrow shows the position of the subject farms.

In evaluating such applications for incorporation of these sites within the urban edge and allowing some type of development the following needs to be taken into consideration:

- A development proposal needs to promote compact, dense, mixed-use development which makes the best use of land, reduces car dependence, and enables public and NMT.

- The proposal needs to consider how it responds to and is integrated with public transport/ NMT and social facilities planning.
- The development proposal needs to be enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context.
- The development proposal must expand housing opportunity for a broader range of groups.
- The development proposal must not "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)
- The proposal must support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.
- The proposal needs to make best use of existing structures on its site.

Although indicated as "Open Green" in the MSDF and as "Green transitions" in the Stellenbosch Heritage Inventory, the subject farms are surrounding by urban development on all sides and the Municipality's. is thus inevitable that there would always be some pressure for development.

This document will aim to submit a justification for the proposed amendment of the urban edge to enable the proposed development on the subject farms in paragraph 5 of this Section. This motivation will thus specifically addresses how the development proposal and thus the amendment of the urban edge will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl;

4.2 STELLENBOSCH CONSERVATION MANAGEMENT PLAN AND HERITAGE INVENTORY (2019)

Stellenbosch has a deep history and a rich and varied heritage. The Stellenbosch Winelands is a distinct and unique landscape with global significance in terms of natural and cultural typologies. The unique characteristics of its scenic quality are the dramatic mountain backdrops and the pattern of settlement of individual farms along the rivers. The Cape Dutch architectural style is unique to South Africa, as is the Fynbos vegetation.

Agricultural areas, particularly those under vineyards and orchards, thus attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations. It is therefore imperative that all land use

decisions should enhance the integrity of both the natural and the cultural environment as an important form of capital.

The National Heritage Resources Act (Act 25 of 1999) (NHRA) requires all municipalities to undertake or update inventories of the heritage resources in the area of their jurisdiction within 10 years (Sect. 9(3)(c)). Such a Heritage Inventory has been finalised for the Stellenbosch Municipal Area and has been approved by Heritage Western Cape.

Underneath (***Figure 15***) is an extract form the Stellenbosch Heritage Inventory describing the settlement typology of the area:

Stellenbosch Winelands	**Settlement Typology**	**Scenic Beauty (Land Form)**
	Settlement along rivers, individual farms with blocks of vineyards on each farm property. Each farm typically has a main farmhouse and workers' cottages in a row or a cluster.	Dramatic mountains as armature with rolling hills. Settlement at the confluence of rivers and routes on the valley bottoms

Figure 15: Extract from the Stellenbosch Heritage Inventory

The Heritage Inventory is accompanied by a Heritage Management Plan which contains general principles derived from the heritage vision for the Stellenbosch Winelands, namely conserve/maintain, enhance, regenerate and intervene. From these principles a set of conservation systems and development criteria were developed for each of the identified "Landscape and Townscape Units" within the municipal area. It set out the minimum criteria that all proposals must satisfy in order to ensure that heritage significance is protected and through which the Municipality, landowners, and potential developers are informed about the heritage significance of each landscape unit, its context and components, and an indication of the degree of change that may be contemplated for each place in order to retain its particular character, and thereby its heritage significance.

The subject farms fall within Landscape Unit C15 (that stretches from Technopark towards the Eerste River), a well-defined landscape feature on the southwestern edge of Stellenbosch with vineyards and early farm complexes. The main heritage

aim for this unit is to conserve and enhance the existing character of this landscape unit that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape. Where sites have been degraded, manage and regenerate these heritage environments into the future, to become more inclusive.

This Landscape Unit is located within the town-scale "green transition system", which aims to maintain the clear division between townscape and surrounding rural landscape and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.

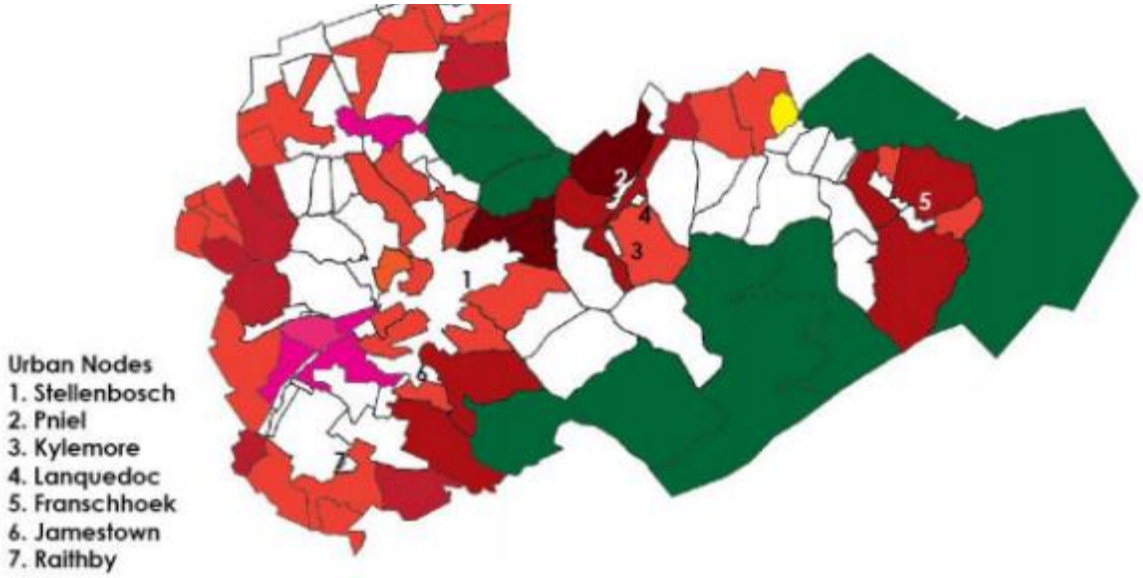


Figure 16: Extract from the Stellenbosch Heritage Inventory showing the "Green Transitions" (town and municipal scale) – green areas

Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape cannot be supported.

None of the above is proposed. The submitted the design proposal for the proposed development on the subject farms is a collaboration between the urban designers/architects, the heritage/visual impact consultants, and the landscaping architects as well as an initial input form environmental consultants to ensure that it

takes cognisance of the principles and recommendations of the Heritage Management Framework.

It is accepted that the only way development could be considered on the subject farms is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric and adheres to all the indicators of the landscape. The opinion is held that the described development proposal is such a design concept and that the development proposal offers many opportunities by which the principles of the Heritage Management Framework for this area can be promoted, namely:

- Urban Design Principles, informed by more detailed heritage, environmental and landscape studies as well as furthermore detailed engineering reports will guide the future detail design of the development.

- Rather than proposing development over the whole farms, the development proposal defines three portions of which the footprints, scale and massing have been determined and set by the above principles and specialist inputs. The remainder of the farms will be retained for agricultural purposes. The proposed development will further be guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural and historical landscape as per the principles of the Heritage Management Framework.

- As part of the concept development, a visual study and landscape character analysis of the site has been completed. Please refer to the **Visual and Landscape Character Analysis** and the **High-Level Landscape Framework** prepared by TERRA Landscape Architects which is attached as **Annexure 12** and a **Visual Impact Study and Visual Statement** by FILIA, attached **Annexure 13.**

  TERRA Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

- The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

- The development concepts aim to steer away from a low density, one-dimensional and suburban (mostly gated) development approach that has become the norm in the extensions towards the south of the historic core. The design proposal thus aims to consciously erasing the site boundaries to give a holistic impression of fit. The higher density of the development is offset by access to the large remaining portion of the farm.

- A non-motorised network weaves through the total site to support a walking, jogging and cycling on the greater site and beyond and which links Techno Park and Die Boord via the remainder of the farm. It will also offer an opportunity to open the agricultural fields for recreation for more Stellenbosch residents.

  Access across this piece of land will thus be beneficial to more individuals than a single landowner. The Urban Design Principles provides details regarding the recreational use of this space internally as well as linkages with external areas. This would be addressed in more detailed in the later Site Development Plan submission phase where the more detailed design proposal will have been informed by further specialist studies such as an Environmental Impact Assessment, containing specialist studies such as a Heritage Impact Assessment, a Visual Impact Assessment.

  The proposed motorised and non-motorised transport networks have been informed by the existing historical pattern of the vineyards as well as the historical wagon route which crossed the subject farms.

- Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into a category 'Enhance' in which remedial action will be better than leaving it as is. The upgrading of the historical farm werf (manor house and associated buildings) is planned as a later stage of the current development proposal. A specific Site Development Plan informed by the Heritage Impact Assessment with inputs from a heritage architect will be prepared with recommendation about restoring and adaptable reuse of this complex and wider access to this significant heritage resource.

  The opinion is thus held by the heritage practitioner of the project team, Liana Jansen, that the design team presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development positively responds to the Development Criteria as per the Stellenbosch Conservation Management Plan (2019). The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further

heritage concerns. If necessary, this will be addressed in consultation with the design teams during the detail design phases.

The **Preliminary Identification of Heritage Related Statutory Constraint** and the **Heritage Response** to the proposed development as well as a later (November 2021) **Assessment of the proposed Libertas Development on the Stellenbosch Cultural and Visual Landscape** are attached as **Annexure 11.**

SECTION E

MOTIVATION FOR INCLUSION INTO URBAN EDGE

5. MOTIVATION FOR AMENDMENT OF THE URBAN EDGE

As indicated in paragraph 4, this section will motivate how the development proposal and thus the amendment of the urban edge will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl in accordance with the general principles of national, provincial as well as the local spatial policies.

5.1 RESIDENTIAL SOLUTION FOR EMPLOYEES OF THE STELLENBOSCH TECHNOPARK NODE

The land upon which the whole of Techno Park node, to the south of the subject farms, is situated was originally owned by Stellenbosch Municipality. Various land parcels/plots were sold since 1996 to different individuals or companies with a clear intention that the land may only be used for a technology or science park development where enterprises associated with research, development, design and related activity in the high-technology sector are accommodated in a park type work environment. Such land use restrictions were recorded in the agreement of sale. Apart from an hotel - the development of which was provided for in the original concept - there has up to now been no residential use development in Technopark.

In terms of the 1996 Stellenbosch Zoning Scheme, Techno Park was zoned as Special Zone 1: Technology or Science Park. This zoning did not permit residential use. In terms of this Zoning Scheme, “Techno Park” was described as a “technology of science park development where enterprises associated with research, development, design and related activity in the high-technology sector are accommodated in a park type work environment”.

Section 266 of the 1996 Zoning Scheme further declared that the land in Techno Park is subject to a specific Techno Park Local Overlay Area and the zoning intention is “(2) the purpose of a Techno Park Local Overlay zone is to retain the development parameters applicable to this area, as they applied in terms of the former Stellenbosch Zoning Scheme”.

On 29 May 2019 the Municipal Council adopted the Stellenbosch Municipality Zoning Scheme By-Law which replaced the 1996 Zoning Scheme. In terms of this By-Law the Techno Park Local Overlay zone also makes no provision for residential use in Techno Park.

The approved 2019 Municipal Spatial Development Framework ("MSDF") as well as the recently approved amended 2023 MSDF, having considered all inputs after a public participation process, specifically rejected the proposed inclusion of residential use in Techno Park notwithstanding submissions and reports which supported a change in land use. The reason for the decision by Council for rejecting residential use for Techno Park, was the objective that Techno Park should be developed and promoted to become an even more specialised zone for technological invention and a hub for specialised business and to develop it to its full potential.

This was further confirmed by an appeal decision by the mayor dismissing an appeal against a decision of the Stellenbosch Municipal Planning Tribunal not supporting a mixed-use development containing a residential component on Erf 13500 Technopark.

This appeal decision was then challenged in the 2022 Western Cape High Court (Choisy-Le Roi Owners (Pty)Ltd vs the Stellenbosch Municipality and MPT) by the appellant (landowner) requesting an order that the decision of the Appeal Authority be reviewed and set aside and further that the matter be referred back to the Appeal Authority to determine the appeal afresh.

In his judgement of 11 May 2022, Judge Binns-Ward, confirmed that the residential component of the proposed development on Erf 13500 is in direct contradiction with Council policies for the Technopark precinct. The application was thus referred back to the Stellenbosch Municipality Appeal Authority which once again dismissed the appeal.

Stellenbosch was designated in The Greater Cape Metro Regional Spatial Implementation Framework, completed under the guidance of the Western Cape Government in 2017, as the Southern Winelands service, administrative, tertiary education and research, and agri-processing centre, as well as home to multi-national enterprise headquarters, a key tourism destination, and focus for technology industry, with very high growth potential.

Until the intended new Klapmuts technology node is approved and developed, it can be expected that development within Technopark would further intensify within the next years. This has, however, the implication that it will generate even more traffic through Stellenbosch town unless more housing opportunities are provided in close

proximity of Technopark. Such housing opportunities should specifically cater for people employed in Technopark to address spatial policies related to urban restructuring by accommodating places of work and residence in close proximity to minimise peak hour trip generation and congestion.

This will also ensure that Libertas will be able to provide the necessary residential opportunities for Technopark to become a mixed land-use precinct in accordance with governing spatial policies, something that Technopark cannot legally provide due to specific restrictions applicable to Technopark in terms of its original and binding conditions of sale as also reflected and imposed as part of the applicable conditions of rezoning and subdivision.

This market segment will not be catered for within the Adam Tas Corridor, neither in the adjacent Droë Dyke area which is intended for low-income housing. The intention of the Adam Tas Corridor is to provide high density residential opportunities in central Stellenbosch. The Fleurbaai / Libertas development project will complement the Adam Tas Corridor initiative by providing alternative housing opportunities in close proximity to central Stellenbosch; i.e. a combination or medium to high density development as well as more family orientated plots as it cannot be expected that all families must reside in high-rise apartment blocks.

The proposed development on the subject farms, directly abutting Technopark, is thus seen as the best solution in this regard and will round-off the Technopark node in a more sustainable manner. The mixed-use nature of the proposed development (containing a school, local convenience facilities and office uses) will further contribute to limit traffic movement through the town to the benefit of all residents of the area. The benefits of the nature of the proposed mixed-use development on the subject farms will be addressed in more detail in sub-paragraph 5.2 underneath.

5.2 MIXED-USE DEVELOPMENT CONCEPT (“WORK-LIVE-PLAY” COMMUNITIES) OFFERING TRAFFIC RELIEF FOR THE WIDER STELLENBOSCH TOWN

Mixed-use developments, often referred to as “live-work-play” developments, are urban planning and real estate concepts designed to create self-contained, vibrant, and sustainable communities where people can live, work, and enjoy recreational activities all within a relatively small geographic area. These communities aim to reduce the need for long commutes and enhance the overall quality of life for their residents. This also benefits surrounding areas within a town or city as it assists to generate less traffic to the benefit of the wider area.
Such developments have various benefits such as offering a mix of housing opportunities, creating employment opportunities close to home, offering leisure and recreational amenities, offering a walkable neighbourhood and promotion of non-motorised facilities, being more sustainable and creating a sense of community and

the promotion of smart infrastructure. Mixed-use developments are thus promoted in the Stellenbosch MSDF as opposed to mono-functional, gated developments which have been the general development pattern in Stellenbosch in recent years.

The development philosophy of the proposed development took cognisance of the above and further aim to provide a nuanced but clearly articulated and presented response in context and one that leaves no space for ambiguity in the way built form may fit into this historical and ecologically sensitive landscape. Urban Design Principles was prepared to ensure that the proposed mixed-use development will strike a balance between retaining the special character of the farms, being identified in the Stellenbosch Heritage Inventory and Management Plan as part of the "Green Transitions" of the Stellenbosch Municipal area and limiting the development to certain footprints (portions) on the subject farm as a result of the inputs received from the various specialists on the project team.

The proposed new built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters will have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkability/cyclability within the total site. These connections extend into Techno Park. Three Development Portions (1 – 3) are proposed as shown on the ***Figure 17*** underneath.

Figure 17: Map with Proposed Development Portions showing the areas to remain agriculture

- Portions 1 and 2 are low rise medium density Residential typologies with some mixed land uses (Retail/Office and Cultural/Institutional)

- Portions 3 is a low-rise medium density courtyard Residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional) ***Figure 18*** is a Zoning Plan depicting the proposed new land uses and the remainder of the farm which would stay agricultural. The **Zoning Plan** is also attached as **Annexure 9**. ***Table 5*** is a summary of the land use mix of the proposed development.

Figure 18: Zoning Plan

Table 5: Summary of proposed land use mix

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed Use)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

The proposal entails to limit the footprint which would be controlled by Urban Design Principles for each Portion. These developments are further guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural landscape. The Urban Design Principles thus provides a detailed land use mix of each of the development portions. The different land use mixes for the three portions are described underneath:

- **Portions 1 and 2**

Proposed development Precincts 1 and 2 will abut the existing Die Boord residential area.

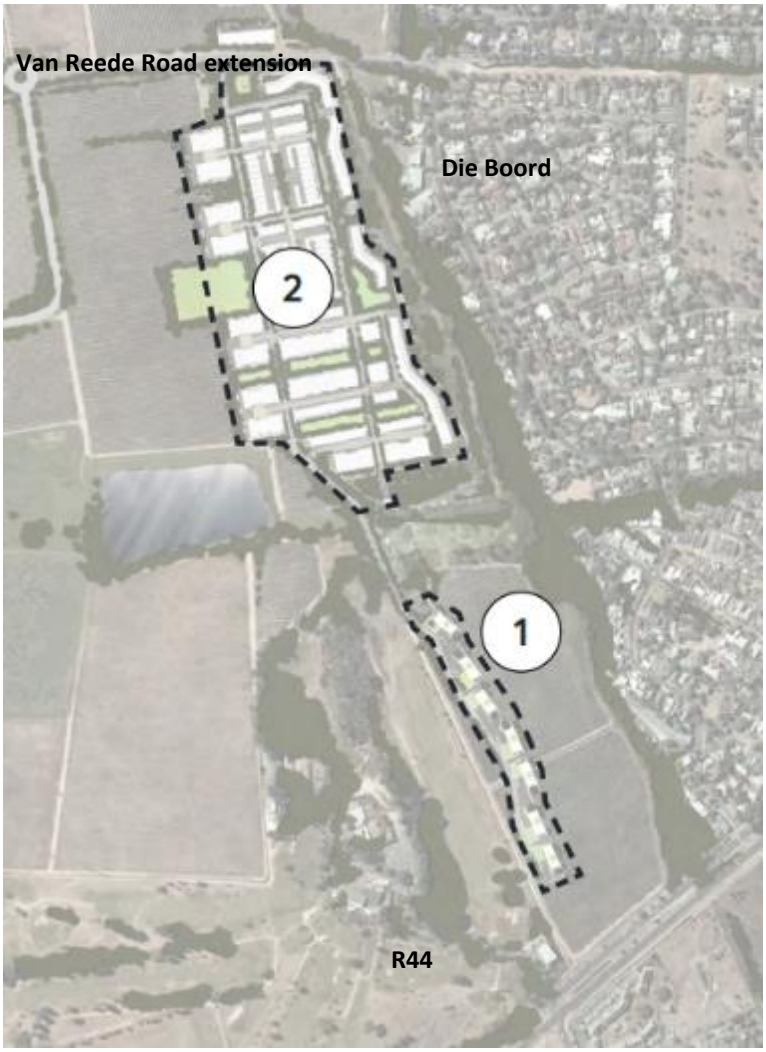


Figure 19: Portions 1 and 2

Portion 1

Portion 1 (see ***Figure 19***) is a proposed contour-following single residential typology which makes provision for 7 housing units.

Table 6: Portion 1: Land Use Mix

PORTION 1 Land Use Mix (Total area of 3 780 m²)		
Category	**Total**	
Housing	7 units	Floor Area Ratio: 0.25 Units/ha: 4.6 Height: maximum 2 levels

The proposed Portion 1 will be located on the eastern side of the site. It would be located within a narrow strip of vineyards which continue from the workers cottages along the contour towards the R44. A small strip of buildings is currently proposed on the slope where the current road traverses.

Portion 2

Portion 2 (± 48.5 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks interspersed. Some mix land uses are also proposed – namely retail/office and cultural/institutional.

Table 7: Portion2: Land Use Mix

PORTION 2 Land Use Mix (Total area of 48.5 ha)		
Category	**Total**	
Housing	510 units	Floor Area Ratio: 0.42 Units/ha: 22.4 Height: maximum 3 levels
Retail/Office	1 472 m²	
Cultural/Institutional	To be confirmed	

Portion 2 has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyards. In this section of the site, this type of development is considered appropriate in scale and height. The final height mix would be determined by the HIA and Visual Impact Assessment.

The width of the open space/agricultural corridor between Die Boord and Portion 2 will furthermore be finalised during the necessary land use applications to ensure an appropriate offset in terms of its functionality and to effectively mitigate any potential negative impacts on existing developments in Die Boord.

Underneath are some images demonstrating the proposed residential typologies for Portions 1 and 2.

Figure 20: Proposed residential typologies for Portions 1 and 2

- **Portion 3**

  Portion 3 (65.9 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional).

Figure 21: Portion 3

Table 8: Portion 3: Land Use Mix

PORTION 3 Land Use Mix Summary (Total area 65.9 ha)		
Category	**Total**	
Housing	724 units	Floor Area Ratio: 0.27 Units/ha: 22.4 Height: maximum 3 storeys
Retail/office	10 666 m²	
Cultural/Institutional	9 408 m²	

Figure 22: Image showing the nature of the building typologies for Portion 3 namely a low-rise medium density courtyard residential typology with mini apartment blocks interspersed (maximum height of three levels)

This proposed low rise medium density village has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The final height mix would be determined by the HIA and Visual Impact Assessment.

The development proposal thus aims to introduce limited and sensitive new development closely aligned with the principles introduced in the Stellenbosch Municipality's IDP Report dated April 2020, namely:

- To promote spatial integration and connectivity
- Facilitate people orientated development with maximum density, a mix of uses, non-motorised transport and public transport solutions
- Create walkable environments
- Financial sustainability Infrastructure - light and replicable
- Support place making, identity and sense of place
- Designed to be inclusive and developmental in nature by supporting flexible growth

A balance was specifically sought between respecting the natural landscape and heritage character of the site and proposing an optimal footprint. This would be achieved through an iterative, principles-driven design process, by sculpting three-dimensional form in the landscape rather than merely subdividing the land into erven.

Once the footprint of the proposed development has been accepted, the detail design would be filtered through a set of Site Development Plans as well as other specialist studies such as the EIA and HIA with specific reference to the findings and recommendations of the Visual Impact Assessment.

The proposed partial/conditional extension of urban development is considered in line with international principles of best practice. Rather than applying for subdivision/land splitting over the whole farm, the proposal defines three (3) development precincts while maintaining the "green transitions"/agricultural character of the remainder of the farms and historical farmyard while also addressing linkages with the already developed abutting areas and the green system of the town.

The **proposed building typologies** within the proposed development are demonstrated in the Urban Design Principles Document. The overall architectural design would, however, be based primarily on the guidelines of the **Stellenbosch Urban and Rural Conservation Overlay Zone**.

The following studies informed the concept design proposal: A **Visual and Landscape Character Analysis** and ***High-Level Landscape Framework*** *by* Terra Landscape Architects **(Annexure 12)** and the ***Preliminary Identification of Heritage Related Statutory Constraints*** and a ***Heritage Response to the Development Proposal*** **(Annexure 11)** which shows the existing situation and how it would be affected by the development proposal.

5.3 CONTRIBUTION TO THE UPGRADING OF THE NON-MOTORISED TRANSPORT SYSTEM OF THE STELLENBOSCH TOWN

The development proposal makes provision for linkages from the proposed development precincts and green areas with the proposed non-motorised transport network of Stellenbosch, the current and proposed green network of the wider Stellenbosch township area, the adjacent developed urban areas (Die Boord and Technopark) as well as the wider Stellenbosch township. This has been addressed in detail in the design proposal and Urban Design Principles to ensure that more people would have access to this important heritage and cultural asset which is currently not accessible to residents of Stellenbosch.

A non-motorised network weaves through the total site to support a healthy lifestyle of walking, jogging and cycling on the greater site and beyond and which links Techno Park to Die Boord via the remainder of the farm and proposed Precincts. The Urban Design Principles also stress the importance of non-motorised transport as identified in the Stellenbosch MSDF and as also pointed out in the Heritage Input and Landscaping Reports.

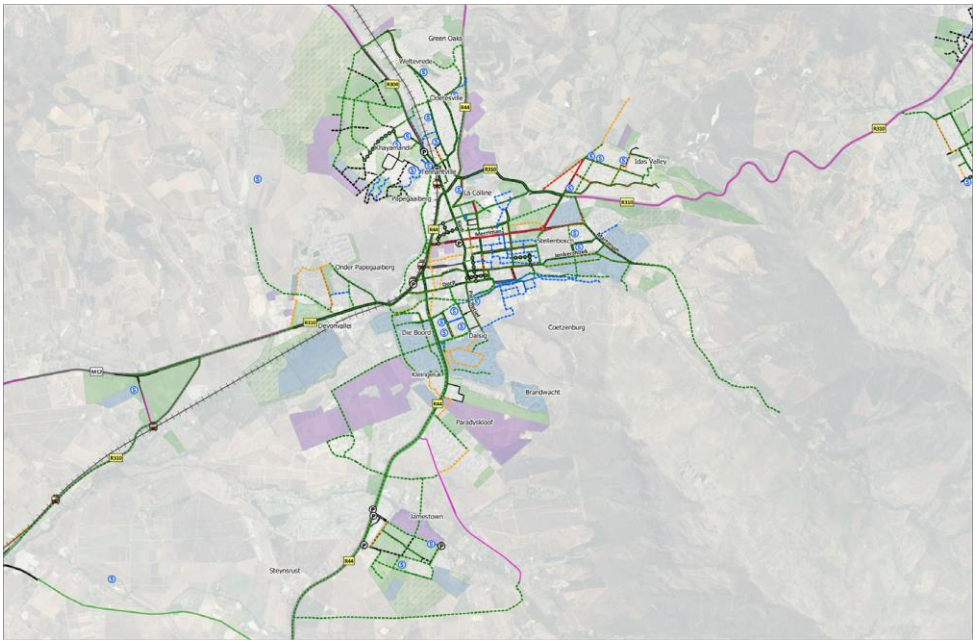


Figure 23: Stellenbosch Municipality NMT Masterplan: Existing & proposed pedestrian and cyclist infrastructure

Figure 24: Proposed Non-motorised Transport Network

1) Possible connection to the Adam Tas Corridor (through neighbouring properties)
2) Possible connection to Hottentots-Holland mountains (through neighbouring properties)
3) Pedestrian route along stream
4) Proposed recreational routes through site
5) Pedestrian links to Techno Park

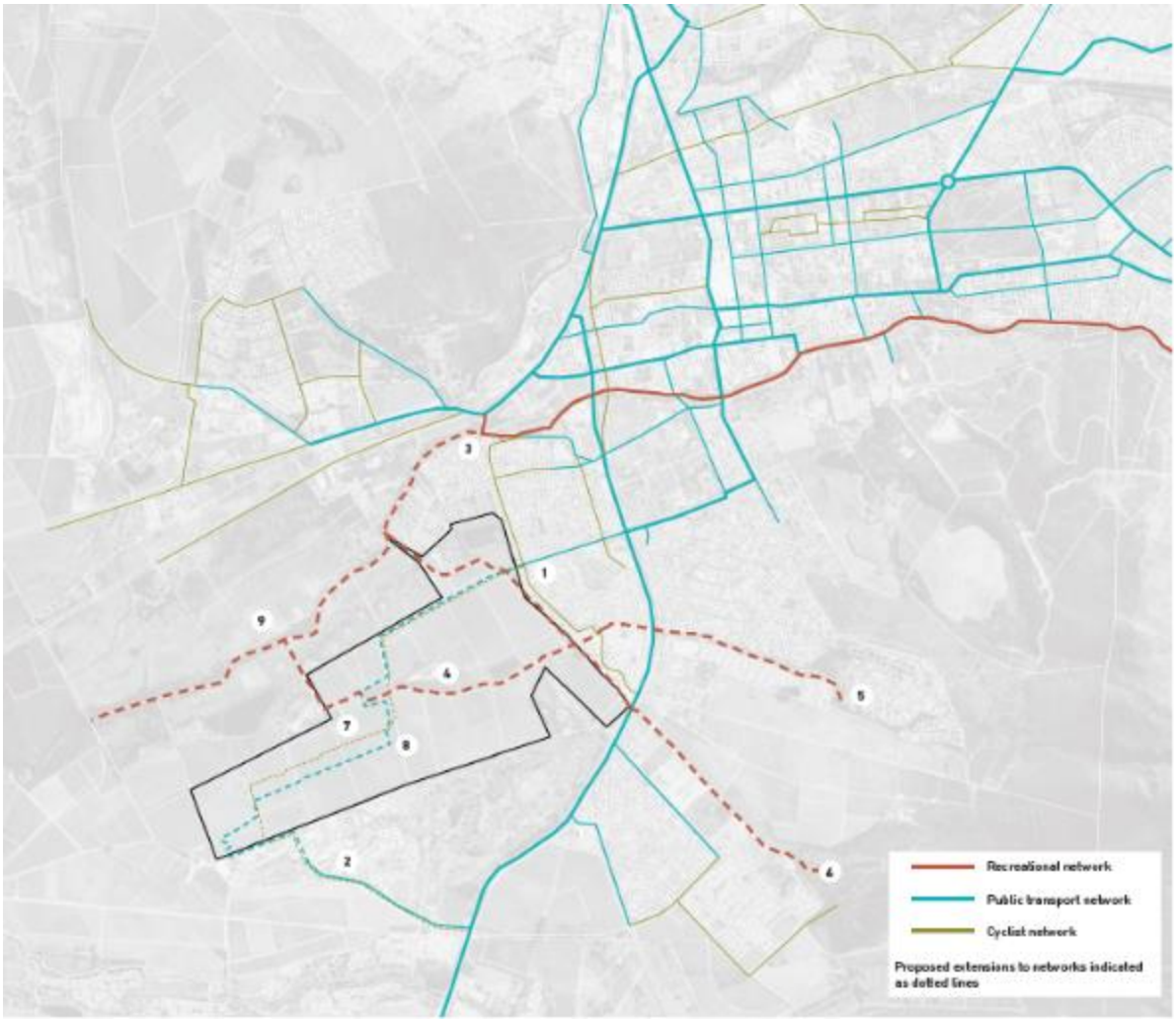


Figure 25: Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan

1) Termination of proposed MNT network including cycle network at end of Van Reede Street
2) Termination of proposed MNT network including cycle network at in Technopark
3) Conceptual extension of recreational route system along Eerste River
4) Extension of recreational route through Libertas farm
5) Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains
6) Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains
7) Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park
8) Extension of public transport route through Libertas farm connecting Die Boord with Techno Park
9) Conceptual extension of recreational route system from Libertas farm to route along Eerste River

5.4 INFRASTRUCTURE AVAILABILITY

A Civil Services Availability Report was prepared by Integrate Structural and Civil Engineering and an Electrical Services Report by CKR Electrical Engineers for the proposed development on the subject farms. Copies of these reports are attached as respectively **Annexures 15** and **17**.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage. These reports have investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.

A further analysis from GLS regarding bulk and sewer capacity was obtained. Resulting from this input, a further short report was prepared by Integrate which provides supplementary information and elaboration on the analysis undertaken by GLS Consulting Engineers on behalf of the Stellenbosch Municipality dated 31 July 2023 .A copy of the analysis is appended as **Annexure 16** to this report.

The annotations and cost estimates correspond with those supplied by GLS.

All amounts shown are based on 2022/2023 year values and exclude VAT.

<u>Bulk Water</u>

To accommodate precinct 1, precinct 3 and the higher lying erven in precinct 2 and to comply with the minimum standards of the Red Book the following link services fed from the Paradyskloof 1 reservoir will have to be installed at the Developers cost:

- New Item: Pressure Reducing Valve R372 000.00
- SSW3.2: 45m x 200mm dia New Supply Pipe and R44 crossing R405 000.00
- SSW3.3: 495m x 200mm dia New Supply Pipe R1 018 000.00
- SSW3.4: 1 100m x 200mm dia New Supply Pipe R2 226 000.00
- SSW3.7: Pressure Reducing Valve R372 000.00

To accommodate the lower lying erven within precinct 2 and to comply with the minimum standards of the Red Book the following link service fed from the Papegaaiberg reservoir will have to be installed at the Developers cost;

- SSW4.10: 285m x 250mm dia New Supply Pipe R697 000.00

The existing main 225mm dia water feeder pipeline from the Papegaaiberg reservoir serving Die Boord is at peak capacity and requires upgrading to operate within the Red Book guidelines and to accommodate future developments. To achieve this the following upgrade to the network is proposed and will be funded by the Developer via the Bulk Infrastructure Connection Fees and Levies [BICELS] generated by the development;

- SSW4.1: 440m x 700mm dia New Supply Pipe R 7 304 000.00

Various Master Plan Items have been identified to bolster the Water Reticulation and Bulk Storage System in the Greater Stellenbosch area to comply with the minimum standards of the Red Book. These items are not essential for the development to comply with the Red Book but the Municipality may enter into a Service Agreement with the Developer and request the Developer to fund and implement some of the items via the BICELS generated by the development;

- SSW.B21: New Papegaaiberg 20 Ml reservoir R60 000 000.00
- SPW.B7: New Supply Pipe from Vlottenburg reservoir to Papegaaiberg reservoir R36 300 000.00
- SSW.B1, SSW.B2, SSW.B5, SSW1.1 and SSW1.2: Jamestown System upgrade R31 600 000.00
- Helshoogte System
- SSW6.8a, SSW6.8b, SSW.B10, SSW.B11, SSW.B19, SSW.B20 and SSW.B35 to SSW.B38
- Total Cost Estimate: R100 000 000.00
- SSW.B37 and a portion of SSW.B20 R40 000 000.00

However, the Paradyskloof System has sufficient spare capacity and pressures to also serve the lower lying erven within precinct 2 in the current system and it is proposed that the entire development be fed by the Paradyskloof 1 reservoir until the above Master Plan Items have been implemented, provided that the Pressure Reducing Valve, New Item , is installed.

Sewer

Precincts 1 and 2 of the proposed development can connect to the existing gravity sewer system in Die Boord without any upgrades to the system.

Precinct 3 however will require the implementation of the following Master Plan items to be funded by the Developer via BICELS generated by the development. These items will also serve new development areas to the west of Die Boord and areas adjacent to the Eerste River;

- SSS3.9: New Fleurbaai Bulk Sewer Pumpstation R9 982 000.00
- SSS3.4: 1 275 m x 250 mm dia New Outfall Sewer R3 511 000.00

INTEGRATE confirms that Bulk Water and Sewer Capacity is in place to serve the proposed Development and the costs incurred by the Developer on the upgrading of the Bulk Infrastructure will bolster the water and sewerage infrastructure serving the greater Stellenbosch area.

5.5 TRANSPORTATION SOLUTIONS

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available.

The most recent road upgrades in the vicinity of the subject farms are the duelling of Techno Avenue (between the R44 and Proton Street) which includes (a) the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and b) the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years.

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject farms at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m² Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m² GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park Road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Figure 26*** underneath:

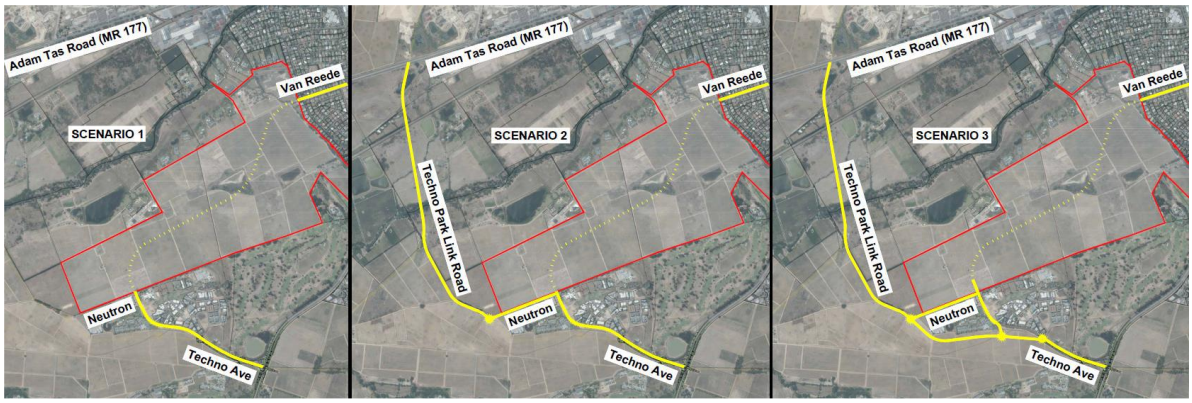


Figure 26: Modelling of alternatives for the western bypass road

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Figure 27*** below.

Figure 27: EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)

The Techno Park Link Road (as second access to Techno Park) was thus identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022. The ultimate future road network in the area, as identified in the Municipality's Draft Roads Master Plan, includes some additional link roads and potential bypass

roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation.

It is proposed that the identified Techno Park Link Road will provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely be a signalised intersection.

The proposed Eastern Link Road is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

The above-mentioned roads are also included in the Stellenbosch Municipality's approved Roads Master Plan (2023). The final alignment of these roads is currently being finalised whereafter the required legal processes will follow. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): Department of Transport and Public Works, during the approval process of the Capitec Head Office recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and "*will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m*", which "will be more than enough to cover the construction costs for the link road". The approval letter for the Capitec development received from WCG (26 February 2018 – a copy is attached to the Traffic Impact Statement), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal for the subject farms, which is noticeably smaller than the previous proposal, the possible Development Contributions payable can be expected to be considerably lower than the figure quoted above.

See ***Figures 28 – 30*** on the next pages which are extracts from the Stellenbosch SDF and Roads Masterplan indicating the position of the proposed link roads. Also see **Annexure 14**, **Traffic Impact Statement**.

Figure 28: Future external road network in vicinity of the subject properties

Figure 29: Extract from Draft Road Master Plan (with notes from traffic engineers)

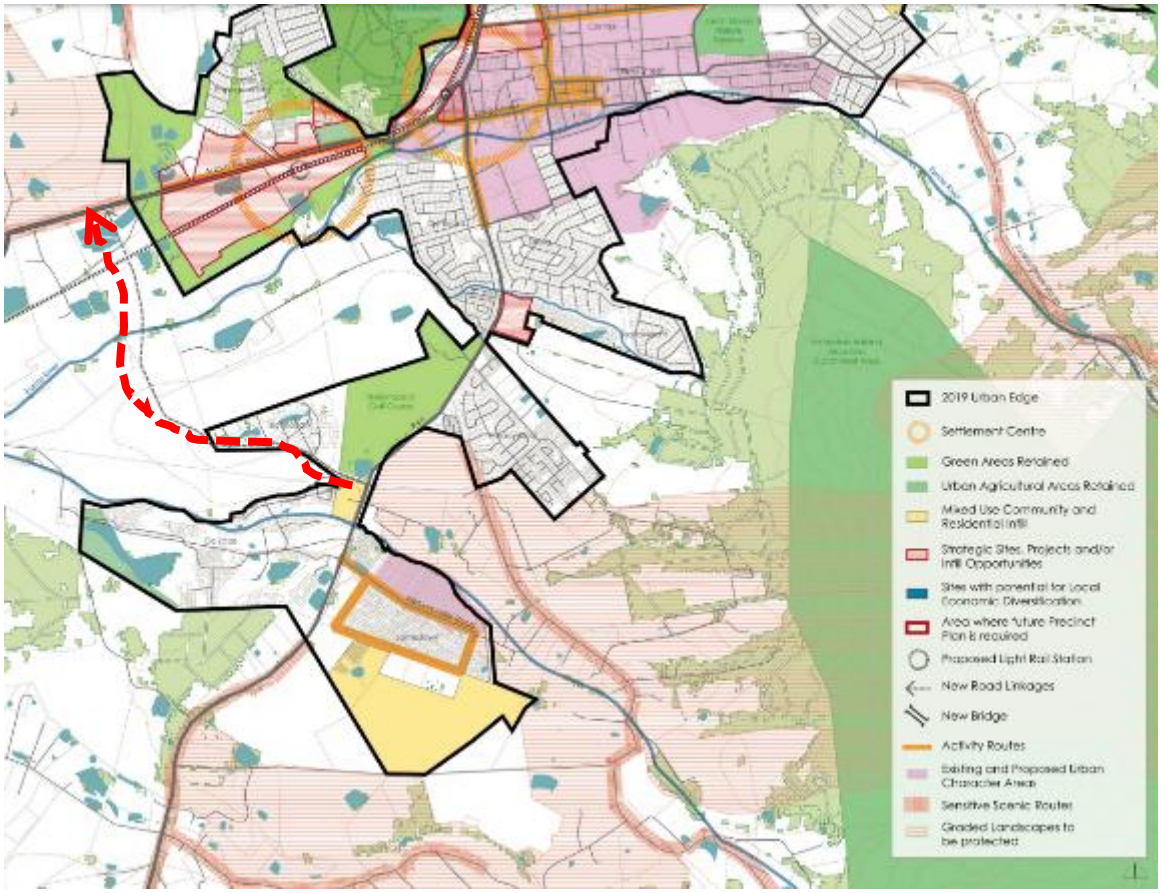


Figure 30: Extract from the MSDF showing the proposed Techno Park Link Road (dotted red line)

5.6 INCLUSIONARY HOUSING COMPONENT FOR TECHNOPARK

In the light of the approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In compliance to the approved Stellenbosch Inclusionary Housing Policy and as part of our client's endeavours to contribute to such efforts, a process of engagement has already started with families within the existing informal farm village on the subject property to formalise land tenure options. The outcome and provisions of these engagements still to be agreed, will be included in the final development applications still to be submitted and to form part of the eventual approvals and conditions of approvals to be imposed by the various authorities.

5.7 CREATING A STRONG RATE BASE FOR THE STELLENBOSCH MUNICIPAL AREA

The approved Stellenbosch 2017 Integrated Human Settlement Plan has a target of ±18 775 residential units to cater for the current housing backlog. This municipal plan aims to guide and facilitate the development processes involved for housing projects

aimed at informal settlement upgrade, social housing, formalized home ownership, employer housing and GAP housing. A key proposal was to utilize municipal land provided at reduced cost for formal home ownership in order to cross-subsidize other housing types. A cohesive effort has been made with Provincial and National Departments of Human Settlements to declare Stellenbosch a Restructuring Town with Restructuring Zones where economic, social and ecological sustainability are promoted while improving the lives of communities through rental housing programs. This achievement will accelerate the processes and supply of housing development aimed at the lower income residents.

There is, however, a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, which are predominantly attracted by the booming services sector. Developments, focused on providing much needed residential opportunities on this side of the economic spectrum, derives predominantly from the private sector on privately owned land. The IDP makes provision for possible amendments to the MSDF to accommodate for this need through the identification of infill and development areas. The subject property can be deemed desirable spatially as it will not perpetuate ad hoc or leapfrog development.

The Stellenbosch Municipality appointed Rode & Associates to draft a Stellenbosch Municipality Urban Development Strategy (UDS). The purpose of the report is to assist Council in understanding the Municipality's current urban context and to formulate strategies for urban growth and development. The UDS identified the subject property as a transformation zone; i.e. a transformation zone is an area where coordinated public and private sector investments are prioritised for urban intensification and expansion – see ***Figure 30*** on the next page. The Urban Design Strategy indicates the following adjusted demand for housing within Stellenbosch. "A total of 17 301 units forms part of the estimated demand over the next 20 years, e.g. 9 277 houses smaller than 80m², 2793 houses larger than 80m², 2402 flats and 2 829 town houses." Please refer to **Annexure 17**, **Market Demand/Socio-Economic Study**.

The development proposal would offer a range of housing opportunities which would primarily cater for a market segment for which there is little housing stock available within Stellenbosch and which is not the target market for e.g. the Adam Tas Corridor development.

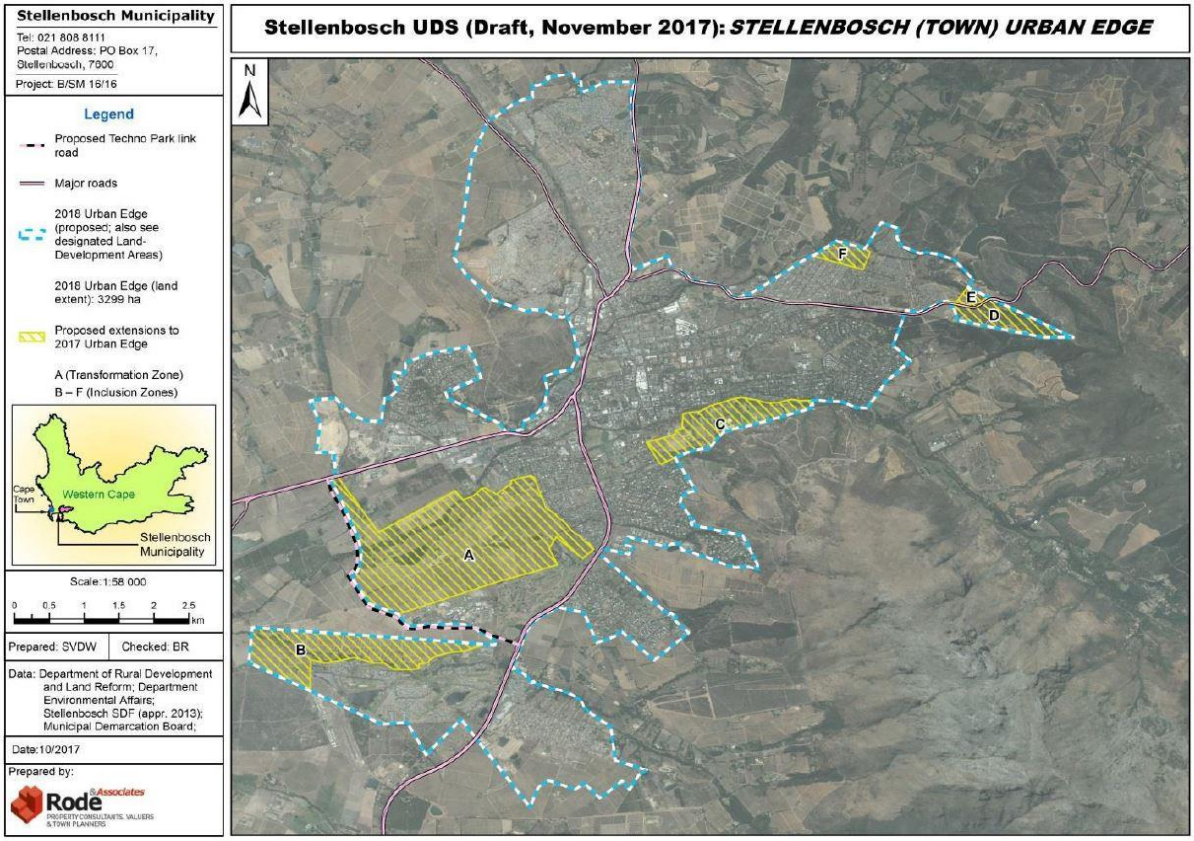


Figure 31: Extract of the Draft Stellenbosch Urban Development Strategy

Provision is made for 1 241 units of a medium density, non-suburban type distributed within three portions. These are interspersed with other uses. The units are predominantly either of duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance of 26 units or 2.1% found in portions 1 and 3 are larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m² GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA a market value between R4 and R 12 million. These figures thus correlate well with the recommendations in terms of housing demand by type as outlined by the Urban Design Strategy.

The nature of the proposed development and the market segment targeted will thus have significant socio-economic benefits for Stellenbosch Municipality by creating a significant new tax base which can contribute to the implementation of the infrastructure projects and specifically those required to kick start for instance the development of the Adam Tas Corridor especially in the more central area of the town as well as implementing traffic improvements such as the proposed future ring roads.

5.8 EMPLOYMENT CREATION

The proposed mixed-use development on the subject farms, which fits into the concept of the so-called work-live-play (WLP) environment, has the potential to integrate various aspects of daily life within a single neighbourhood and thus has the potential to create employment opportunities in several ways such as:

- **Construction and Development**: The planning, design, and construction of WLP developments require a significant workforce, including architects, engineers, construction workers, and other professionals. This phase generates employment opportunities in the construction industry.

- **Diverse Tenant Mix**: WLP developments typically include a mix of residential, commercial, and recreational spaces. This mix encourages a variety of land uses which have the potential to generate and require various new job types.

- **Opportunities for smaller scale entrepreneurs**: The mixed-use activities (commercial, retail, institutional and educational) would be of a local nature, e.g. smaller offices and local shopping facilities which would allow opportunities for smaller scale entrepreneurs and businesses.
- **Property Management and Maintenance**: WLP developments require ongoing property management, maintenance, and security services. Property management companies, maintenance staff, security personnel, and cleaning crews are often employed to ensure the smooth operation of the development.

- **Transportation and Mobility Services**: To facilitate easy access to the various components of a WLP development, transportation and mobility services often become essential. This can create job opportunities in public transportation, ride-sharing, bike-sharing, and other related services.

- **Innovation and Entrepreneurship**: WLP developments can foster an environment that encourages innovation and entrepreneurship. Startups, small businesses, and tech companies may find opportunities to thrive in these mixed-use spaces, leading to job creation in emerging industries.

- **Education and Childcare**: With residents living and working in close proximity, there may be increased demand for educational institutions, tutoring services, and childcare facilities. This can lead to job opportunities in teaching, childcare, and educational support.

- **Community Services**: WLP developments often include community amenities like schools, healthcare facilities, and community centers, creating employment opportunities in education, healthcare, and social services.

- **Local Supply Chains**: The presence of diverse businesses in WLP developments can encourage the growth of local supply chains, supporting local manufacturers, suppliers, and distributors and, in turn, creating jobs within these industries.

- **Secondary Job Creation**: As the population and economic activity within a WLP development increase, there may be a greater demand for public services, healthcare professionals, emergency responders, and other essential workers, leading to indirect job creation.

- **Green and Sustainable Technologies**: New developments incorporate sustainable technologies like solar panels, energy-efficient HVAC systems, and green building materials. This fosters employment in industries related to renewable energy, energy efficiency, and sustainability consulting.

- **Health and Wellness**: Developments that incorporate fitness centers, spas, or wellness centers can generate jobs in personal training, massage therapy, and other health and wellness services.

- **Community Services**: New developments often include community amenities such as parks, libraries, and community centers. These facilities create employment opportunities in roles related to community engagement, programming, and maintenance.

- **Emergency Services**: Population growth from new developments may require additional police, fire, and emergency medical services, leading to job opportunities in public safety.

5.9. MAINTAINING THE RURAL CHARACTER OF STELLENBOSCH

A general fear that exists amongst members of the public that further development of Stellenbosch, and especially Libertas Farm will negatively impact on the rural character of the town is acknowledged. In response thereto, the following needs to be acknowledge.

- The R44 between the Stellenbosch Golf Course and the Eerste River/Dorp Street through Stellenbosch has been exposed to the Libertas Farm and farming activities, the most prominent being the well-known pear orchards bordering the road. This however changed during 1981 when Die Boord was proclaimed and developed effectively separating the R44 and the general public (other than only the few residential erven now abutting the farm) from any exposure to the Farm. Commuters and general members of the public following this scenic route, now have no exposure

to Libertas as they are greeted by the back of residential erven along the R44 and the local Die Boord shopping center.

Figure 32: The R44 along Die Boord; back of houses with vibracrete walling

Figure 33: The R44 along Die Boord Shopping center

- It is fact that there is absolutely no roadside exposure left to the Libertas Farm between the Stellenbosch Golf Course and the Eerste River, except the small ±150m street frontage of te farm onto the R44 next to Kleingeluk. In terms of the development proposal currently under consideration in the land use application, this portion of farm frontage will however be maintained, as a reminder of the agricultural origins and the ongoing importance of agriculture to the town its people and its economy.

Figure 34: Agricultural frontage to be retained between the golf course and Kleingeluk.

5.10. SUPPORT FROM HIGH-LEVEL SPECIALIST STUDIES

In support of the Application for a Deviation from the approved Stellenbosch MSDF to having the Libertas Farm included to within the urban edge for future development, an independent environment consultant supported by a host of specialists have been appointed to assess the possible development of the Libertas Farm. These consultants and independent specialists included (Refer to **Annexure 19**: **Copy of Deviation & Rezoning Application**):

- Land surveyors
- Conveyancers
- Heritage Consultants
- Visual impact Specialists
- Landscape Architects
- Traffic Consultants
- Civil Engineers
- Electrical Engineers
- Market Viability & Socio-economic Specialists

From these individual assessments, the following was concluded in the "Natural Environment Baseline Report":

"The total site considered in this report is approximately 180ha in extent. The identified potentially sensitive areas are restricted to less than 20ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development."

Although it is acknowledged that further detail assessments will have to be done as part of future detail development applications (subdivisions, site development plans etc.), there is absolutely no reason to further doubt the desirability of the development of Libertas Farm and the inclusion of the subject properties to within the Stellenbosch Urban Edge.

SECTION F
CLOSING STATEMENT

6. CONCLUSION & RECOMMENDATION

From the above it is clear that the proposed inclusion of the Libertas Farm (in whole or in pockets) to within the Stellenbosch Urban Edge, can be justified by its unique site-specific circumstances and without having any impact on the rural character of the town in itself as experienced from the R44, a local scenic route through Stellenbosch.

It is further critical to acknowledge that the principle of the development of Libertas:

- Will be desirable from a spatial policy point of view in providing the solution for converting Technopark into a more sustainable mixed-use precinct

- Has the support from all the high-level assessment done by a host of specialist as summarised by the overarching environmental specialist i.e.

  "From a Natural Environmental perspective there is no reason why this site should not be considered for development."

- Will be of critical importance for the future of Stellenbosch in being a desperately needed catalyst for the expansion of the municipal income base to enable the Municipality to fulfil its responsibility in providing and improving the necessary municipal infrastructure and services delivery to all its residents.

We therefore respectfully request the Stellenbosch Municipality to approve this critical amendment to the Stellenbosch Municipality Spatial Development Framework (2023) as part of the 5th Generation Integrated Development Plan (2022 – 2027) by the inclusion of the Libertas Farm to within the urban Edge as this will enable the necessary further detail studies to be done to define the specifics of the future development of the subject properties.

ANNEXURE 1

MUNICIPAL NOTICE REGARDING IDP PUBLIC PARTICIPATION PROCES

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

IDP PUBLIC PARTICIPATION OPEN DAYS SCHEDULE: SEPTEMBER 2023

In accordance with the approved SDF / IDP / Budget Time Schedule / Process Plan 2024/25, the Stellenbosch Municipality plans to embark on an IDP public participation process, which entails several area–based engagements in the form of IDP Public Participation Open Days. The Stellenbosch Municipality encourages participatory democracy and invites all members of the public to attend our IDP Public Participation Open Days for their ward/area, as scheduled below.

In addition to the IDP Public Participation Open Days, alternative platforms will be available to community members and stakeholders to submit their community input and needs for the 2nd Review of the 5th Generation IDP 2022 – 2027 by using the following platforms:

- Municipal Website: www.stellenbosch.gov.za;
- Stellenbosch Citizen App: Download from Google Play Store, iStore, Windows Store and Java;
- WhatsApp: 067 427 1556;
- Email: idp@stellenbosch.gov.za; and
- "Have your Say" forms will also be available at all libraries and ward offices during normal office hours.

The public participation period commences on **Monday, 4 September 2023** and the closing date for input is **Wednesday, 04 October 2023** at **16:30**.

Date	Time	Wards	Ward Councillor/s	Venue	Transport Plan		
					Pick–Up Point	1st Trip Pick–Up Time	2nd Trip Pick-Up Time
Tuesday, 12 Sept 2023	15:30 – 19:30	1 and 2	Cllr Reginald Pheiffer Cllr Wilhelmina Petersen	Groendal Community Hall (Franschhoek)	Bo-Hoek Farm Gate	15:00	17:30
					Franschhoek Town Hall	15:15	17:45
					Bosbou (La Motte Hall)	15:20	17:55
	15:30 – 19:30	3 and 4	Cllr Charles Manuel Cllr Ralphton Adams	Kylemore Community Hall (Kylemore)	Lanquedoc Klip Church	14:30	17:15
					Meerlust Community Hall	14:45	17:25
					Wemmershoek Community Hall	14:50	17:35
					Maasdorp Entrance	15:00	17:45
					Pniël Municipal Office	15:15	17:55
Wednesday, 13 Sept 2023	15:30 – 19:30	7, 8, 9, 11, 22 and 23	Cllr Annemarie Ferns Cllr Carli Van Wyk Cllr Zelda Dalling Cllr Johannie Serdyn Cllr Esther Groenewald Cllr Lwando Nkamisa	Stellenbosch Town Hall (Plein Street)	No Transport		
	15:30 – 19:30	18 and 19	Cllr JC Anthony Cllr James Williams	Klapmuts Multipurpose Centre (Klapmuts)	Fisher Road / Groenland	14:20	17:20
					De Waalshof (Tennis Court)	14:30	17:30
					Bellevue Entrance	14:40	17:40
					Cabrico / Corobrick Entrance	14:50	17:45
					Koelenhof Railway Station	14:20	17:15
					De Hoop Entrance	14:30	17:15
					Kromme Rhee and Koelenhof Farm (Clubhouse)	14:40	17:25
					Slayley Farm Entrance	14:40	17:35
					De Clapmuts Entrance	14:45	17:40
					Elsenburg (JJ Rhode School)	14:50	17:45
					Muldersvlei Station (by the shop)	15:00	17:50
					Nooitgedacht Entrance	14:20	17:20
					Simonsig Entrance	14:30	17:30
					Beyerskloof Entrance	14:40	17:40

Date	Time	Wards	Ward Councillor/s	Venue	Transport Plan		
					Pick–Up Point	1st Trip Pick–Up Time	2nd Trip Pick-Up Time
					Chickwick / De Trekka Entrance	14:50	17:50
					De Novo Community Hall	15:00	18:00
Thursday, 14 Sept 2023	17:30 – 20:30	12, 13, 14 and 15	Cllr Ayanda Tomose Cllr Mary Nkopane Cllr Maxwell Danana Cllr Elliot Masimini	Kayamandi High School (Kayamandi)	Kayamandi Taxi Rank	16:30	18:00
					Trust Centre	16:45	18:05
					Makuphula High School Gate	16:55	18:10
					Kayamandi Clinic	17:05	18:20
					Legacy Centre / Hall	17:10	18:25
					Luyolo Street (next to Majola Panel Beaters)	16:30	18:00
					Siyanqoba Creché	16:45	18:05
					Luyolo Playpark	16:55	18:10
					Kayamandi Primary School	17:05	18:15
	17:30 – 20:30	20 and 21	Cllr Joseph Joon Cllr Mynard Slabbert	Webergedenk Primary School Hall (Jamestown)	Vlottenburg Primary School	16:00	17:50
					Vlaeberg Tennis Court	16:10	18:00
					Meerlust Farm (De Wijnlanden Traffic Light)	16:25	18:10
					Lynedoch Garage	16:30	18:20
					Raithby Methodist Church	16:00	18:00
					Eikendal Farm Gate	16:15	18:10
					Mooiberge Farm Stall	16:30	18:20
Monday, 18 Sept 2023	17:30 – 20:30	5 and 6	Cllr Roy Van Rooyen Cllr Nateshia Mcombring	St Ida's Primary School Hall (Ida's Valley)	Jonkershoek (Bosdorp and Cape Nature)	16:30	17:30
					Rustenburg Farm Gate	17:00	18:00
					Hydro - Gate	17:15	18:15
					Kanonkop (at the second entry delivery point)	17:00	18:00
					Groenhof (Infront of the big trees)	17:05	18: 05
					Remhoogte (Opposite Remhoogte in front of the gate)	17:10	18: 10
					Timberlea / Blue Jay (at the gate)	17:15	18: 15
					Nietvoorbij (at the gate)	17:20	18:20
	15:30 – 19:30	10, 16, 17 and 19 (Smartietown and Weltevrede 1 and 2)	Cllr Rozette Du Toit Cllr Elsabe Vermeulen Cllr Peter Johnson Cllr James Williams	Eike Hall (Cloetesville)	Curry Street (before the North-End Street Stop Sign)	15:00	17:40
					Corner of Last Street and Bergstedt Street	15:10	17: 45
					Corner of Bergstedt Street and Chipptendale Street	15:20	17:50
					Stellita Park Stairs	15:00	17:30
					Rhode Road Flats	15:10	17:35
					Kloof / Long Street Flats	15:15	17:40
					Smartie Town Bus Stop	15:15	17:30
					Weltevrede 1 (Entrance in Long Street)	15:20	17:45
					Weltevrede 2 Entrance	15:25	17:50

Date	Time	Wards	Ward Councillor/s	Venue	Transport Plan		
					Pick–Up Point	1st Trip Pick–Up Time	2nd Trip Pick-Up Time
					Ward 10 Office (Lap flats)	15:00	17:30
					AF Louw Primary School	15:10	17:35
					Tennantville - Noble Street (Noble Park)	15:20	17:40
					Baksteenhuis, Long Street (South, Tennantville)	15:25	17:45

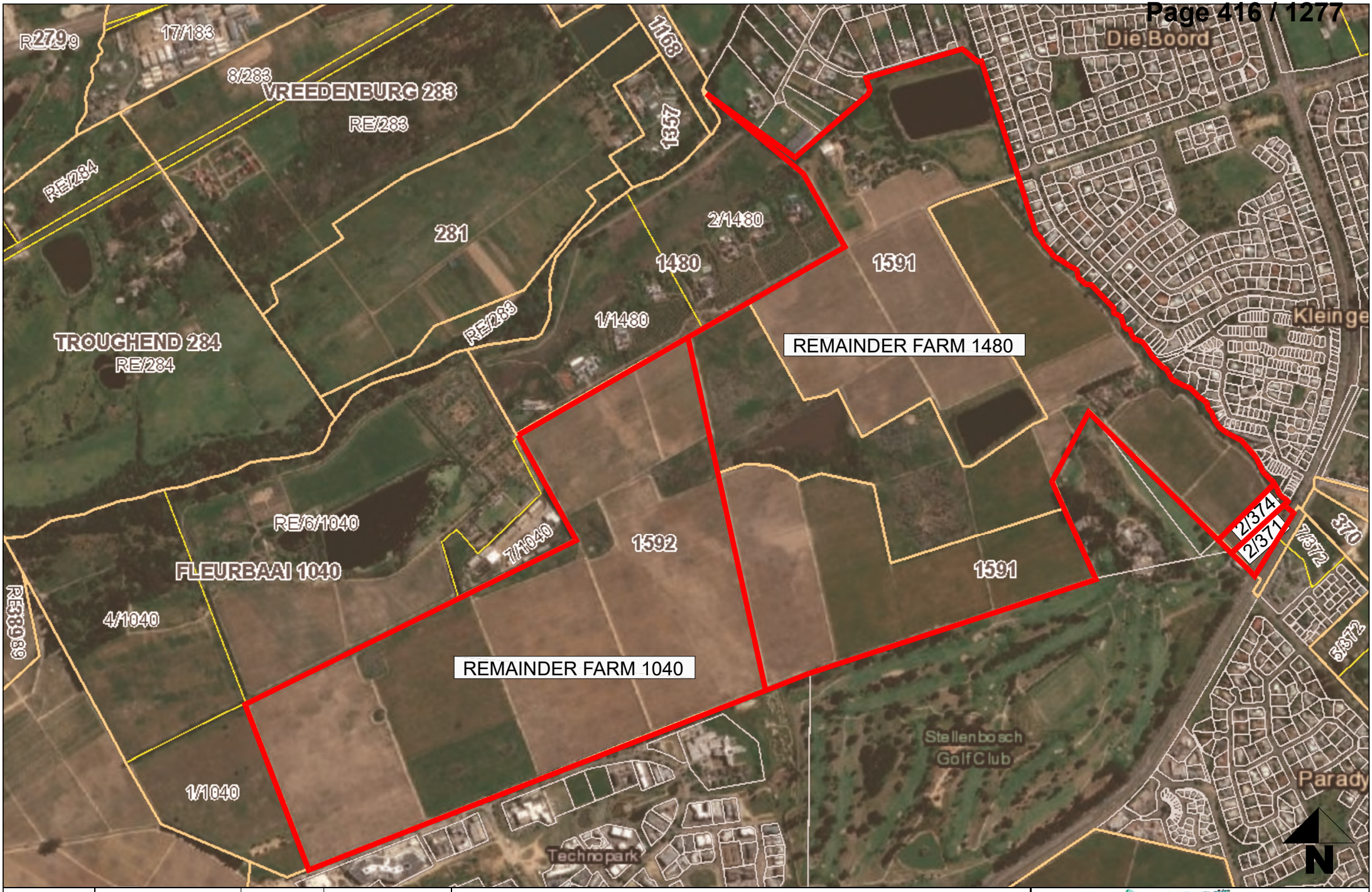
General queries regarding the schedule of open days can be directed to the IDP office via e-mail at idp@stellenbosch.gov.za or contact 021 808 8175, telephonically.

Yours Faithfully

Geraldine Mettler
Municipal Manager

ANNEXURE 2

LOCALITY PLAN



SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	5
CLIENT	Fleurbaai (Pty) Ltd.			

LOCALITY PLAN

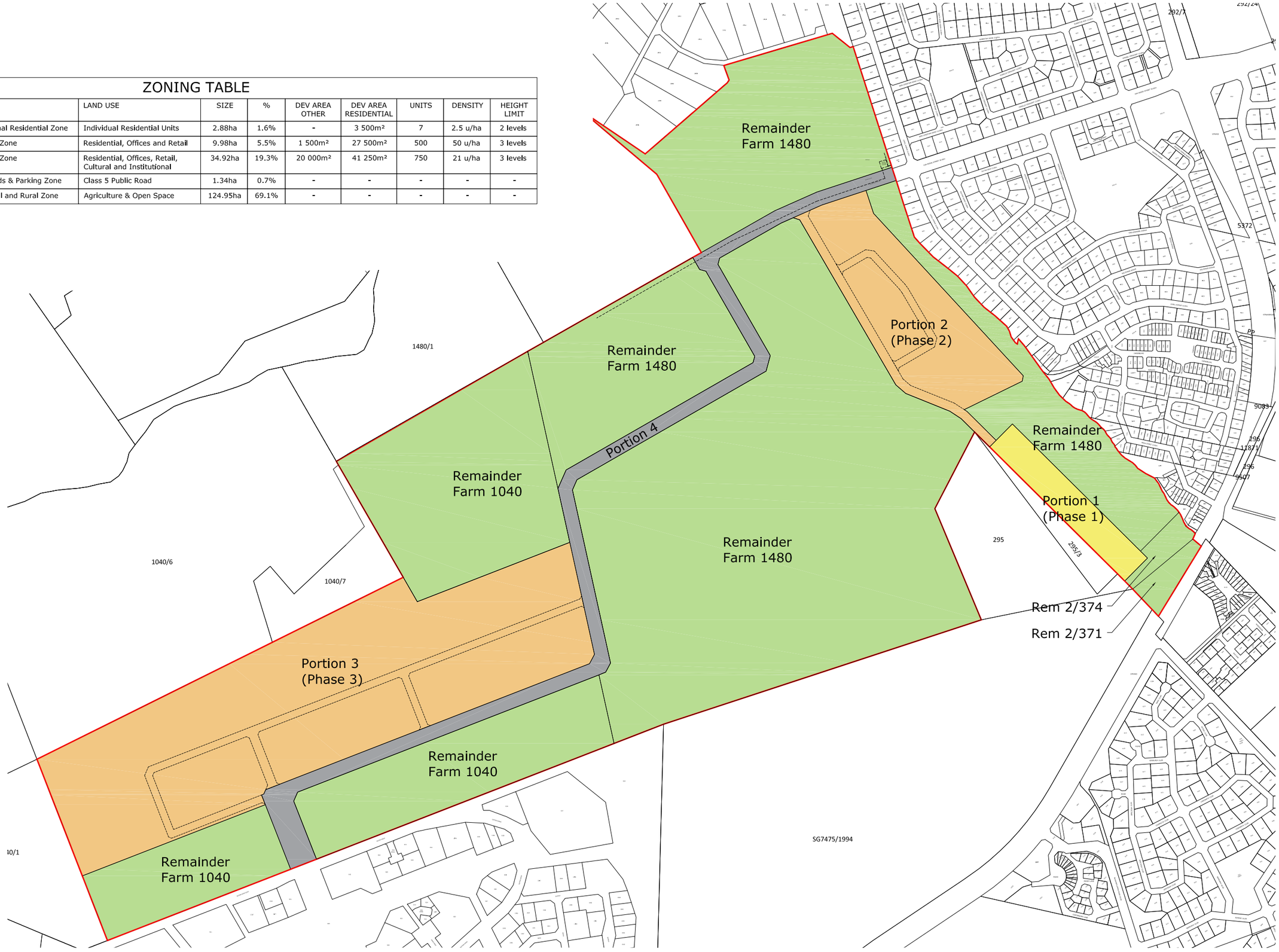
Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 3

ZONING PLAN OF SURROUNDING AREA

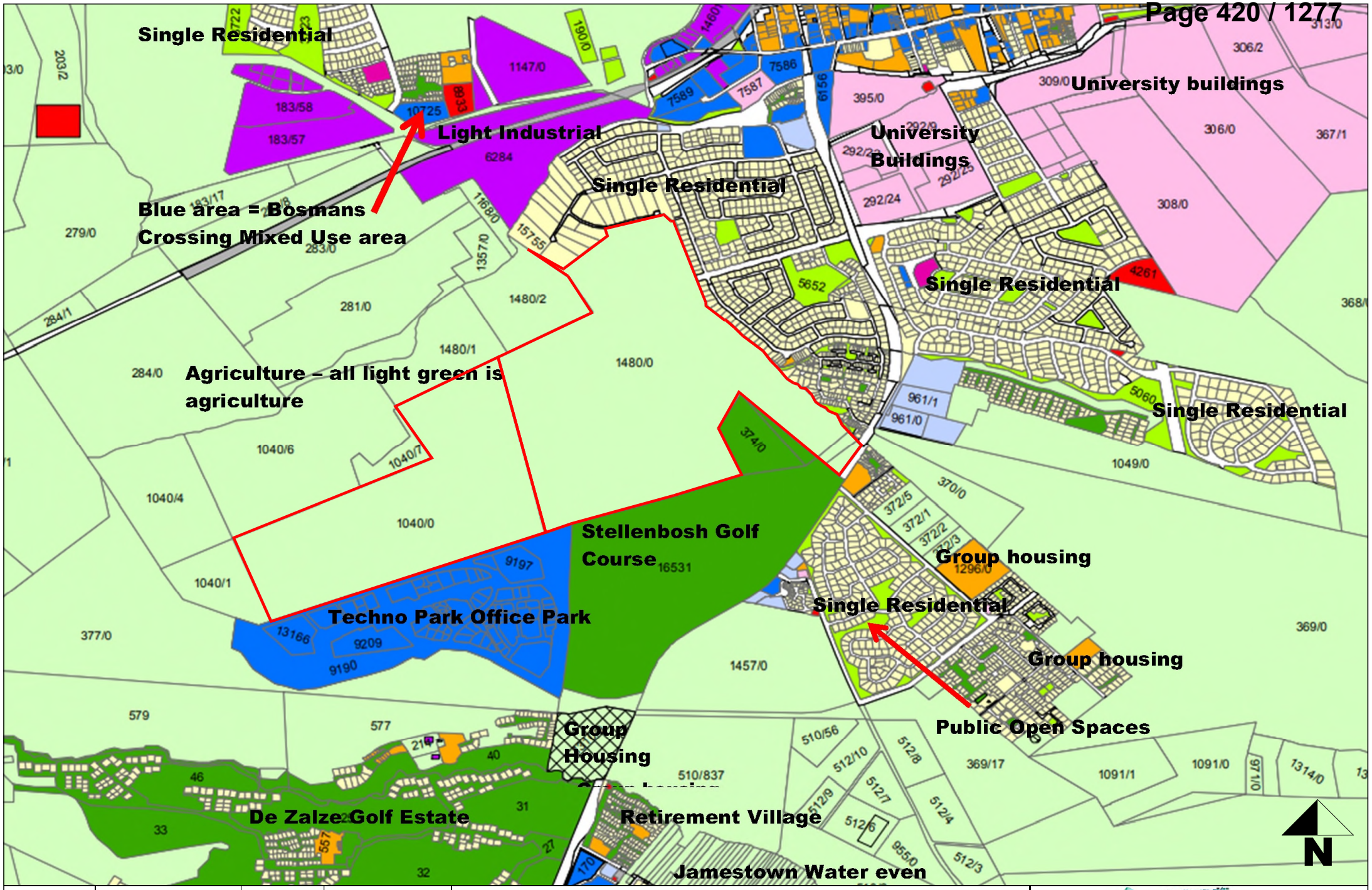
ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

ANNEXURE 4

LAND USE PLAN OF SURROUNDING AREA



SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	7
CLIENT	Fleurbaai (Pty) Ltd.			

LAND USE PLAN OF SURROUNDING AREAS

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

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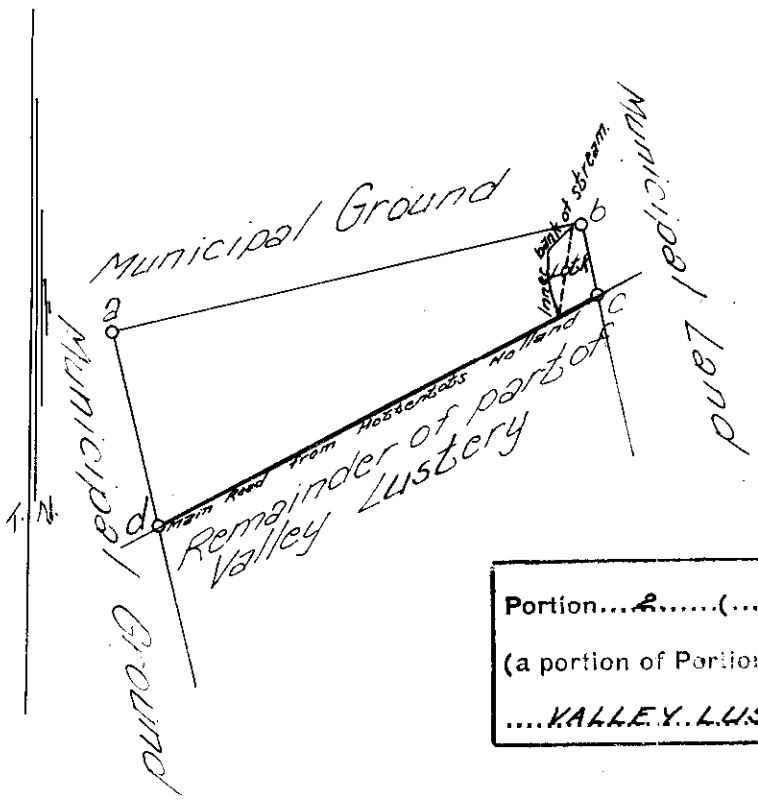
ANNEXURE 5

DIAGRAMS

S.G. Dgm. No. 562/1898. No. 562/1898.

The numerical data of this diagram are sufficiently consistent.
(Sgd) J.J. Bosman.
Examiner.

Sides. C.R.	
ab	50 . 00
bc	7 . 71
cd	51 . 76
da	21 . 10
Angles.	
a	90 . 00 . 00
b	90 . 00 . 00
c	104 . 59 . 30
d	75 . 00 . 30



Scale: 20 Cape Roods - 1 Inch.

✳Now known as Portion 2 of the farm Valley Lustery.

The above diagram a.b.c.d. represents 1 Mor. 120 Sq.Roods of land, situated in the Division of Stellenbosch being portion of the part of the Freehold Farm Valley Lustery, transferred to Jacobus Johannes Delport on the 22nd October, 1874.

Bounded NE by Municipal Ground.
NW " Municipal Ground.
SW " Municipal Ground.
SE " Remainder of part of Valley Lustery.

Framed from actual survey by me,
(Sgd) H.E. Tindall.
Govt. Land Surveyor.
Nov., 1897.

Copied from the diagram relating to Transfer ...Title Deed No....2234.....
dated....24th March, 1898.....in favour of
....Paul J. Roux.....
.....
for SURVEYOR-GENERAL,
CAPE TOWN.
7 APR 1955

Sh BH 8 DC 1 W S 3

For list of deductions see back of diagram

V.N. C1/2.
A.V.L.

KANTOORAFSKRIF
OFFICE COPY

L. G. No. 7838/54

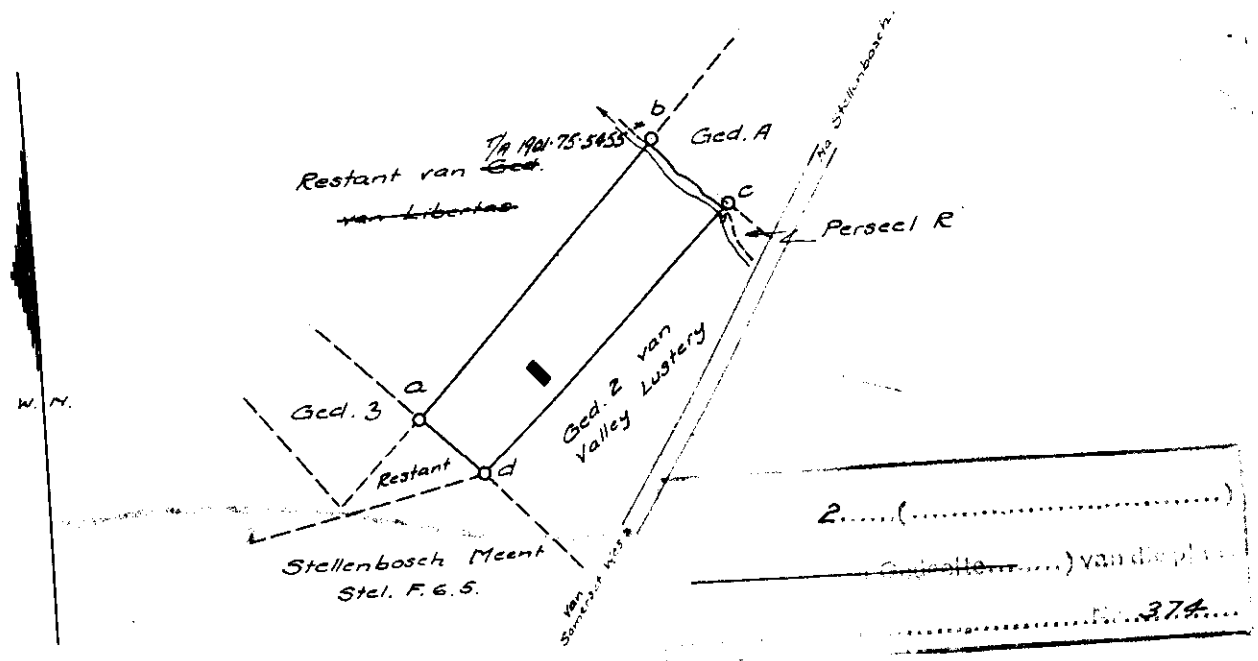
Goedgekeur.

Landmeter-generaal.
1-9-54

SYE Kaapse Voet		RIGTINGS-HOEKE	STELSEL Lo 19° KOÖRDINATE y		x	
					−	+ 11900000
ab	607.5	225.07.50	a	+ 43132.0	+ 37945.5	
bc	165.3	317.03.30	b	+ 42701.5	+ 37516.9	
cd	599.8	46.47.50	c	+ 42588.9	+ 37637.9	
da	147.8	134.12.30	d	+ 43026.1	+ 38048.5	
bx	10.0	45.07.50				
cy	12.0	46.47.50				

Bakenbeskrywing.

a : Ingeplante klip wat 12" uitsteek.
d : Ingeplante klip wat 18" uitsteek.
b : Platysterpen wat 12" uitsteek.
c : Ysterpaal wat 12" uitsteek.



Skaal 1 : 4000.

Die figuur a x Regteroewer van Stroom y d *grond voor, synde*

stel 1.0732 Morg

GEDEELTE 2 van die plaas Perseel Nr.LV

geleë in die Afdeling en Munisipaliteit Stellenbosch

Provinsie Kaap die Goeie Hoop

Opgemeet in Junie 1947 en Mei 1954 *deur my*

Landmeter.

Hierdie kaart is gehg T/A. 5486/1954	*Die oorspronklike kaart is* No. 1700/1907 *geheg aan* G/B. Stel. F. 8.7.	*Lêer No.* S/12134/5. *M.S. No.* E. 1830/54. *Graadvel:* BH-8D CB. BH-8DC/W53 VN. 374/2. C
Registrateur van Aktes.		P.E. & Stel.

OFFICE COPY
KANTOOR AFSKRIF

L.G. No. 11561/65

SYE Kaapse Voet		RIGTINGS	KO-ORDINATE y Stelsel L°19x°		AMP. BEN.
			Kon.	0·0	+11,900,000·0
AB	1310·6	254.24.30	A	+52399·1	+38085·0
BC	2571·6	243.55.50	B	+51136·7	+37732·7
CD	1307·0	223.47.50	C	+48826·7	+36602·6
DE	1050·0	315.24.40	D	+47922·1	+35659·2
EF	2766·7	347.35.10	E	+47185·0	+36407·0
FG	3920·7	68.45.00	F	+46590·2	+39109·0
GH	1041·2	112.29.10	G	+50244·3	+40530·0
HJ	2189·0	149.37.00	H	+51206·3	+40131·8
JA	180·0	151.36.40	J	+52313·5	+39243·4
AK	198·0	151.36.40	K	+52493·2	+37910·9
FL	365·5	248.45.00	L	+46249·5	+38976·5
AA'		151.36.40			
DD'		135.24.40			
		Stel. 4	△	+56215·8	+29542·9
		Stel. 5	△	+67670·2	+41638·4

Goedgekeur.

P.M.L. van den Heuvel

Landmeter-generaal.
20·12·1965

Beskrywing van Bakens:

A.H = 4' Spoorstaaf wat 12" uitsteek.
B.C.D.E.F = Ingeplante klip 4'e" lank wat 18" uitsteek met kruis gemerk
G.K = Ingeplante klip 18" hoog.
J = Ysterpaal in ronde betonbaken 18" hoog.
L = Groot ingeplante klip 3' hoog.

1. Figuur A' middel van Eersterivier a.b.d.J wat die plaas Nr. 392, voorstel, Kaart Nr. 3023/59 geheg aan G/B stel. Q. 4-43.
2. Figuur a middel van Eersterivier f.e wat Restant die plaas Nr. 381, voorstel, Kaart Nr. 3022/59 geheg aan G/B stel. Q. 4-43.
3. Figuur f middel van Eersterivier D'.E.F.g.h.j wat Restant van Gedeelte 1 van die plaas Nr. 380, voorstel, Kaart Nr. 879/1895 geheg aan T/A 1895-66-5318.
4. Figuur d.b.e.j.k.l.m wat Restant van Gedeelte 1 van die plaas Fleur Baay Nr. 378, voorstel, Kaart Nr. 7/1736 geheg aan T/A 1736-1-166.
5. Figuur m.l.k.h.g.G.H wat Restant van die plaas Nr. 379, voorstel, Kaart Nr. 3021/59 geheg aan G/B stel. Q. 4-43.

Die figure ENOPQRj dbejklm A en RSTU stel Eiendomsgrond voor.

Skaal 1: 7500

Die figuur A' middel van Eersterivier D'.E.F. G.H.J

stel voor 182·3000 morg grond, synde

Die plaas Fleurbaai No. 1040

~~van die plaas~~ soos hierbo aangewys

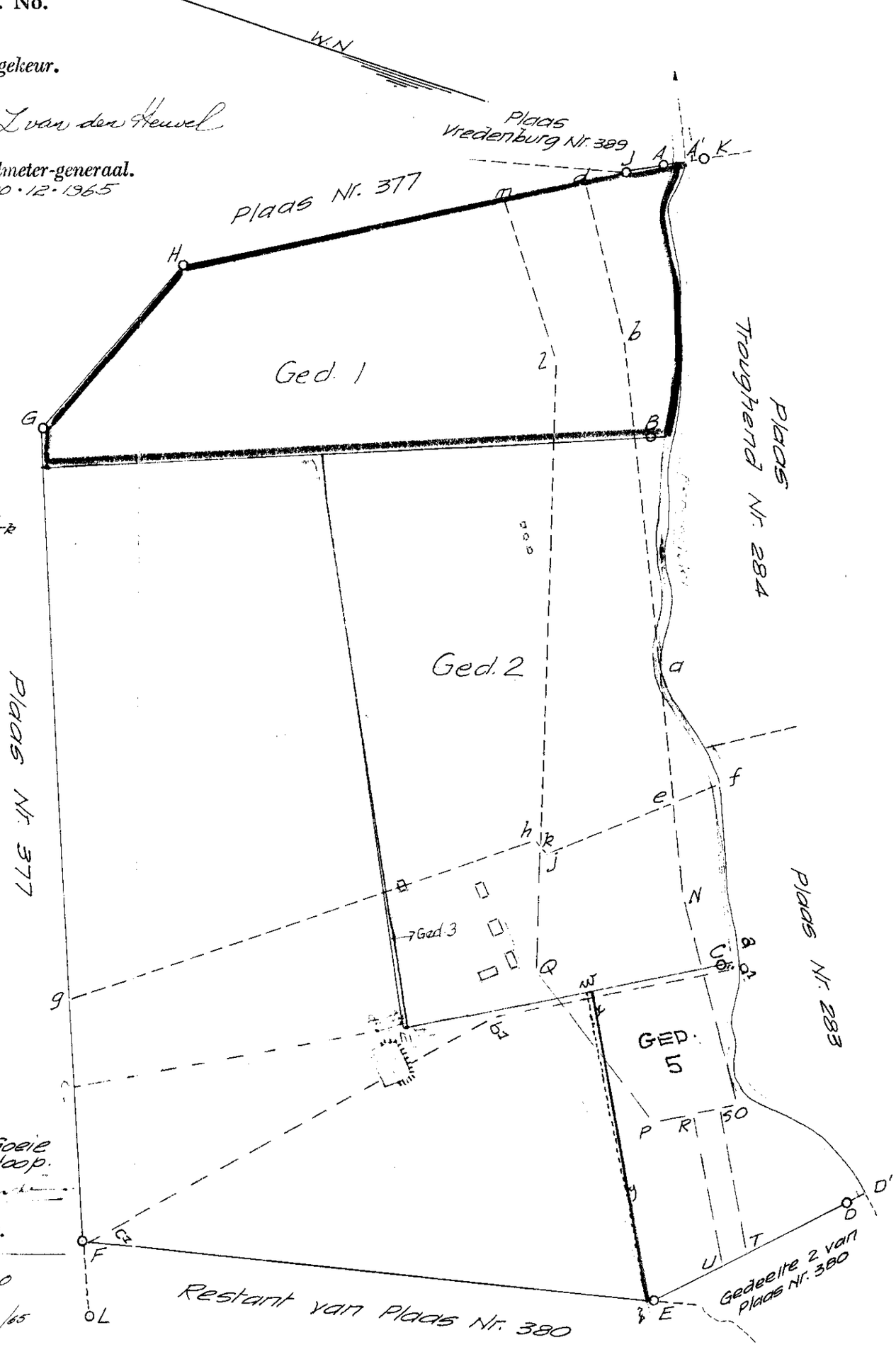
geleë in

Administratiewe Distrik Stellenbosch, Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1965 deur my

Landmeter.

Hierdie kaart is geheg aan S.V.T. No. 2011/1966 gedateer t.g.v. Registrateur van Aktes.	Die oorspronklike kaart is ~~No.~~ soos in die beskrywing aangehaal. Transport/Grondbrief No.	Lêer No. Stel 1040 M.S. No. E 1649/65 Komp. BH-8DCB Alg. Plan BH-8DC/W42(637)



S.P.C.T. C2837

1040

					Restant Morge
E2649/65	11559/65	Gedeelte 1	35·8000 Morg	2012/1966	~~96 432~~
—"—	11560/65	" 2	50·0679 "	2013/1966	
E101/68	304/1968	" 3	3667sm	13012/76	
E2772/05	6173/2005	Gedeelte 5	11,2726 ha	21111/07	

SERWITUTE/HUURKONTRAKGEBIEDE				
MEETSTUKKE	KAARTNO.	BESKRYWING	AKTE	GEPARAFEER
E1466/92	4759/92	Die lyn wxyz stel die Noordelike grens van 'n Serwituut pad, 9m wyd voor.	K557/95	
E1020/96	2927/1996	Die lyn a a¹ b¹ c¹ stel voor die middellyn vann Pyplynserwituut 6m wyd.	K1087/96	
E1467/2013	3069/2013	The line EXW represents the southern boundary of a pipeline servitude 1.00 m wide		
		The line EXW represents the northern boundary of a pipeline servitude 3.00 m wide		
		The lines WEE' and E'F' represent the western and northern boundaries respectively of a pipeline servitude 6.00 m wide		

FILED AS PLAN NO. 6174/2005

FRIEDLAENDER, BURGER & VOLKMANN - Land Surveyors : Stellenbosch

The figure A middle of Eerste River BCDEFGHJKLN right bank of stream NPQRSTUVWXY
represents 136,7970 hectares of land, being

FARM NO. 1480 and comprises 1. to 5. as below

Situate in the Stellenbosch Municipality
Administrative District of Stellenbosch Province of Western Cape
Compiled in October 2005
by me

PLS 0080 D P Burger Pr Land Surveyor

Components:

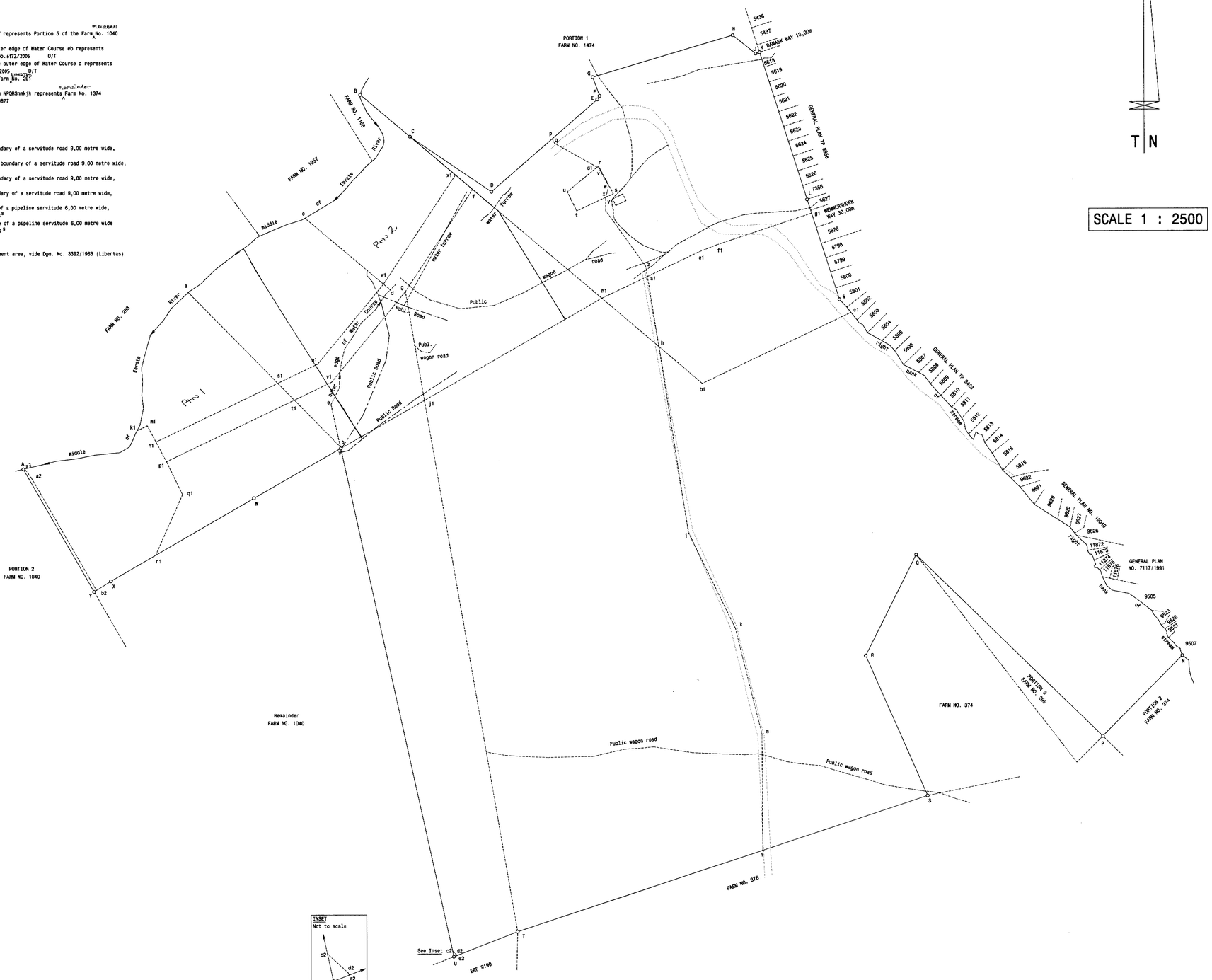
1. The figure A middle of Eerste River abVWXY represents Portion 5 of the Farm No. 1040 vide Dgm. No.6173/2005 D/T
2. The figure a middle of Eerste River cd outer edge of Water Course eb represents Portion 2 of the Farm No. 380, vide Dgm. No.6172/2005 D/T
3. The figure c middle of Eerste River BfgTUe outer edge of Water Course d represents Remainder Farm No. 380, vide Dgm. No.6171/2005 D/T
4. The figure fhjkmnPq represents Remainder Farm No. 281 vide Dgm. No.6170/2005 D/T
5. The figure CDEFGHJKLN right bank of stream NPQRSnmkjh represents Farm No. 1374 vide Dgm. No. 5822/1997, D/T 2001- -19877

Servitude Notes:

1. The line h1a1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4755/1992, D/T K557/1995
2. The line a1e1f1g1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4757/1992, D/T K557/1995
3. The line hj1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
4. The line j1V represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
5. The line a3a2k1 represents the centre line of a pipeline servitude 6,00 metre wide, vide Diagram No. 2927/1996, D/T K1087/1996
6. The lines c2d2e2 represent the centre line of a pipeline servitude 6,00 metre wide vide Diagram No. 2928/1996, D/T K1088/1996

Note:

The figure rstu represents a Historical Monument area, vide Dgm. No. 3392/1983 (Libertas)



T N

SCALE 1 : 2500

S.G. No.
6174/2005
Approved.
for
Surveyor - General
Date : 2005-12-13

The following deductions have been made from this diagram

Survey Record	Diagram No.	Subdivision	Area HA / SQ M	Transfer No.	Initialed	Remainder
E2772/2005	6175/2005	Ptn. 1	14,3943 ha	2111307		
E2772/2005	6176/2005	Ptn. 2	14,3945 ha	2111507		

SERVITUDE & LEASEHOLD AREA

Survey Record	Diagram No.	Description	Deed	Initialed

This diagram is annexed to No. 2111307/2007 Dated i.f.o.

Registrar of Deeds

The original diagram are as quoted above

File No.STEL 1480
S.R. No. Compiled
Comp. BHSZ-31 (W3189)
BHSZ-139 (6966)
BHSZ-313 (6999)
LPI C0670000

6174/2005

Diagram filed as Plan

DUMMY TRIPLICATE

Designation	**Farm 1480**
Dgm nr	**6174/2005**
Admin. District	**Stellenbosch**

FILED AS

PLAN No. 6174/2005

Farm 1480 Stellenbosch

ANNEXURE 6

TITLE DEEDS

EVS\TRP\BLAKE.BLAKE
14
Van der Spuy
en Vennote
Tel: 419 3622

Opgestel deur my,

Transportbesorger
A LOUW

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE 15

22/7/M

T 50628 94

TRANSPORTAKTE

Hiermee word bekend gemaak dat

~~ANDRE GERHARD VAN DER SPUY~~ ANNECKE LOUW

Transportbesorger, voor my, Registrateur van Aktes in Kaapstad, verskyn het, behoorlik daartoe gemagtig deur 'n Volmag ten gunste van hom verly te STELLENBOSCH op die 20ste dag van JUNIE **1994** deur:-

ANDRIES CHRISTOFFEL BLAKE
IDENTITEITSNOMMER: 540412 5059 00 5
GETROUD BUITE GEMEENSKAP VAN GOED

EN DIE KOMPARANT ALDUS GEMAGTIG HET VERKLAAR DAT:

NADEMAAL/...

For information

Para 3

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6170/2005	DIAGRAM NUMBER
NOU/NOW 45,2401	HA/HA
BG 00023260 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 3
Para 4 ; Rest

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK CERTIFICATE OF CONSOLIDATED TITLE ISSUED	
NOU BEKEND AS NOW KNOWN AS Die Plaas Nr. 1480 - 136,7970 HA	
T 00021113 / 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

For Information Only

NADEMAAL die hiernagemelde eiendom verkoop is aan die hiernagemelde Transportnemer op 20 JUNIE 1994.

NOU DERHALWE sedeer en transporteer die gemelde Komparant, in sy hoedanigheid voormeld, hiermee in volkome en vrye eiendom aan en ten gunste van:-

DIE TRUSTEES INDERTYD VAN DIE
A C BLAKE FAMILIETRUST
NR T 918/1994

Hul Opvolgers in Titel of Gemagtigdes

1. **GEDEELTE 2 VAN DIE PLAAS NR 374**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 192 (NEGEDUISEND EENHONDERD TWEE EN NEGENTIG) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 7338/1954 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 5486/1955.

For Information Only

B. **ONDERHEWIG VERDER** aan die voorwaardes gemerk II en III vervat in *Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7)* wat soos volg lees:-

" II. That all roads and thoroughfares being or existing on the said land, described in the plan or diagram of the same, shall remain free and uninterrupted; unless the same be closed or altered by competent authority.

III. That all rights to gold, silver and precious stones found or discovered at any time on or in the said land, shall be reserved to the State, together with a right of ingress to and egress from any mines or works undertaken for mining or prospecting purposes by any person or persons authorised by the Minister; but subject always to the provisions of any law for the time being regulating the prospecting and mining for precious stones and minerals."

C. **ONDERHEWIG VERDER** aan die voorwaardes vervat in Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7), naamlik:-

" subject, however, to all such Duties and Regulations as are either already or shall in future be established with regard to such lands."

For Information Only

2. **RESTANT VAN DIE PLAAS NR 286**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 10,3265 (TIEN komma DRIE TWEE SES VYF) hektaar,

AANVANKLIK OORGEDRA kragtens Grondbrief gedateer 30 Junie 1693 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG AAN** *en* **GEREGTIG** *op die voordele van die voorwaarde* gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, wat soos volg lees:-

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 60[illegible]"

D. **ONDERHEWIG VERDER** aan die lewenslange vruggebruik in Notariële Akte van Sessie van Vruggebruik Nr K 1138/92 S, ten gunste van

YVONNE GERTRUDE BLAKE
Identiteitsnommer 290711 0034 00 0
Ongetroud

For Information Only

3. **RESTANT VAN DIE PLAAS LIBERTAS NR 291 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **44,7013 (VIER EN VEERTIG komma SEWE NUL EEN DRIE) Hektaar;**

AANVANKLIK OORGEDRA kragtens Erfpag Grondbrief gedateer 1 Augustus 1822 met 'n Kaart wat daarop betrekking het; en
GEHOU *kragtens Transportakte Nr T 68793/1992.*

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

For information only

4. **RESTANT VAN DIE PLAAS NR 380**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 18,1371 (AGTIEN komma EEN DRIE SEWE EEN) vierkante meter;

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 44 gedateer 3 Augustus 1863 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

5. GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS NR 380 IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 4,3355 (VIER komma DRIE DRIE VYF VYF) Hektaar;

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 643 gedateer 1 Februarie 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte nr T 9218/1935.

B. ONDERHEWIG VERDER aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. ONDERHEWIG VERDER aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

6. **RESTANT VAN DIE PLAAS NR 295 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **61,2114 (EEN EN SESTIG komma TWEE EEN EEN VIER) Hektaar;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 5455/1901 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 10764/1913.

B. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Oktober 1979 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" Endorsement in terms of Section 13(3) of Act 28/1969 (National Monuments Act).

In terms of Section 10(1) of Act 28/1969 the H-shaped main dwelling-house, the T-shaped dwelling-house, the stable and cattle kraal, the hens's nests, the old wine cellar, the former slave quarters, the historic cemetary and the new wine cellar on the farmyard of Libertas, situated in the District of Stellenbosch

has been proclaimed a monument by Proclamation No 1965 dated 7/9/1979 as published in Government Gazette of the same date.

For further particulars refer to said Proclamation and minute No RNG 10/2/706. Director N M C on File 24/4/6/16."

For Information Only

7. **RESTANT VAN GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS VALLEY LUSTERY NR 371,**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 807 (NEGEDUISEND AGTHONDERD EN SEWE) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 2234 gedateer 24 Maart 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan sodanige voorwaardes soos na verwys word in Transportakte Nr T 3059/1966.

B. **ONDERHEWIG VERDER** aan en **MET DIE VOORDEEL VAN,** in soverre dit van toepassing is, die spesiale voorwaardes vervat in die Ooreenkoms aangegaan tussen Jacobus Petrus Roux en wyle Jacobus Paul Roux, op 13 Julie 1900, geskep in Akte van Verdelingstransport Nr T 5456/1902, wat soos volg lees:-

" VERDEELING VAN DE PLAATS LIBERTAS

Ooreenkomst getroffen tusschen de tegenwoordige eigenaars de heeren Jacobus Petrus Roux Jacobus Zoon en Jacobus Paul Roux, Paul Zoon te weten.

A De scheidslyn zal beginnen by de Eerste Rivier en zich uitstrekken in een rechte lyn met het pad bekend als den "Binnen wyngaards weg" die ook als scheidslyn en een gezamenlyke weg voor beide partyen dienen zal - tot aan de brug bekend als de Kelder Brug; van daar zal de lyn in een schuinsche richting loopen tot aan de Wilgelaan aan de onderzynde van het damwater voor de voordeur van het groote woonhuis; van daar in een rechte lyn zuid-waarts tot aan het watervat voorts in een schuinsche richting tot aan den ondersten bluegumboom van de drie staande aan de westzyde van het woonhuis van den tweeden ondergetekende Jacobus Paul Roux, Paul Zoon; van daar in een schuinsche richting tot aan het veehek vanwaar de lyn loopen zal met den weg strekkende naar Blauklip tot aan de limieten van de plaats Libertas met inbegrip van de munisipale gronden.

B Geen der eigenaars zal het recht hebben om op boven omschreven scheidslyn te bouwen doch zal toegelaten worden een scheidslyn van yzerdraad daar te stellen.
Verder zullen geene gebouwen of kralen mogen worden opgericht op de werf tegenover het origineele woonhuis van de plaats Libertas binnen de vyftig treden (yards) van de scheidslyn.

C Alle waters tot het besproeien van de plaats Libertas zullen gelykelyk worden verdeeld te weten: Drie dagen per week Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel der plaats Libertas, en drie dagen Donderdag, Vrydag en Saterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen erf drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan.

D Alle wegen loopende over die plaats Libertas zullen zyn gezamenlyke d.i. beide partyen zullen recht erop hebben.

E De eigenaar van het oorspronklyke deel der plaats Libertas zal aan den eigenaar van het andere deel het recht op de helft der stallen, wagenhuis en wynkelder moeten geven tot zyn gebruik vry en onbelemmerd tot tyd en wyle hy voor zichzelven zoodanige gebouwen zal hebben gebouwd en zoodra hy beginne zal te bouwen zal gezegde eigenaar van het oorspronklyke deel der plaats hem dadelyk de som van Vyf honderd ponden (£500) moeten uitbetalen.

F De meetkosten zullen gezamenlyk door beide partyen moeten gedragen worden.

G .....

H De eigenaar van het oorspronklyke deel zal het recht hebben op zes Huurkamers voor zyn werksvolk mits dat hy de huur ervan aan den eigenaar van het andere deel betaalt.

J De begraafplaats zooals die thans ommuurd is zal een familie begraafplaats zyn en als zoodanig aan de oude bepalingen en servituten onderworpen zyn. Verder zal de nieuwe Grafkelder gebouwd door den Heer Paul Ryk Roux D1 Zoon van Doornbosch als een begraafplaats voor hemzelven en familie moeten verstrekken en als zoodanig aan servituten onderworpen zyn.

Aldus gedaan en geteekend te Stellenbosch den 13den dag der Maand July 1900.

(Sd) JP Roux J z
(Sd) JP Roux P son

Getuigen:

(Sd) Geo E Rowan
(Sd) P Marais

Gesertifiseer 'n ware afskrif en juiste afskrif

(Get) G le Roux Groenwald
AKTEBESORGER

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Junie 1966 aangebring op Transportakte Nr T 3049/1966, welke endossement soos volg lees:

" ENDOSSEMENT KRAGTENS ARTIKEL 31(6) VAN WET 47 VAN 1937 (SOOS GEWYSIG)

'n Gedeelte van die eiendom hierin vermeld groot ± 0,0020 HA is onteien deur die Afdelingsraad van Stellenbosch (nou bekend as die Wes-Kaapse Streeksdiensteraad) kragtens Art 130 van Ord 15/1952 soos gewysig

Vide onteieningskennisgewing Nr H/9/3 dd 2/6/1966 geliasseer as onteienings caveat 469/66 planne in tweevoud hiermee."

For Information Only

/c

WESHALWE die Komparant afstand gedoen het van alle eiendoms- en ander regte wat die gesegde Transportgewer/s

tot op hede op gemelde vaste eiendom gehad het en gevolglik ook erken dat hy/sy/hulle/dit daarvan heeltemal onteien is, en geen eiendoms- en ander regte daarop besit nie; en dat, kragtens hierdie Akte, die gesegde Transportnemer/s
TRUST
Hul Opvolgers in Titel of Gemagtigdes tans is en voortaan op die volle eiendomsregte daarop geregtig sal wees, ooreenkomstig plaaslike gebruik, onder voorbehoud nogtans van die Regte van die Staat en eindelik erken het dat die volle Koopprys ten bedrae van R1 576 095,00 behoorlik betaal of verseker is.

AS BEWYS WAARVAN EK, die genoemde REGISTRATEUR, saam met die KOMPARANT, q.q. hierdie Akte onderteken het en die Ampseël daarop laat aanbring het.

ALDUS GEDOEN EN UITGEVOER in die Kantoor van die REGISTRATEUR VAN AKTES TE KAAPSTAD op hede die 20ste dag van Julie 1994.

q.q. SY PRINSIPAAL

In my teenwoordigheid

REGISTRATEUR VAN AKTES

For Information Only

15

Para 2,3,4 en 6

Kragtens Notariële Akte van Serwituut van Reg van Weg Nr. K.....551/95.....S. is die binnegemelde eiendom onderhewig aan 'n Reg van Weg 9 meter wyd ten gunste van:

(i) Gedeelte 2 van die Plaas Fleurbaai Nr. 1040
Groot: 42,8848 hektaar

(ii) Gedeelte 3 van die Plaas Fleurbaai Nr. 1040
Groot: 3667 ~~hektaar~~ vierkante meter

(iii) Gedeelte 4 van die Plaas Fleurbaai Nr. 1040
Groot 21,1352 hektaar

gehou kragtens T75361/1990 en T34431/1987

Welke reg van weg aangedui word op:

1.1 Kaart L.G. No. 4755/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 286, Afdeling Stellenbosch~~; tov Para 2 hiervan

1.2 Kaart L.G. No. 4756/92 waarop die lyn CB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Libertas Nr. 291, Afdeling Stellenbosch~~; tov Para 3 hiervan

1.3. Kaart L.G. No. 4758/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 380, Afdeling Stellenbosch~~; tov Para 4 hiervan

1.4 Kaart L.G. No. ~~4756~~ 4757/92 waarop die lyn ABCD die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 295, Afdeling Stellenbosch~~; tov Para 1 hiervan welke kaarte geheg is aan gesegde Notariële Akte,

met bykomende regte

Soos meer volledig sal blyk uit gesegde Notariële Akte.

23 06 95

AKTEKANTOOR
KAAPSTAD

.....
REGISTRATEUR VAN AKTES

Vir verdere endorsements sien
For further endorsements see.....

16

T.50628/1994

Para 4.

Kragtens Notariele Akte van Serwitutes No K 1088 /96 gedateer 26/8/1996 en die eiendom gehou onder para 4 hiervan groot 18,1371 ha ONDERHEWIG AAN

'n Serwitutpypleiding 6,00m wyd die middellyn waarvan voorgestel word deur die lyn ABC op Serwitutkaart LG No 2928/1996 daarby aangeheg

ten gunste van die Stellenbosch Besproeiingsraad (ingestel Kragtens Art 79 Wet 54/1956.)

Registrasiekantoor:
Deeds Registry:
Kaapstad

Datum/Date:
16-10-96

Registrateur van Aktes
Registrar of Deeds

VIR VERWYSING ENDORSEMENTS SIEN

PARA 2 + 6

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK
CERTIFICATE OF CONSOLIDATED TITLE ISSUED

NOU BEKEND AS
NOW KNOWN AS DIE PLAAS 1374
GROOT : 71 5381 HA

T 019877 * 2001	
2001-03-26	REGISTRATEUR/REGISTRAR

For Information Only

VA0[illegible]158 1/2007

Certified a true copy of the duplicate original filed of record in this Registry, issued to serve in place of the original thereof under the provisions of Deeds Registrasies Regulation No. 68 (1)
Gesertifiseer 'n ware afskrif van die duplikaat-oorspronklike in bewaring gegee op hierdie Regi-strasiekantoor, uitgereik om te diens die plek van die oorspronklike daarvan onder die bepalings van die Registrasiekantore Registrasie No. 68 (1)

Deeds Registry / Registrasiekantoor
Cape Town / Kaapstad

20 MAR 2007

602257

Para 4

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6171/2005	DIAGRAM NUMBER
NOU/NOW 18,2555	HA/M²
BO 00023259 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 4
Ged. 2 = 5,9087 HA

SERTIFIKAAT VAN GEREGISTREERDE TITEL UITGEREIK
CERTIFICATE OF REGISTERED TITLE ISSUED

TEN OPSIGTE VAN Ged. 2 van die Plaas Nr. 380 = 5,9087 HA
IN RESPECT OF
RESTANT 12,3468 HA
REMAINDER

T 000021112/2007

20 MAR 2007

REGISTRATEUR/REGISTRAR

FOR FURTHER ENDORSEMENTS SEE 18
VIR VERDERE ENDOSSEMENTE SIEN

T3880/1903

12.45
18.3.(0)

5877

3880

One BOND
Do. to be issued
R 4998

FORM No. 4.

Van Lyn Brussinné lodgebond.

12.30
(1)
1-2
R4998

Deed of Transfer

PASSED IN FAVOUR OF

THOMAS ~~FREDERICK~~ FREDERIK BRINK

Registered at Deeds Office,
Cape Town, on the _____ *day of* _____

FINDLAY & TAIT,
Attorneys, Notaries,
and Conveyancers,
Cape Town.

Deed of Transfer

BY VIRTUE OF A POWER OF ATTORNEY.

Reg for L 7/223
" M " 224
" M " 225

Know all Men whom it may concern,

That HAROLD JONES appeared before me, Registrar of Deeds,

He, the said Appearer, being duly authorized thereto by a Power of Attorney dated the

17th day of February 1903, drawn up at Stellenbosch

and granted to him by

JACOBUS PETRUS ROUX

which said Power of Attorney has this day been exhibited to me.

And that the said Appearer declared that his said Principal had truly and legally sold, and that He, in his capacity as Attorney aforesaid, did, by these Presents, Cede and Transfer, in full and free Property to and on behalf of

THOMAS FREDERIK ~~FREDERICK~~ BRINK

His Heirs, Executors, Administrators or Assigns

1. Certain piece of freehold land, situate in the Division of Stellenbosch, at Moddergat, being the remaining extent of a portion of the farm "Fleurbaai";
Measuring as per remaining extent eleven (11) morgen and forty-seven (47) square roods;
Extending as the Deed of Transfer, with a diagram annexed, made in favour of the widow Pieter van der Byl on the 9th. November 1736 and several subsequent deeds of transfer, the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

2. Certain piece of perpetual quitrent land, situate as above, being the remaining extent of a portion of the farm "Fleurbaai" (Audit Office folio 239);
Measuring as per remaining extent eighty-two (82) morgen and one hundred and fourteen (114) square roods;
Extending as the original quitrent grant, with a diagram annexed, made in favour of Paul Roux, Jacobus' son, on the 15th December, 1818, and several subsequent deeds of transfer the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

3. Certain piece of land, partly freehold and partly quitrent (Audit Office folio 239), with the buildings thereon, situate as above, being the remaining extent of portion of the farm "Fleurbaai";

Measuring

Endorsement under Reg. 20.
The conditions prescribed by Section 52 of Act 13 of 1918 having been fulfilled, the within-named Transferee, Thomas Frederick Brink, who was married in community of property to Magdalena Johanna Brink, born Roux, on the 23rd day of April 1904, is, in terms of the said section, entitled to deal with the land hereby conveyed without obtaining transfer of the share of his spouse therein.
(Vide Act 34 of 1928, sec. 23.)
Deeds Registry, Cape Town
3/5/44

TRANSFERRED 13-4-1944 (4724) Kp A.H. Brink.

Measuring as per remaining extent sixty-seven (67) morgen and four hundred and forty-nine (449) square roods (whereof 12 morgen and 66 square roods are freehold, and 55 morgen and 383 square roods are perpetual quitrent land):
Extending as the Deed of Transfer, with a diagram annexed, made in favour of Paul Ryk Roux, P son., on the 14th. September 1895 and a subsequent deed of transfer made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

Wherefore the Appearer, *q.q.*, renouncing all the Right and Title which his said Principal heretofore had to the Premises, on behalf as aforesaid, did, in consequence, also acknowledge his said Principal to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents the said

THOMAS ~~FREDERICK~~ FREDERIK BRINK

His Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be, entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to the Laws respecting the Purchase and Sale of Landed Property;—Government, however, reserving its Right;—and, finally, acknowledging his said Principal to have been satisfactorily paid the whole of the Purchase Money, amounting to a Sum of

Five thousand and five hundred pounds (£5500) Sterling

In Witness whereof, I, the said Registrar, together with the Appearer, *q.q.*, have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed, at the Office of the Registrar of Deeds, in Cape Town, in the Colony of the Cape of Good Hope, on the [illegible] Day of the Month of [illegible], in the Year of our Lord One Thousand Nine Hundred and Three (1903).

[illegible] *q.q.*, his Principal.

In my presence,

Registrar of Deeds.

T9218/1935

Federal Printing Co. (Pty.) Ltd., Cape Town.

9218
(39A)

17663

Two BONDS
.....for ~~Cancellation~~
.....for ~~Release~~
.....for ~~Waiver~~
Dup. with (a) for Substitution
DR. R L. 28.10.35

1-12-2
1-12-2 (1)
Subs. Debtn Substituted
H 12970

STAMPS
Duty £ 18-15
15
£19 10
Stamps 39 0/-
Rubber 10/-
Att Pupt 5/-
Sundries 10/-

Section 15 Act 13 of 1918.
Mortgaged by Bond No. 6672
dated 28 Sept 1926
for £ 1000
D.R. Folio H12970
Deeds Registry, Cape Town,
28 Oct 1935
Asst. Registrar.

Section 15 Act 13 of 1918.
Mortgaged by Bond No. 5977
dated 2nd Nov 1927
for £ 4000
D.R. Folio H12970
Deeds Registry, Cape Town,
28th Oct 1935
Asst. Registrar.

Mortgaged 28 Oct 1935 and for
Ins. £375-7-8 & £100
D.R. H 12970 & 16213

DEED OF TRANSFER.

9218

1935

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
S.A. Association Building,
Church Square,
CAPE TOWN.

EXECUTED
28-10-1935

Prepared by me
Conveyancer,

ORIGINAL STAMPED
Duty & Transfer £ 18-15
Fee & Postage 15/-

Know all Men whom it may concern,

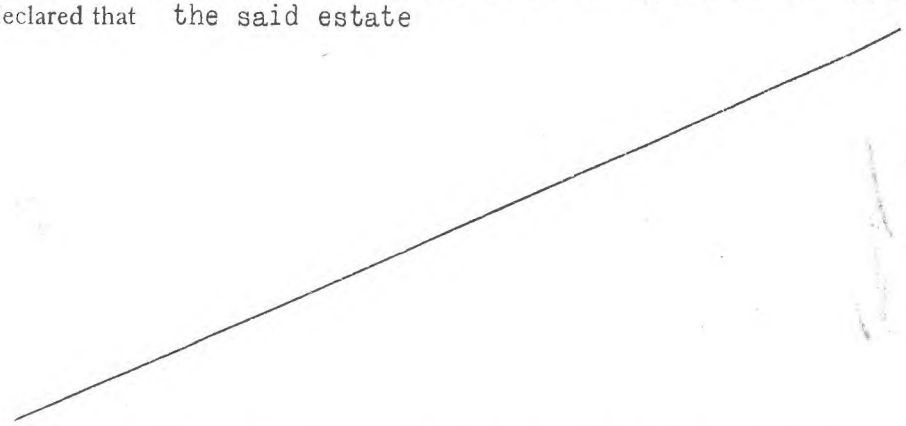
That ~~CORNELIUS NICOLAAS GROENEWALD~~ Reginald Clive Berrange van Ryneveld appeared before me, Registrar of Deeds, in Cape Town, Province of the Cape of Good Hope, he, the said appearer, being duly authorised thereto by a Power of Attorney, witnessed in accordance with Law, dated the 26th day of July 1935 drawn up at Stellenbosch, and granted to him by

(1) August Friedrich Markotter in his capacity as Secretary for the time being of The Stellenbosch Board of Executors Limited, and as such, one of the assumed Executors in the ESTATE of the late JACOBUS PETRUS ROUX, J/son, (2) the said August Friedrich Markotter duly authorised thereto by a power of attorney dated at George, the 23rd December 1933, and granted by JACOBUS ROUX in his capacity as one of the assumed Executors in the said Estate; and (3) CONSTANT DANIEL JOHANNES de WIT ROUX in his capacity as the surviving Executor Testamentary in the said Estate

L2 537.538
F1 51
F1 250
L3 50

TRANSFERRED
A.G. v.d. Riet

were
which Powers of Attorney was exhibited to me on this day, and the said appearer declared that the said estate



hath truly and legally sold, and that he in his said capacity as Attorney aforesaid, did, by these presents Cede and Transfer, in full and free Property to and on behalf of

EMILY ROUX, born Hoal, married without community of property to Constant Daniel Johannes de Wit Roux,

her Heirs, Executors, Administrators, or Assigns

I. The remaining extent of certain four pieces of freehold farms called "Libertas (1)", "Libertas (2)", "Doornbosch" and "Patryze Valley", situate in the division of Stellenbosch, at the Eerste River,(a rateable area in the Lower Eerste River River and Irrigation ~~District Board~~).

MEASURING AS SUCH:- twelve (12) morgen, thirty three (33) square roods, one hundred and twelve (112) square feet.

EXTENDING as the Freehold Grant dated 30th June 1693 with a diagram thereto annexed, made in favour of A. Voormeester (Stellenbosch Freeholds Vol. 1 No. 87) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked "C" contained.....

contained in the Annexure to the said deed of transfer No. 5457 dated 27th July 1901, and therein reading as follows:-

"C. Alle waters tot het besproeien van de Plaats Libertas zullen gelykelyk worder verdeeld te weten: Drie dagen per week, Maandag Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan".

The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux J/son, having acquired the portion of the said J.P.Roux P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and " nieuwe Grafkelder".

II. The remaining extent of certain piece of quitrent (payment whereof has been abolished in terms of Act 54/1934) land situate as , and adjoining the above, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District. Measuring .....

MEASURING AS SUCH:- fifty two (52) morgen, one hundred and thirteen (113) square roods, thirty two (32) square feet.

EXTENDING as the Quitrent Grant with a diagram annexed made in favour of J.P.de Villiers on the 1st August 1822 (Stellenbosch Quitrents Vol.6 No. 5) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901, hereinabove under paragraph I, ~~condition (2)~~ fully set out; The conditions marked B,D.E and H in the said Annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

III. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934), situate in the division of Stellenbosch, at Moddergat, being part of the farm "Fleurbaai", a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District.

MEASURING :- twenty one (21) morgen, one hundred and five (105) square roods (whereof 1 morgen 236 square roods 72 square feet is freehold and 19 morgen 468 square roods, 72 square feet is quitrent).

EXTENDING as the deed of transfer with a diagram annexed made in favour of P.R.Roux, sr. on the 3rd August 1863 No. 44 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out. The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer No. 10764 dated 2nd December 1913; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

IV. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934) situate as last above, being

part.....

part of portion of the farm "Fleurbaai",a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District, transferred to P.R.Roux, P/son, on the 14th September 1895.

MEASURING :- five (5) morgen, thirty seven (37) square roods (whereof 554 square roods is freehold).

EXTENDING as the deed of transfer with a diagram annexed, made in favour of P.J.Roux and J.P.Roux on the 1st February 1898 No. 643 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer and (2) subject and entitled to the benefits of the condition marked C contained in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out.

The conditions marked B.D.E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger the said now late J. P.Roux J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764, condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

V. Certain piece of land, partly quitrent (payment whereof has been abolished in terms of Act 54/1934)

and .....

and partly freehold, situate in the division of Stellenbosch, being the remaining extent of portion of the farm Libertas, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District. cwl

MEASURING AS SUCH:- seventy three(73) morgen , twenty (20) square roods.(29 morgen 28 sq. roods freehold) cwl

EXTENDING as the deed of transfer with a diagram annexed made in favour of J.P.Roux, P.J.son, on the 27th July 1901 No. 5455 and a subsequent deed of transfer made in favour of the said now late J.P.Roux, J/son, on the 2nd December 1913 No. 10764 will more fully point out and subject to such conditions as are referred to in such lastmentioned deed of transfer.

Wherefore the said Appearer, q.q., renouncing all the Right and Title the said Estate heretofore had to the Premises, did, in consequence, also acknowledge it to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents, the said transferee

her Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be entitled thereto, conformably to local custom; Government however, reserving its Rights; **And finally**, acknowledging to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of

Seven thousand five hundred pounds (£7500).

In Witness whereof, I the said Registrar, together with the Appearer, q.q. have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.

For Mortgages, if any, see heading of Deed.

THUS DONE AND EXECUTED at the Office of the Registrar of Deeds in CAPE TOWN, Province of the Cape of Good Hope, on the 28th Day of the Month of October in the Year of Our Lord One Thousand Nine Hundred and thirty five (1935)

Before me

Registrar of Deeds.

Registered on the Date Hereof in Geregistreer op die Datum Hiervan in the Register of Fanies. die Register van

Bk. L2 Fol. 537 Bk. L3 Fol. 50.

538

F' 51

250.

For Registrar of Deeds.
Vir Registrateur van Akte.

T10764/1913

16740

10764

Four BOND

..... Do. to be lodged

D. R. Ls. R Fol. 6711

LODGED.
28 OCT 1913

LODGED.
19 NOV 1913 D.
27 NOV 1913

EXECUTED
9 DEC 1913

DEED OF TRANSFER

PASSED IN FAVOUR OF

R 6711

Jacobus Petrus Roux J. Son

Registrar of Deeds Office,
Cape Town, ... *19*.....

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
Kent Chambers,
32, Church Street,
Cape Town.

Reg L 3 50

ORIGINAL STAMPED
DUTY £ 10.-.-
FEE £ 1.-.-

COPY ISSUED 25/4/1932

DEED OF TRANSFER,
BY VIRTUE OF POWER OF ATTORNEY.

Prepared by
DEMPERS & VAN RYNEVELD,
Conveyancers.

Know all Men whom it may concern,

That *CORNELIUS NICOLAAS GROENEWALD appeared before me, Registrar of Deeds, he being duly authorised thereto by a Power of Attorney, dated the* 7th *day of* October 1913, *drawn up at* Stellenbosch *and granted to him by*

Jacobus Petrus Roux, Jacobus son, in his capacity as Executor Testamentary in the estate of the late Jacobus Paul Roux, Paul Jacobus son

which Power of Attorney has this day been exhibited to me;—and the said Appearer declared that whereas the said now late Jacobus Paul Roux P.son by his will dated 3rd February 1913 provided that his uncle Jacobus Petrus Roux P.son could purchase his farm known as Liberlas situate in the D. C. of Environs of Stellenbosch for the sum of £3000 Stg; and whereas the said farm was so purchased in terms of the said will, Now therefore

had truly and legally sold and He, the said Appearer, in his capacity as Attorney, *aforesaid, did, by these Presents, Cede and Transfer in full and free Property, to and on behalf of*

Jacobus Petrus Roux, Jacobus son,

his Heirs, Executors, Administrators, or Assigns certain piece of land being partly quitrent and partly freehold, being the remainder of portion of the farm Liberlas situate in the Division of Stellenbosch Folio 337.

measuring as per remainder seventy three Morgen and twenty square roods

Excluding as the Deed of Transfer with a diagram annexed made in favor of the said now late J. P. Roux P.J. son, on the

The 27th Ju
and
dition
referred

Wherefore the Appe
said esta
acknowledged and
to be entirely dispos
Presents, the said
Jaco

his Heirs, Executors,
thereto, conformabl
Property thus sold
Hypothecations, ac
finally acknowledg
the whole of the F
pon
In Witness w
subscribed to these

TRANSFERRED
This property transferred by will
Executed by Deed of Transfer dated 27 June 1917
Registrar of Deeds.

Sed. 2-8 (2) Act 24 of 1913

MORTGAGED
day of Dec. 1913
for £5000-
D. F. Ls. Fol.
REGISTRAR OF DEEDS.

The 27th July 1901. will more fully point out and further subject to such conditions as are therein mentioned and referred to

Wherefore the Appearer, in his said capacity, renouncing all the right and Title the said estate *heretofore had to the Premises acknowledged and declared* the said estate *to be entirely dispossessed of, and disentitled to, the same; and that, by virtue of these Presents, the said*

Jacobus Petrus Roux, Jacobus son,

his Heirs, Executors, Administrators, or Assigns, now & *and henceforth shall be entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to Law;—Government, however, reserving its right;—and finally acknowledging* the said estate *to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of* three thousand pounds sterling

MORTGAGED
day of Dec. 1913.
for £ 5000 -
D. R. Ls. Fol.
REGISTRAR OF DEEDS.

In Witness whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed at the Office of the Registrar of Deeds, in Cape Town, Cape of Good Hope, on the second *Day of the Month* December *in the Year of our Lord One Thousand Nine Hundred and* thirteen

In ~~my presence~~,

Registrar.

DEEDS OFFICE CAPE TOWN

INFORMATION SECTION
REQUEST FOR COPES OF DEEDS AND DOCUMENTS

rural development
& land reform

Department:
Rural Development and Land Reform
REPUBLIC OF SOUTH AFRICA

Office of the Registrar of Deeds CAPE TOWN, 90 Plein Street, Private Bag X9073, Cape Town Tel (021) 464 7600 Fax (021) 464 7725

REQUEST FOR COPIES OF DEEDS AND DOCUMENTS

Please complete the following:

1. NAME OF APPLICANT....TANIA VOLSCHENK.....
2. NAME OF CONVEYANCING FIRM/INSTITUTION...WERKSMANS ATTORNEYS
3. YOUR REFERENCE (7 Characters)....FLEURBAAI.....
4. METHOD OF PAYMENT: Account number **CTN**....12.....and **BOX**....12.....
5. Please complete the following:

The Deeds Office will conduct a search to determine the microfilm or scanning reference of the document required	Please mark with an X			
DOCUMENT NUMBER (Please indicate Deeds Office serial reference eg. T1/2015)	**Reg 66** (Information)	**Reg 67** (Judicial)	**Reg 70** (ANC)	**Reg 68** (VA)
1. T3880/1903 (Deed Nr 3880 dated 23 March 1903)	X			
2. T9218/1935	X			
3. T10764/1913	X			
4.				
5.				
Application for Reg 68 (VA copy) must be accompanied by a signed copy of affidavit (RC3/2015)				

.....
Applicants Signature

10 November 2020
.....
Date

For office use

		Quantity	Amount
Search Fee	**(R12)***		**R**
Copy Fee	**(R70)***		**R**
Pages Fee	**(R12)***		**R**
	Total		**R** 234.00

APPROVED BY ..... DATE.....

***Fees reflected above is in terms of GOVERNMENT GAZETTE 40649 DATED 28-02-2017 and subject to change.**

ANNEXURE 7

CONVEYANCER CERTIFICATES

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

FARM NUMBER 1480

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 108,0084 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T21113/2007
2. DEED OF TRANSFER NUMBER T3880/1903
3. DEED OF TRANSFER NUMBER T9218/1935
4. DEED OF TRANSFER NUMBER T10764/1913
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K525/1974S
7. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by K394/2007S & K100/2016S
8. NOTARIAL DEED OF SERVITUDE NUMBER K1088/1996S
9. NOTARIAL DEED OF CESSION OF USUFRUCT NUMBER K1138/1992

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	T21113/2007: Clause I.B, Clause II.C, Clause III.C, Clause III.D, Clause III.E, Clause IV.C, Clause IV.D, Clause V.i.C, Clause V.i.E, Clause V.ii.B, Clause V.ii.D, Endorsement on pg 15: K394/2007S, Endorsement on pg 16: K100/2016S * Please see below
9.	Other Restrictive Conditions	Y	N	T2113/2007: Clause V.i.D - lifelong usufruct as recorded in K1138/1992 Clause V.ii.C - Endorsement iro Act 28/1936 - declaration of National Monuments These conditions will be taken into consideration and will not prohibit proposed development.

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	MRS YVONNE GERTRUDE BLAKE (ID 290711 0034 000) Mrs Blake is entitled to a lifelong usufruct over the residential house located on the Property.Her right will not be impacted on by the proposed development.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**....23rd.... (Day) JUNE.....(Month)

of 2021.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Reg: H.A. Kotze / Nolmarie

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

PORTION 2 OF FARM NUMBER 374
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 192 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current ~~and earlier title deeds/pivot deeds/deeds of transfer)~~:

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**.....23rd..... (Day) .....JUNE.....(Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Reg: H.A. Kotze / Nolmarie

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY NUMBER 371
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 807 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current ~~and earlier title deeds/pivot deeds/deeds of transfer)~~.

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

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B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**....23rd.... (Day) .JUNE.....(Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Reg: H.A. Kotze / Nolmarie~~

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

RERAMINDER FARM FLEURBAAI NUMBER 1040

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 70,9579 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T2011/1966
2. DEED OF TRANSFER NUMBER T3880/1903
3. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by NOTARIAL DEED
4. NUMBER K394/2007S
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K1139/2014S
7. NOTARIAL DEED OF SERVITUDE NUMBER K100/2016S
8. .....

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	Endorsement on pg 5: K557/1995S Endorsement on pg 6: K1087/1996S Endorsement on pg 7: K394/2007S Endorsement on pg 8: K1139/2014S Endorsement on pg 9: K100/2016S *Please see below
9.	Other Restrictive Conditions	Y	N	

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**.....23rd..... (Day) .....JUNE.....(Month) **of 20**21.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Ref: H.A. Kotze / Nolmarie~~

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

ANNEXURE 8

URBAN DESIGN PRINCIPLES

LIBERTAS

STELLENBOSCH

HIGH LEVEL URBAN DESIGN PRINCIPLES

REMAINDER OF FARM NO. 1040, REMAINDER OF FARM NO 1480,

PORTION 2 OF FARM NO 374 AND PORTION 2 OF FARM NO 371

AS INFORMATION TO THE REZONING APPLICATION BY FIRSTPLAN TOWNPLANNERS

2022 12 05 (Rev 2)

nuvorm

INTRODUCTION

This high-level proposal provides background to a land use rights application as submitted by FIRSTPLAN by demonstrating how the proposed land rights positioning and quantities have been deducted from a qualitative and integrated urban design proposal.

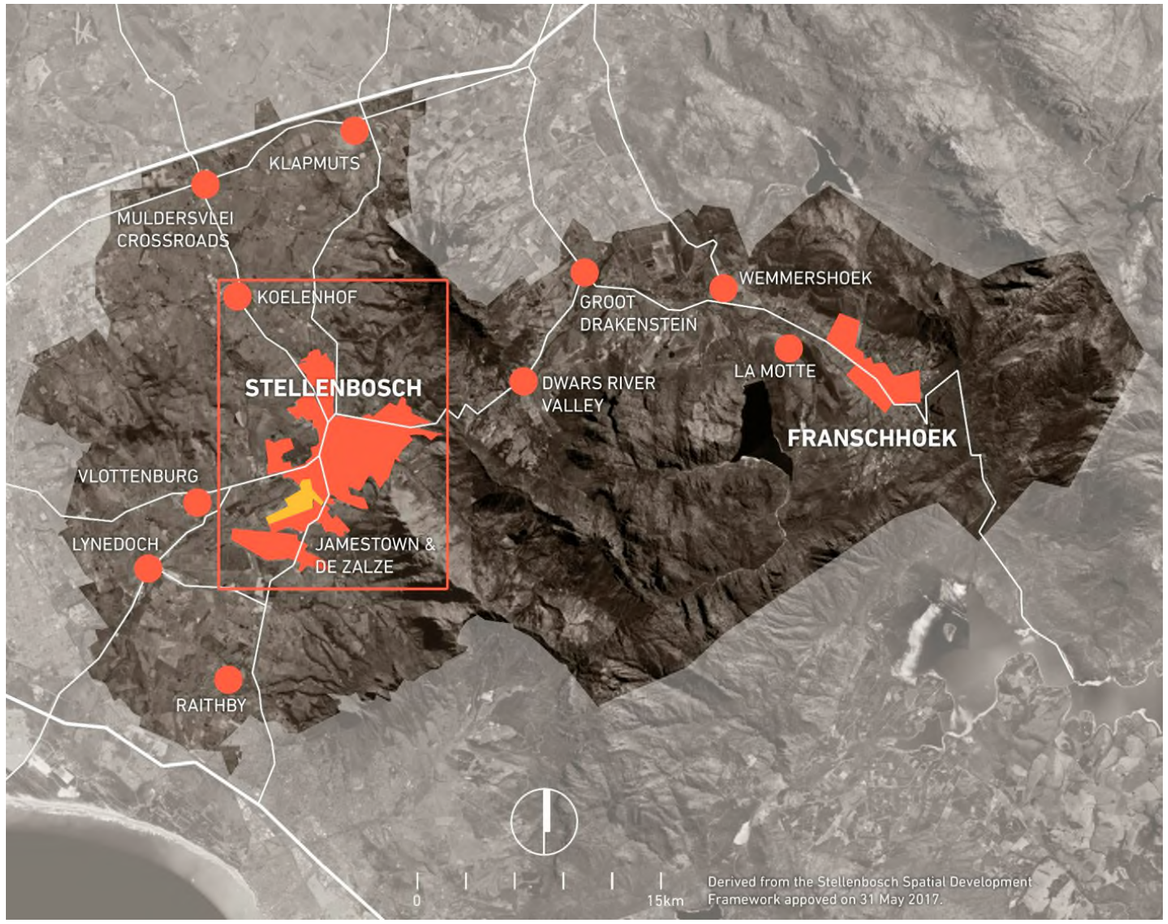
It consciously steers away from one dimensional subdivision supported by primarily by roads infrastructure. Rather, it aims to demonstrate how development may be beneficial and of superior quality when informed from the land up. It does not constitute the material for a full EIA process but nevertheless provides a solid platform for refinement during the next stage of development.

Urban design is by definition inter-disciplinary and iterative. The urban design concepts presented in this document is informed by principles developed through a team effort comprising the following critical tea members in terms of addressing issues of context specific fit on the historic Libertas farm:

Heritage:
Ms Liana Jansen
Landscape Architect (SACLAP) / Heritage Practitioner (APHP)
Supported by Ms Marike Franklin
Refer separate, cross-referenced report

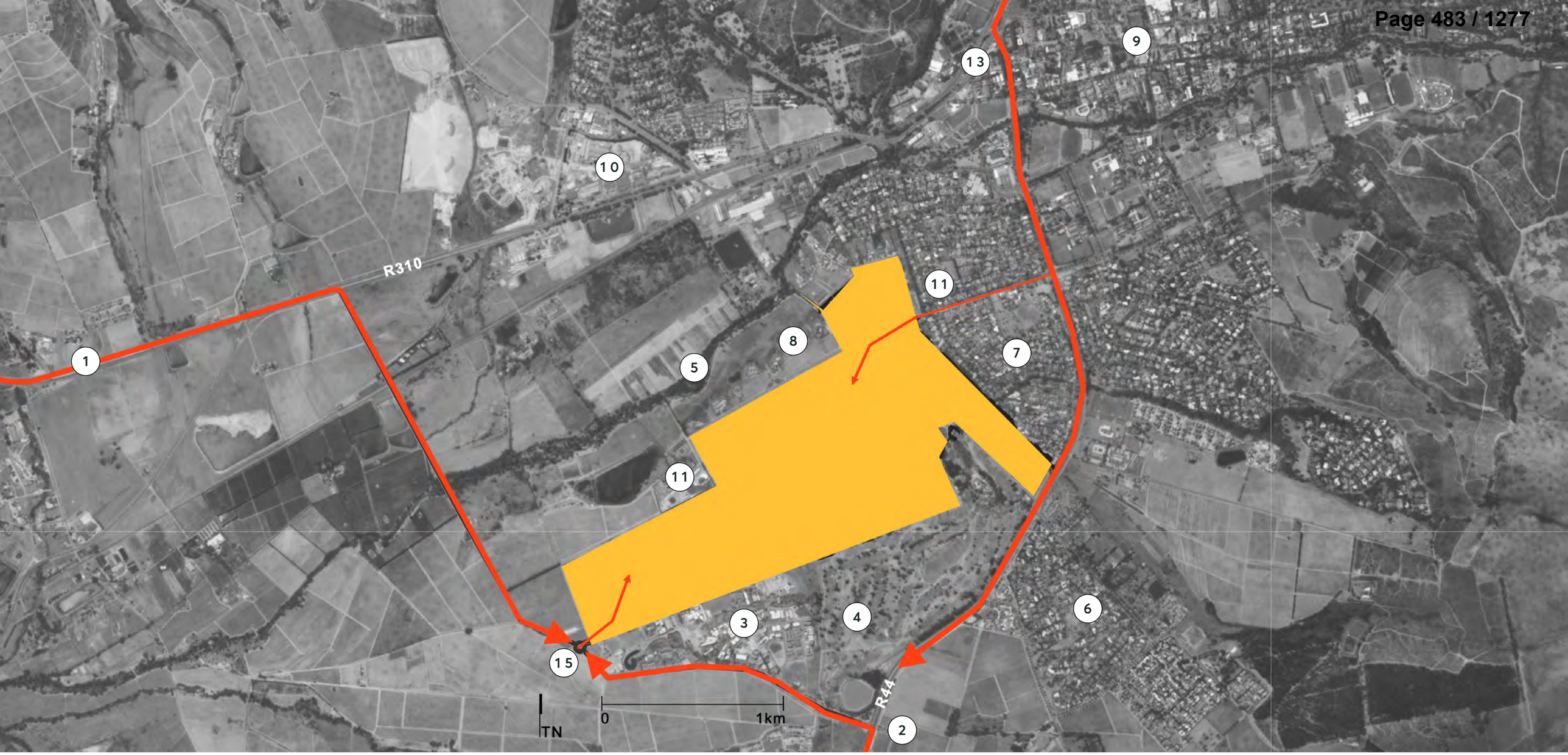
Landscape Architecture:
(with a ecological focus)
Terra + Landscape Architects represented by Ms Ankia Bornmans
Refer separate, cross-referenced report

Environmental Baseline Report:
Dated 19 November 2020 provided by Doug Jeffery Environmental Consultants



LOCALITY & CONTEXT

The site offers the opportunity to become a housing driven node within the greater municipal region. The enlarged image on the right indicates its connectedness in terms of a possible public transport shuttle route that establishes a ring which connects the site to the larger system, via Die Boord on the east to the proposed Link Road on the west.



LOCALITY & CONTEXT

The abstracted mapping of the site below presents a platform for recognizing the prominent components associated with the site at a one-dimensional level. Other than confirming these features, it is intended as a reference image for use during commenting on the level of proximity and connectivity to opportunities. The proposed link road (item 15) is an important future element that is key to unlocking the development potential towards the west of the site.

1. R300 to N2 Freeway – Cape Town & Summerset West
2. R44 to Summerset West
3. Techno Park
4. Stellenbosch Golf Club
5. Eerste River
6. Paradyskloof
7. Die Boord
8. Patrysvlei
9. Stellenbosch CBD
10. Devonvalley
11. SOPA Trust/Flearbaix
12. Libertas Farmstead
13. R310 to N1 Freeways – Cape Town & Paarl
14. Access via Die Boord
15. Access via Techno Park

KEY DESIGN PRINCIPLES

This overarching aim is to demonstrate the merits of discretionary and responsive development on a historic farm immediately outside the existing urban edge of the Stellenbosch town.

The demonstration of such merits is informed by the principles listed to the right. The proposal follows a layered approach in which the team indicates how identifiable conditions each generate what we believe to be an appropriate response.

The layers have been separated for ease of interpretation, but following urban design best practice have been developed through an iterative, interdisciplinary approach resulting in a proposal in which 'the whole is greater than the sum of the constituent parts'.

It is important to note that the approach is not sub-divisional but holistic. Quantities and land uses have been deducted from the integrated, three-dimensional layout concerned with contextual fit and appropriate scale.

QUALITY BUILT ENVIRONMENT

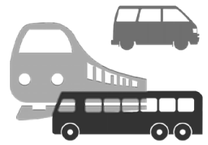
- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place.
- Special placement of uses and sites within community.
- Human scale architecture & beautiful surroundings nourish the human spirit.

LEGIBLE NEIGHBOURHOOD STRUCTURE

- Interconnected street network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.

MIXED-USE & DIVERSITY

- A mix of shops, offices, apartments, and homes on site.
- Mixed-use within neighbourhoods, within blocks, and within buildings.
- Diversity of people – of all ages, income levels, cultures, and race.



SMART TRANSPORTATION

- A network of high-quality of public transport connecting cities, towns, and neighbourhoods together.
- Pedestrian-friendly design that encourages a greater use of bicycles, motorcycles, and walking as daily transportation.

CONNECTIVITY

- Well connected street network disperses traffic and eases walking. A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.

SUSTAINABILITY

- Minimal environmental impact of development and its operations.
- Environmental technologies, respect for ecology and value of natural systems.
- Energy efficiency and economic inclusion.
- Local production and biodiversity.
- More walking, less driving.
- Heritage and increased life cycle cost.

WALKABILITY

- Connectivity and amenities within a 10-minute walk of home and work.
- Pedestrian friendly street design (buildings close to street; patio's, windows and doors street facing; tree-lined streets; on-street parking; slow speed streets)

QUALITY OF LIFE

- Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

INCREASED DENSITY

- Interconnected street grid network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.

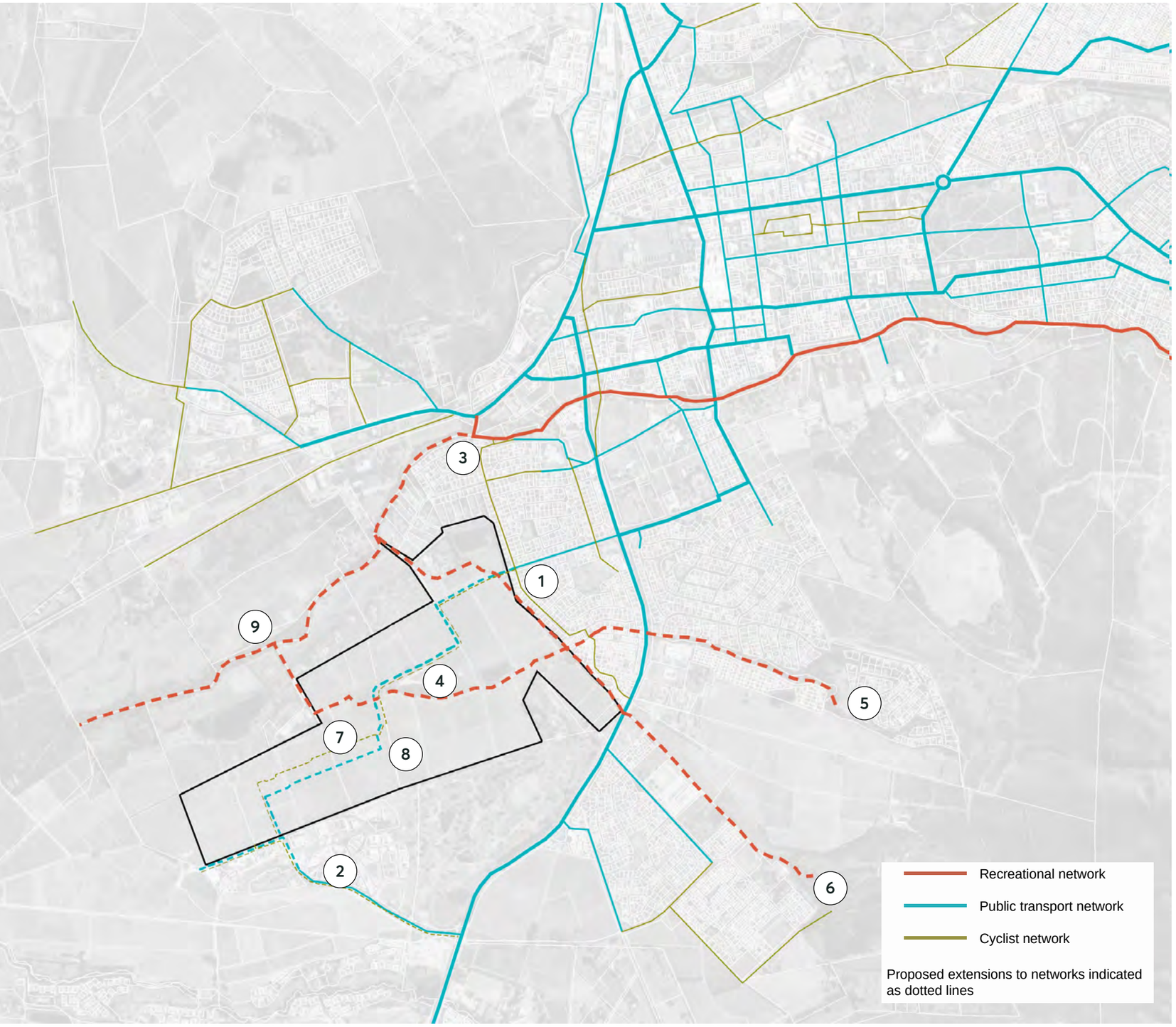
INTEGRATED MASTER PLAN

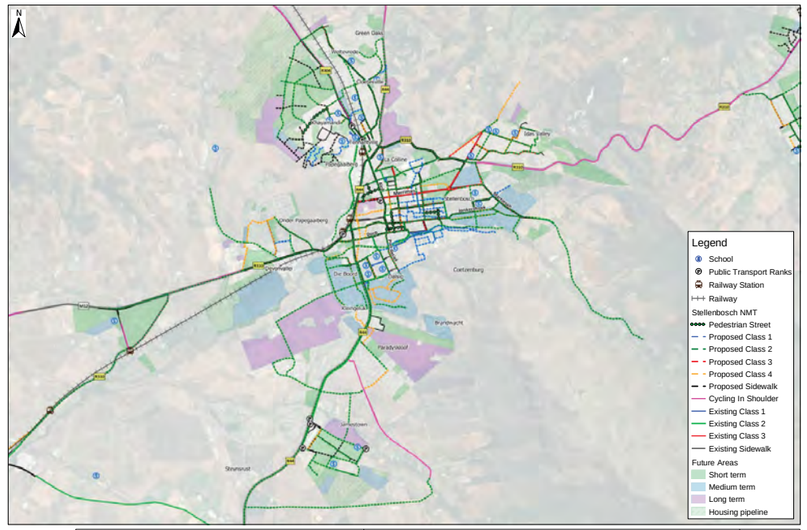
The composite framework drawing below indicates integration of various form and open space layers in context. As with any proper urban design process the various layers were also each considered in the context of the other layers and adjusted through an iterative design process. The product of this process of iteration is a three dimensionally conceived framework in which the whole is greater than the parts. This offers the opportunity for fixing the higher order structure and total fit on the site while offering opportunity for finer grained and people-oriented design resolution at the scale of the buildings and the open spaces contained between them.

1. Access from future planned eastern bypass
2. Existing vineyards visible from R310
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Development nodes previously proposed to Techno Park being removed
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

FIGURE GROUND

Illustrating existing and proposed built form





PROJECT:	FIGURE:	NO:
STELLENBOSCH MUNICIPALITY NMT MASTERPLAN	STELLENBOSCH TOWN EXISTING AND PROPOSED PEDESTRIAN AND CYCLIST INFRASTRUCTURE	2

INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK

Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan.

1. Termination of proposed MNT network including cycle network at end of Van Reede Street.
2. Termination of proposed MNT network including cycle network at in Techno Park.
3. Conceptual extension of recreational route system along Eerste Revier
4. Extension of recreational route through Libertas farm
5. Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains.
6. Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains.
7. Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park.
8. Extension of public transport route through Libertas farm connecting Die Boord with Techno Park.
9. Conceptual extension of recreational route system from Libertas farm to route along Eerste Revier

FIGURE GROUND

Illustrating existing and proposed built form

1. Possible connection to the Adam Tas Corridor (through neighbouring properties) refer Fig. 16 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
2. Possible connection to Hottentots-Holland mountains (through neighbouring properties), refer Fig. 17 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
3. Pedestrian route along stream
4. Proposed recreational routes through site
5. Pedestrian links to Techno Park

FIGURE GROUND

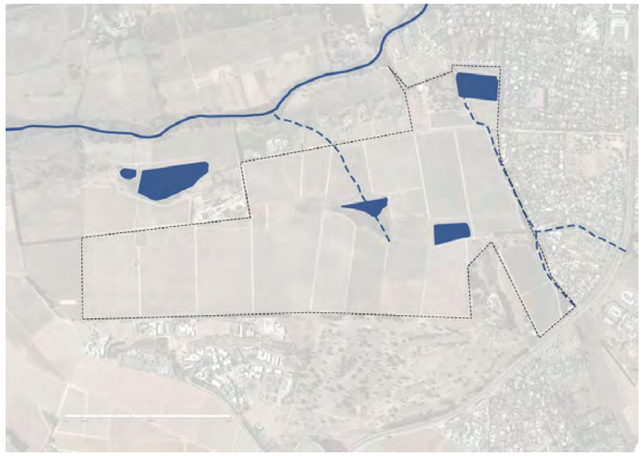
Illustrating existing and proposed built form

1. Eerste River corridor
2. Ecological corridors & green open space to be retained & form part of historical & recreational assets
3. Existing dams
4. Extension of existing ecological network as part of recreational assets
5. Proposed links of ecological corridors (on other properties)

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects for supplementary information on the ecological corridors and possible future connections.

EXISTING TREE STRUCTURE

This analysis indicates the prevalence of thickets of continuous and linear tree infrastructure along the river bed and into the areas surrounding the site. This provides an opportunity for it to be reinforced into and extended into new developments that is not exclusively vineyard.



EXISTING WATER BODIES & STREAMS

The site benefits from an ecology of small wetlands, retained water bodies and rivulets feeding into the adjacent Eerste Rivier. Apart from recognizing and protecting these in their own right, it offers an opportunity for integration with development proposals and to support contact with nature within a wider walkability network.

EXISTING VINEYARD STRUCTURE

The existing vineyards provide a historic structure with recognizable breaks. This offers an opportunity for this logic of breaks to be incorporated into the design, as well as having retention of vineyards contribute to the character and retention of the legacy of the historic farm.

EXISTING ROAD NETWORK

The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged.

EXISTING NATURAL CORRIDORS

The natural/ecological open space corridors that cross into and over the site are easily recognizable and should be protected and reinforced by the development proposal.

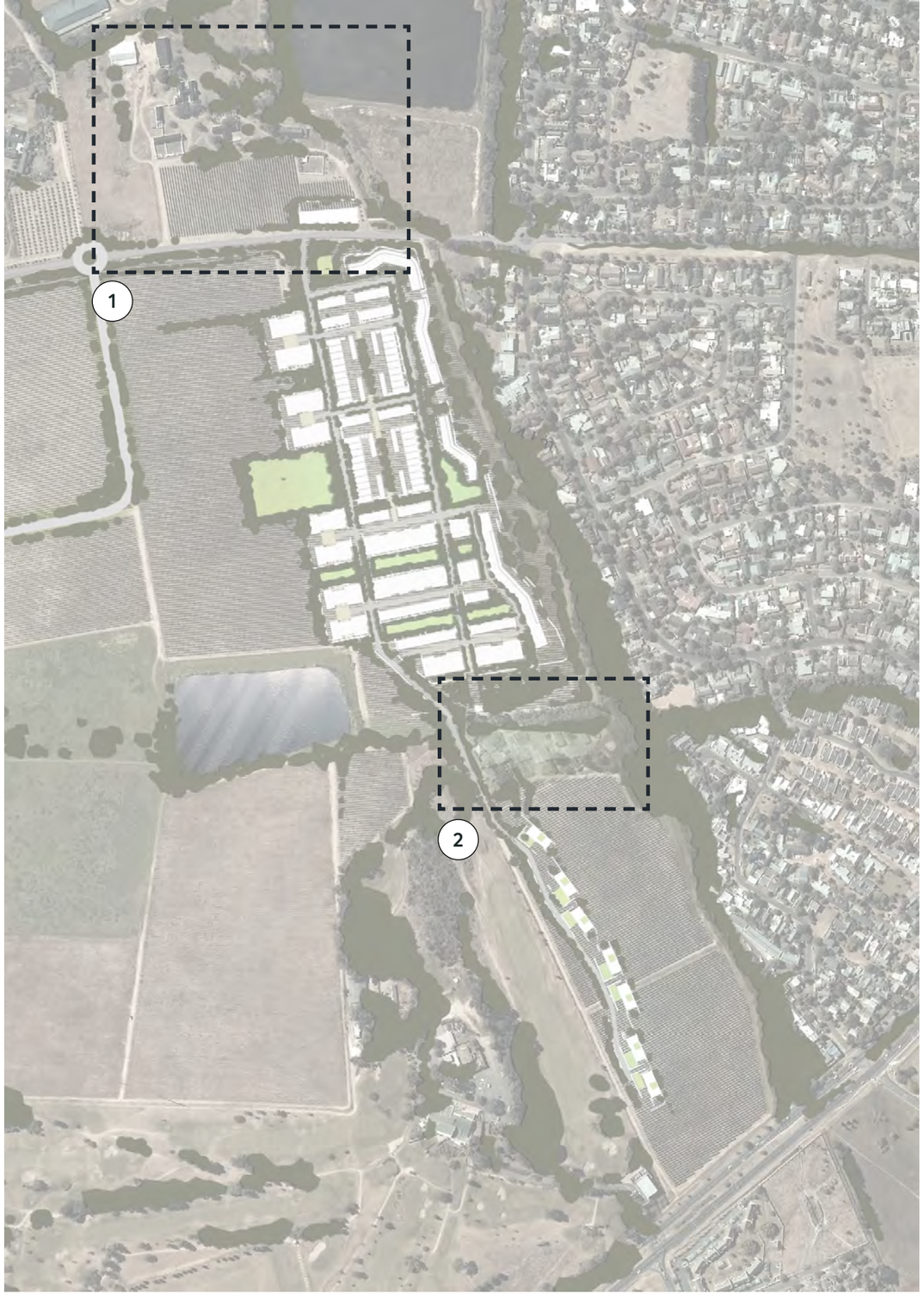
EXISTING BUILT FORM

Apart from the historic homesteads that is of specific merit, the existing build form surrounding the historic farm is generally of a disappointing, monofunctional character not in keeping with contemporary urban design best practice. The aim should be to rebalance this through higher density combined with a mixed of uses and carefully considered three dimensional built form. A form-based coding document should be prepared as a step in the approval process.

EXISTING LAYERS

EXISTING SPATIAL STRUCTURE/STATUS QUO OF LAYERS WITH ASSOCIATED OPPORTUNITIES

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)



1

The Libertas farmhouse, werf & surrounding buildings

2

The farmworkers houses

HISTORICALLY SENSITIVE AREAS

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects further cultural landscape & heritage indicators and guidelines.

PROPOSED TREE STRUCTURE

The trees structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site.

INTERNAL FORMAL GREEN STRUCTURE

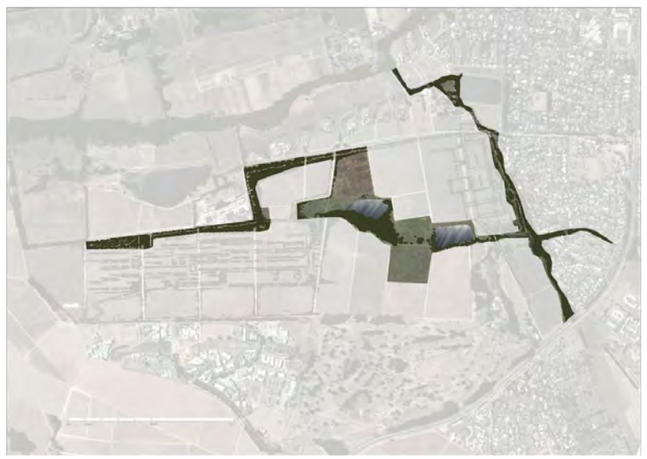
The primary network of trees and the identified ecological corridors, provide points of connection for a secondary, development-specific street- and tree network.

AGRICULTURAL LAND

A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Tecno Park as well as agains the R44 schenic route as one of the many vineyards experianced as one enters Stellenbosch.

ROADS STRUCTURE

The internal roads- and street network extends from the existing connection through Die Boord in the east and the proposed Link Road towards the west. The internal network is consciousl meandering and of limited width to support a semi rural character and prevent rat-running through the site, whilst accommodating a public transport shuttle service.



REINFORCING OF ECOLOGICAL CORRIDORS

The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site. This became an important informant towards identifying pockets of developable land that does not encroach on the open system.

NEW BUILT FORM

New built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkablity/cyclebility within the total site. These connections extend into Techno park.

PROPOSED NEW

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)

PORTIONS

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING CONTEXT

PORTION 1

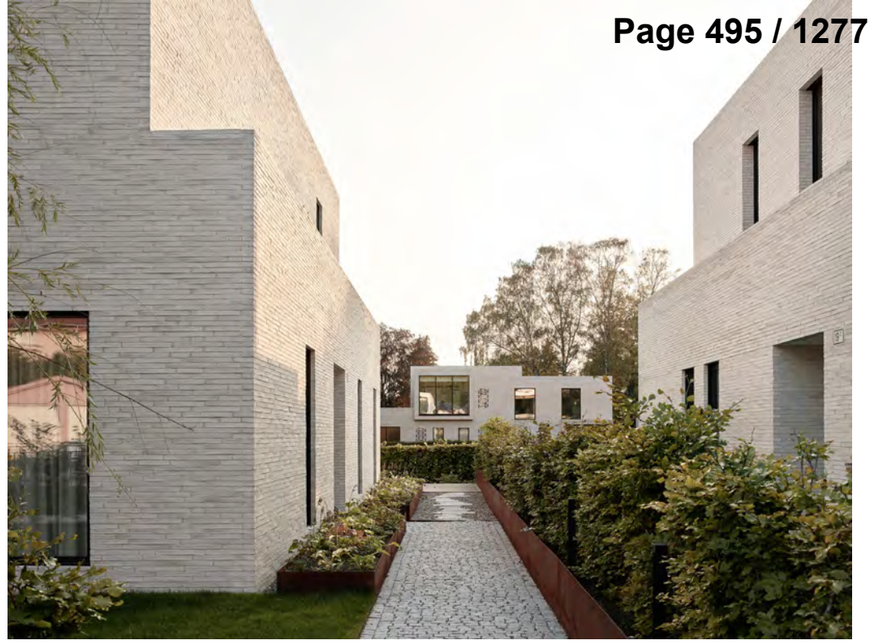
Low rise medium density residential typology

PORTION 2

Contour-following single residential typology

PORTION 1 & 2

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.

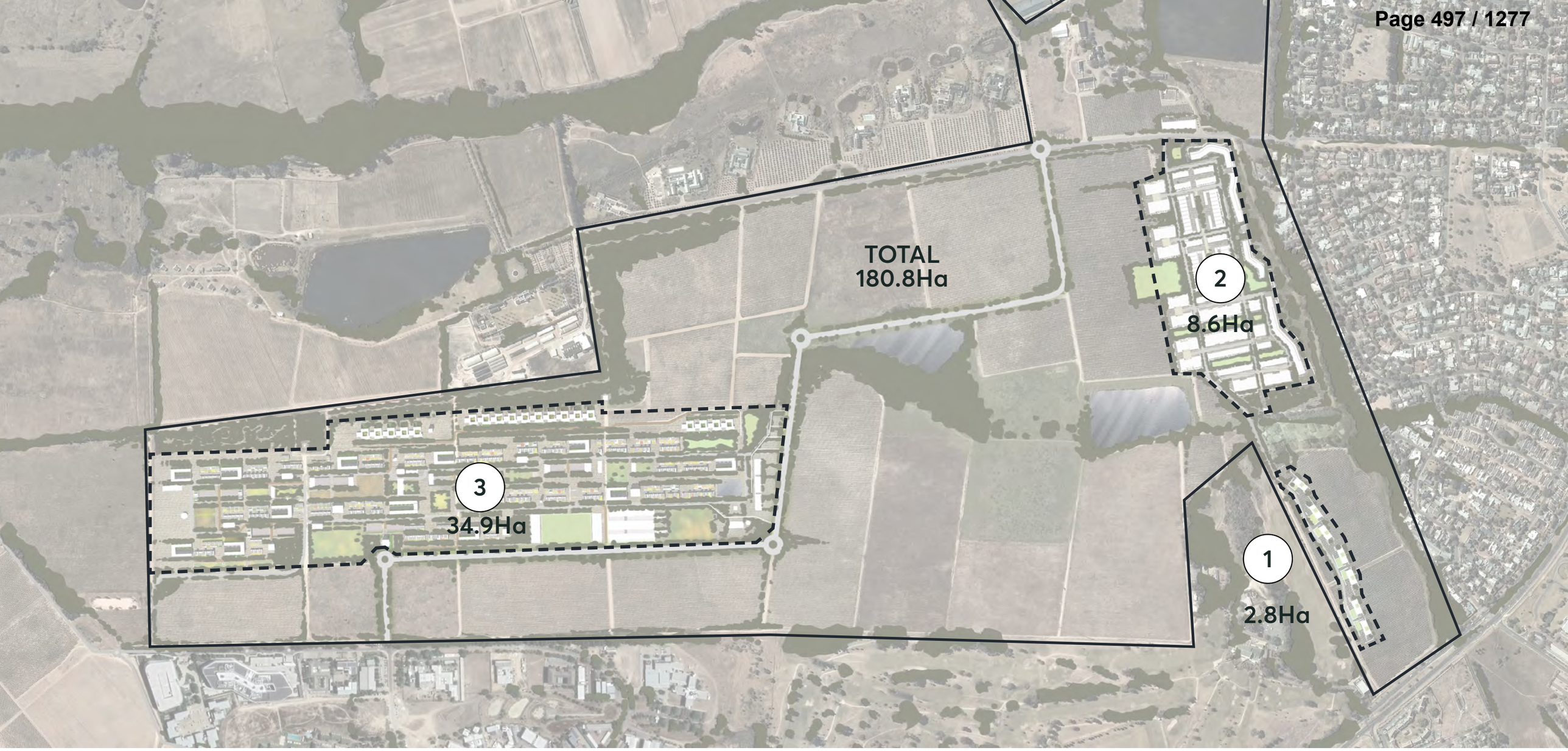


PORTION 3 - TYPICAL BUILDING TYPOLOGIES

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.

PORTION 3 - LANDSCAPE CHARACTER

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.



PORTION 1

Residential	7 units
FAR	**0.12**
Density	**2.5 units/Ha**

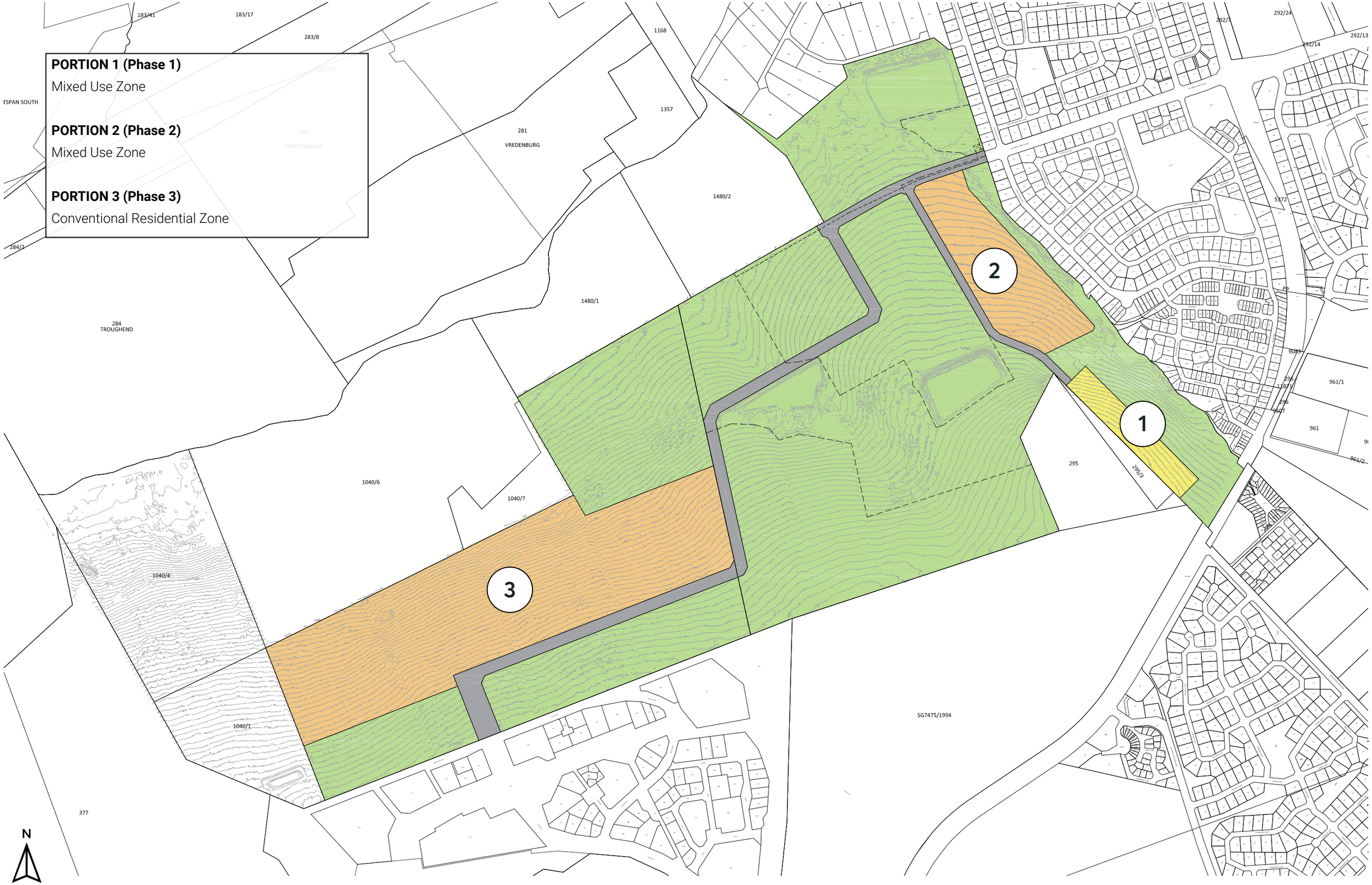
PORTION 2

Residential	500 units
Retail / Offices	1 500m²
FAR	**0.71**
Density	**58 units/Ha**

PORTION 3

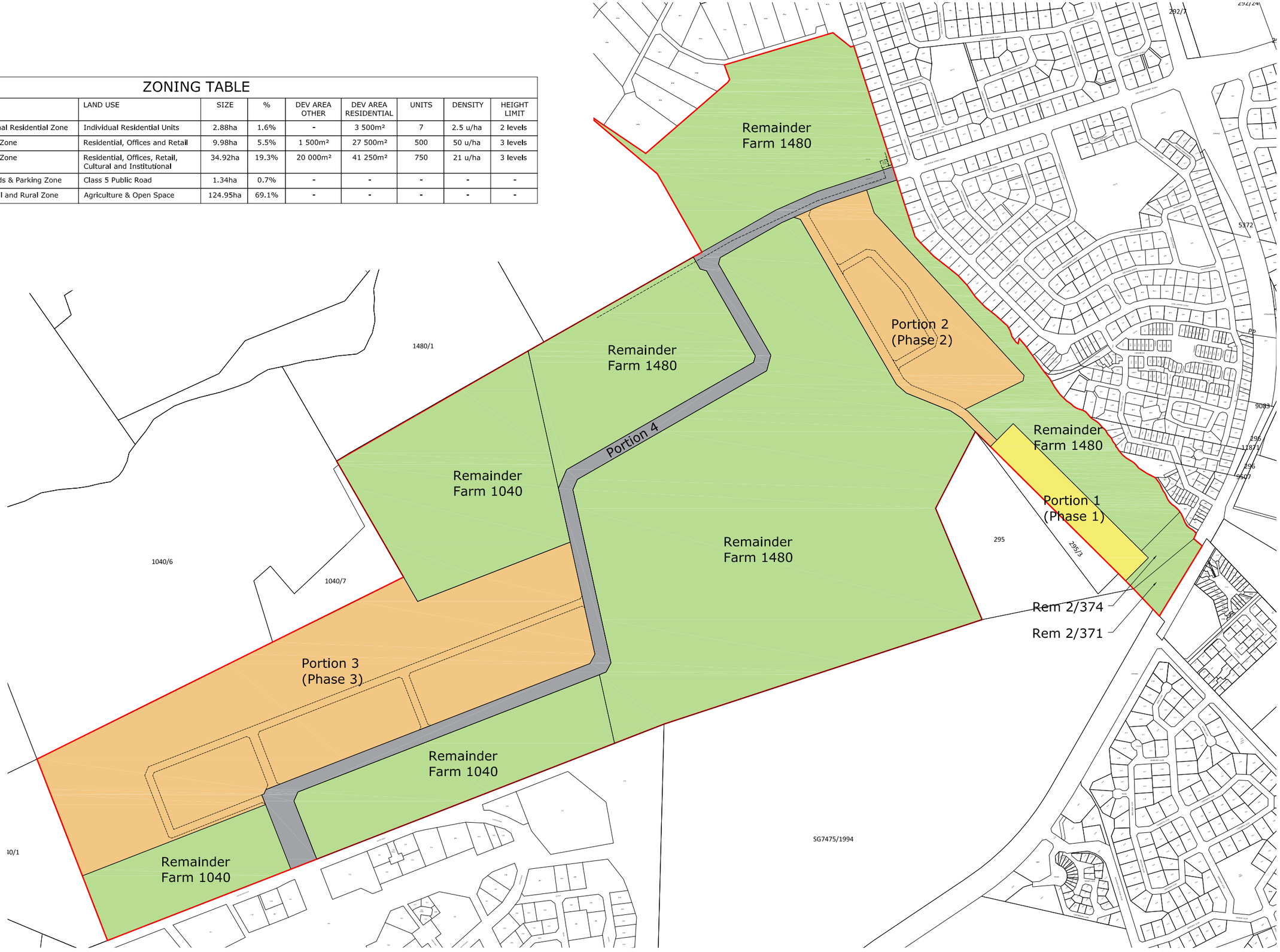
Residential	750 units
Retail / Offices	10 500m²
Cultural / institutional	9 500m²
FAR	**0.23**
Density	**21 units/Ha**

LAND-USE MIX



PRECINCTS & PHASING

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

nuvorm

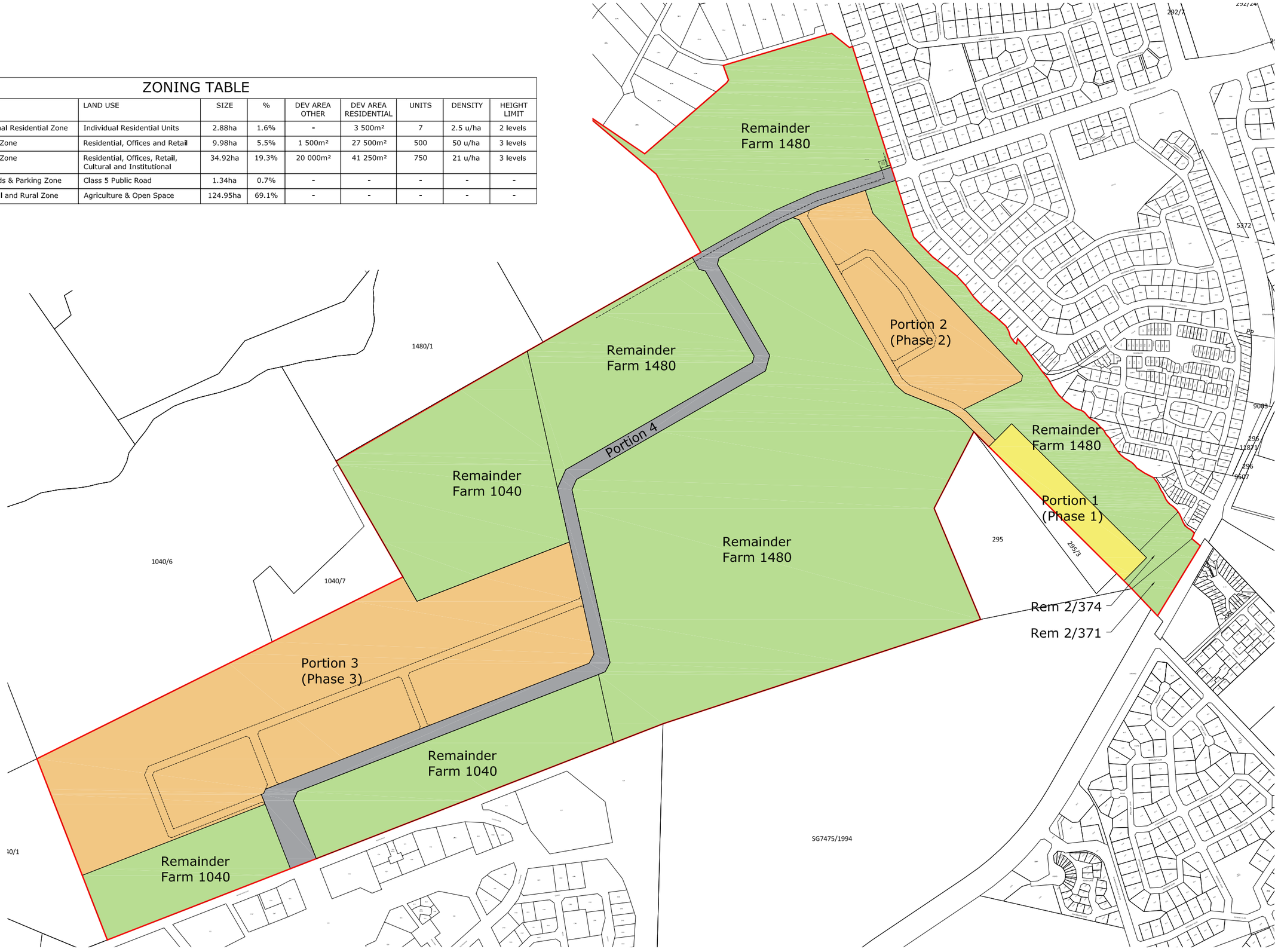
URBAN DESIGN | ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN

Stellenbosch, Western Cape | studio@nuvorm.com

ANNEXURE 9

ZONING PLAN FOR PROPOSED DEVELOPMENT

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

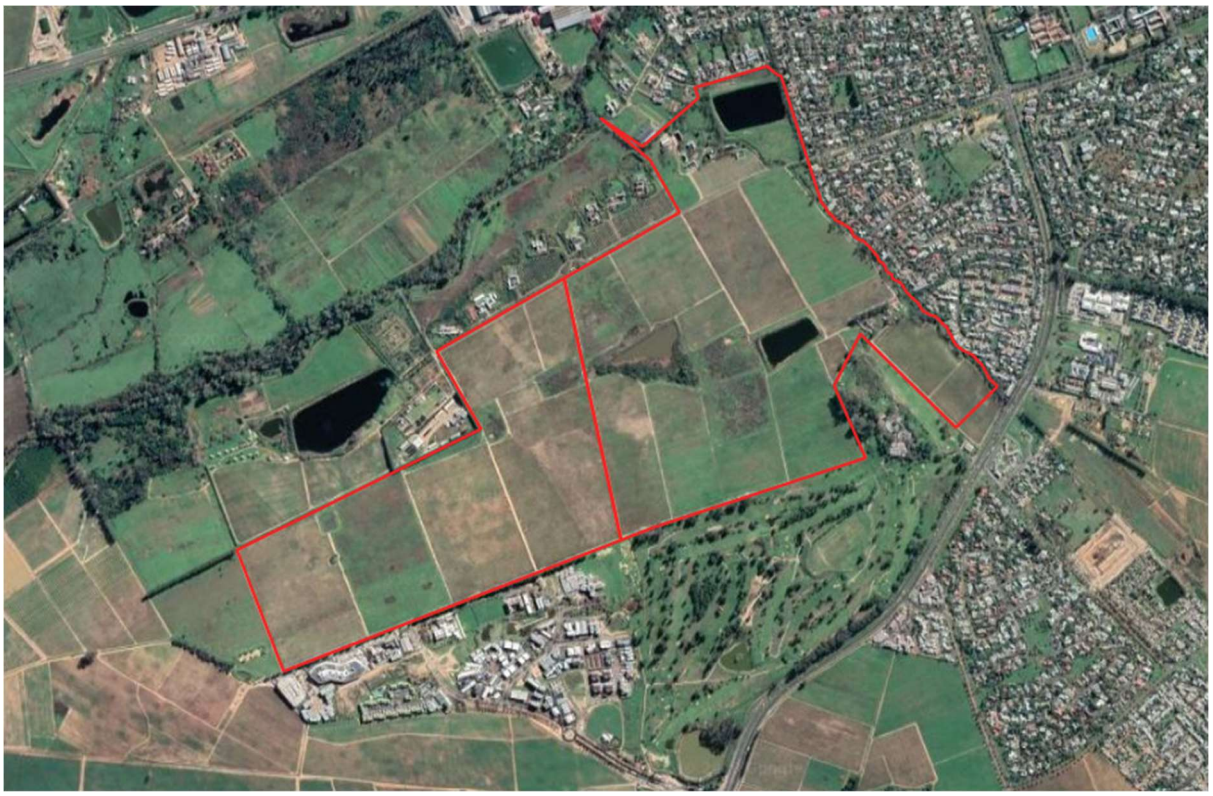
ANNEXURE 10

NATURAL ENVIRONMENTAL BASELINE REPORT

DOUG JEFFERY ENVIRONMENTAL CONSULTANTS (PTY) LTD
High Acres Farm, Simondium Road, Klapmuts
PO Box 44
Klapmuts, 7625
www.dougjeff.co.za
Tel: 021 875 5272
Fax: 086 660 2635
Cell: 083 269 0496
Email: doug@dougjeff.co.za

REMAINING EXTENT OF FARM 1040 AND REMAINING EXTENT OF FARM 1480

NATURAL ENVIRONMENTAL BASELINE REPORT



19th November 2020

1. INTRODUCTION

Doug Jeffery Environmental Consults (DJEC) have been appointed to conduct a desktop Natural Environment Baseline Study for the remaining extent of Farm 1040 and the remaining extent of Farm 1480 (Figure 1). An Environmental Baseline Study (EBS) helps to determine existing environmental conditions in an area, defining significant resources that may require protection from development or other forms of transformation. This sequentially assists in predicting and evaluating potential environmental impacts prior to any development. By understanding the existing environmental conditions as well as potential impacts of transformation, future development strategies can incorporate project design that not only protects significant environmental resources, but also reduces the costs incurred from attempting to mitigate any adverse effects.

The scope of this EBS is limited to the natural environment, and does not cover land use, socio-economic, or heritage aspects. The focus of this study is on ecosystem components- including but not limited to water resources, flora and fauna. This EBS investigates the presence of potentially sensitive biodiversity areas located within the study area with the use of Geographic Information Systems (GIS), including Critical Biodiversity Areas and Ecological Support Areas. It goes on to review relative environmental policies in order to explore management strategies and objectives that could pertain to the site.

Figure 1: Locality of Remaining Extent of Farm 1040 and Remaining Extent of Farm 1480

2. SCREENING FOR SENSITIVE ENVIRONMENTAL FEATURES

A range of environmental GIS data sources were used to investigate the sensitivity of the environmental features across the site.

2.1 Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

The presence of the following environmental features was investigated:

Feature	Data Source	Figure number
Critical Biodiversity Areas (CBA1)	CapeNature (WCBSP)	2
Ecological Support Areas (ESA2)	CapeNature (WCBSP)	2

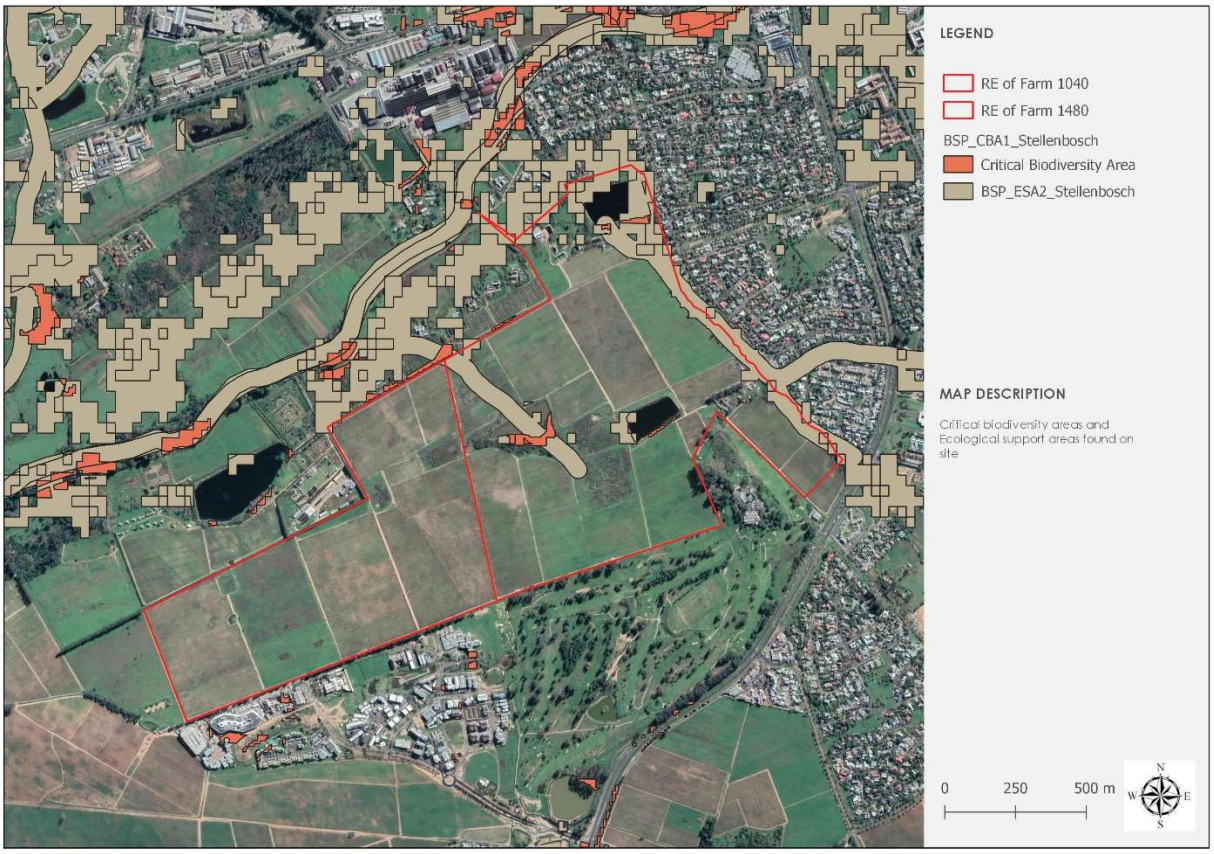


Figure 2: Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

There is a small CBA of approximately 7000 m^2 located on site. Further, the site contains an ecological support area associated with a drainage corridor. There are no protected areas or other natural areas identified in the Western Cape Biodiversity Spatial Plan located on site.

2.2 Natural Vegetation on Site

According to the South Africa National Biodiversity Institute National Vegetation Database, the site historically contained the following vegetation types:

- Swartland Granite Renosterveld- Critically Endangered (CR) (Figure 3)

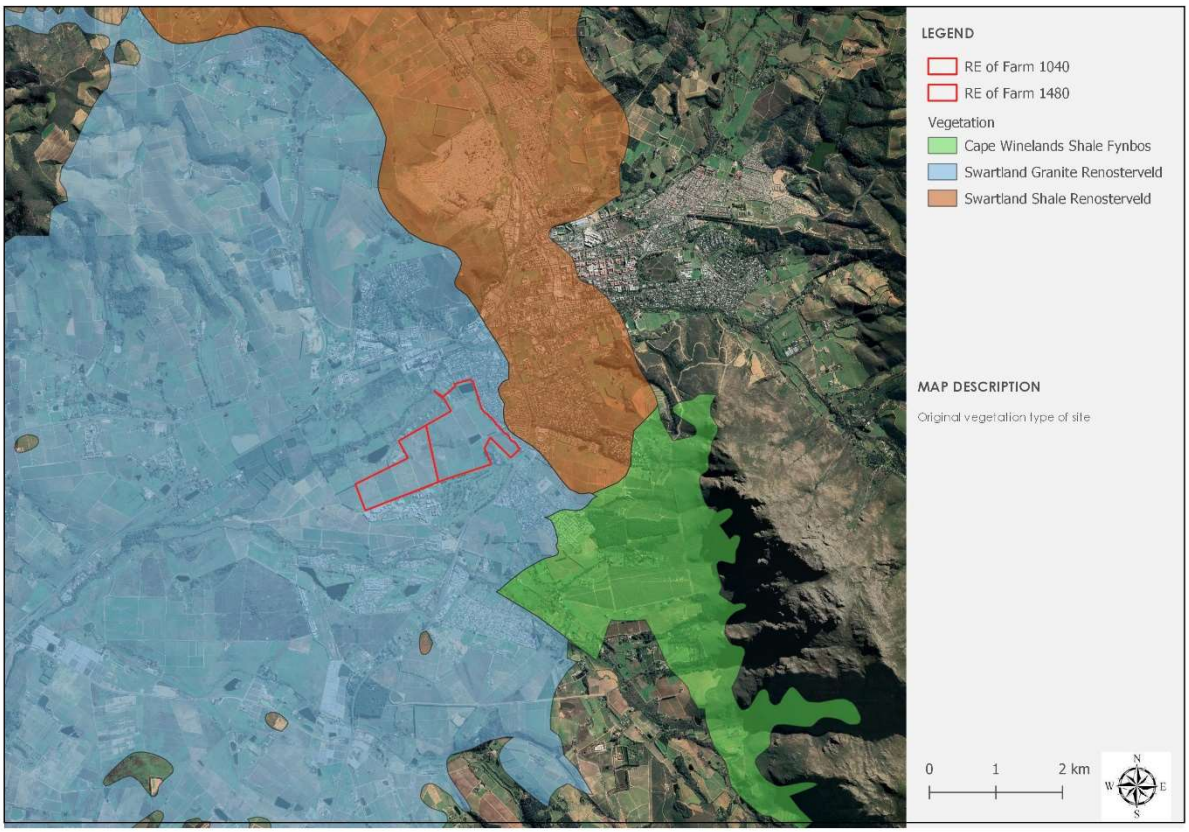


Figure 3: Natural vegetation on site

A large portion of the site has been transformed for cultivation purposes. However, from desktop investigation it is apparent that there are areas that have not been cultivated in the last ten years and therefore may contain natural vegetation. See Figure 4 for the identified areas. It is recommended that, should these areas be considered for development, a botanical specialist investigate the site to determine the status of the natural vegetation in these areas.

Figure 4: Areas that may contain natural vegetation

2.3 Wetlands On Site

The National Freshwater Ecosystem Priority Areas (NFEPA) project provides strategic spatial priorities for conserving South Africa's freshwater ecosystems and supports sustainable use of water resources. These priority areas are called Freshwater Ecosystem Priority Areas, or 'FEPAs'. The NFEPA wetland map therefore identifies important or sensitive wetlands and wetland clusters. Figure 5 shows the NFEPA wetlands in the area. The site contains NFEPA wetlands associated with the artificial dams. There is a drainage corridor running through the site that is likely to contain wetland areas. These areas coincide with the areas identified as natural vegetation in figure 4 above.

Figure 5: NFEPA wetlands located on site

3. POLICY REVIEW

3.1 Stellenbosch Spatial Development Framework (2019)

Figure 6 below shows the Stellenbosch Town Concept Plan. In terms of this plan the site is classified as an open green and agriculture area. A portion of the site is classified as protected green. This is the only area of the site identified as environmentally sensitive and in need of environmental protection in the 2019 SDF. This area coincides with the areas identified as CBA and ESA in figure 2 above.

The spatial proposal in terms of the Stellenbosch SDF for protected land is to:

i. Maintain and improve the nature areas surrounding Stellenbosch town.
ii. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the town and its hinterland area.

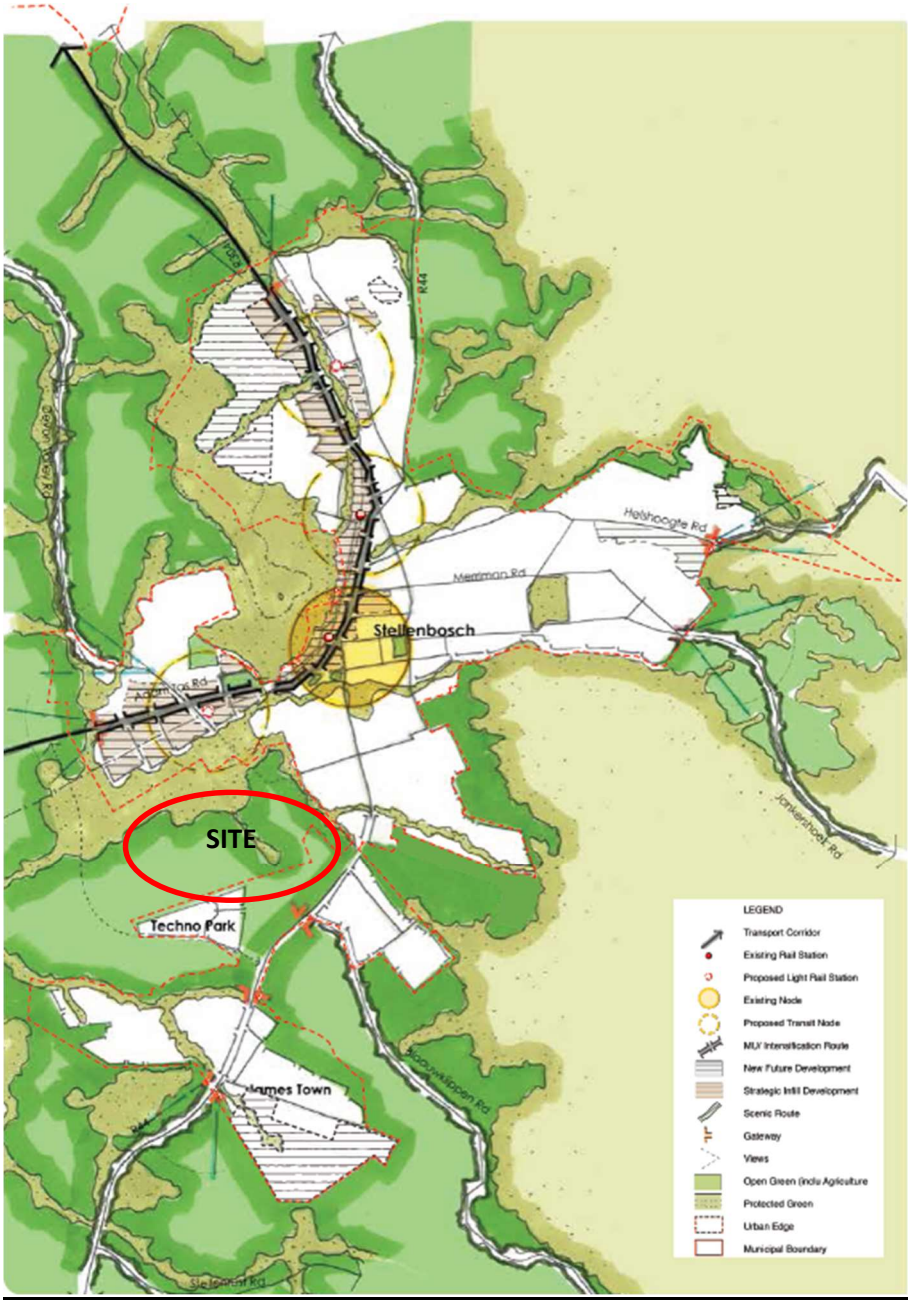


Figure 6: Stellenbosch Town Concept Plan

3.2 Stellenbosch Strategic Environmental Management Framework (2018)

A composite spatial plan was developed to serve as a first level broad guide to environmental management, spatial planning, and land-use throughout the Municipality. The spatial plan is

divided into 6 categories illustrating the desired land-uses throughout the Municipality. See Figure 8.

Figure 8: Spatial Planning Categories

A comprehensive set of Sub-Categories has been created to serve as a guide for more detailed land-use planning as required for the SDF. See Figure 9.

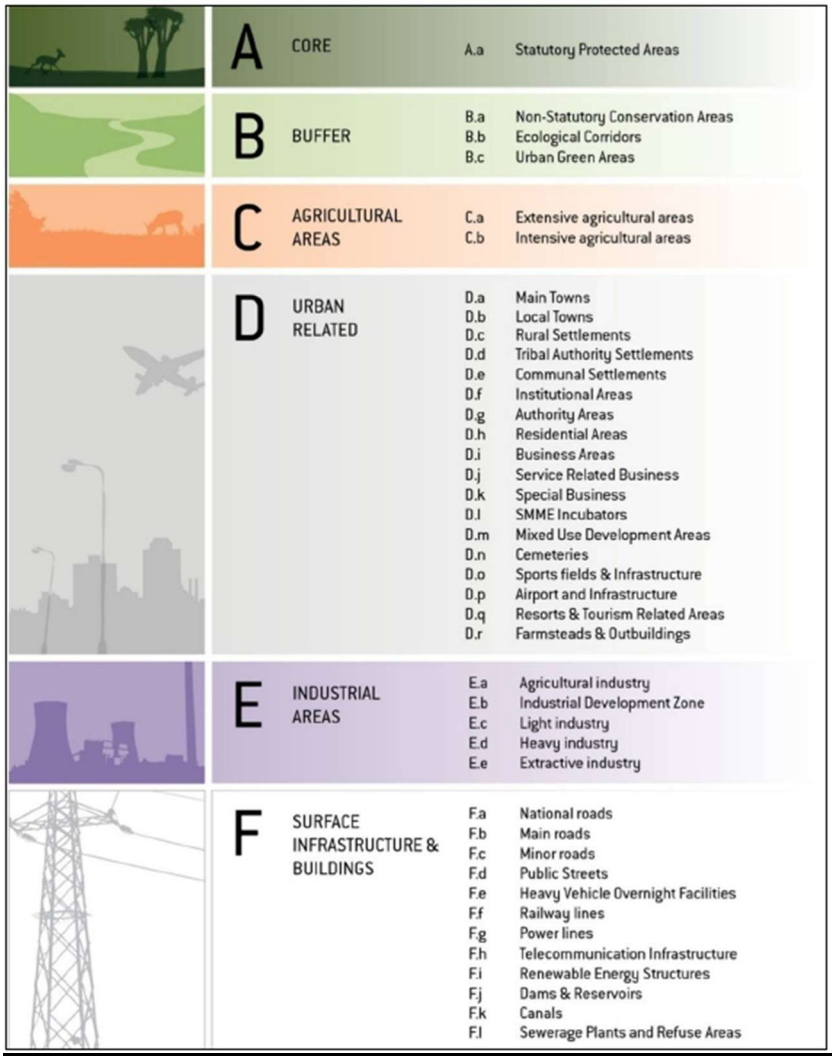


Figure 9: Spatial Planning Subcategories Categories

Figure 10 shows the Stellenbosch Municipality Composite Spatial Plan. According to the Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas

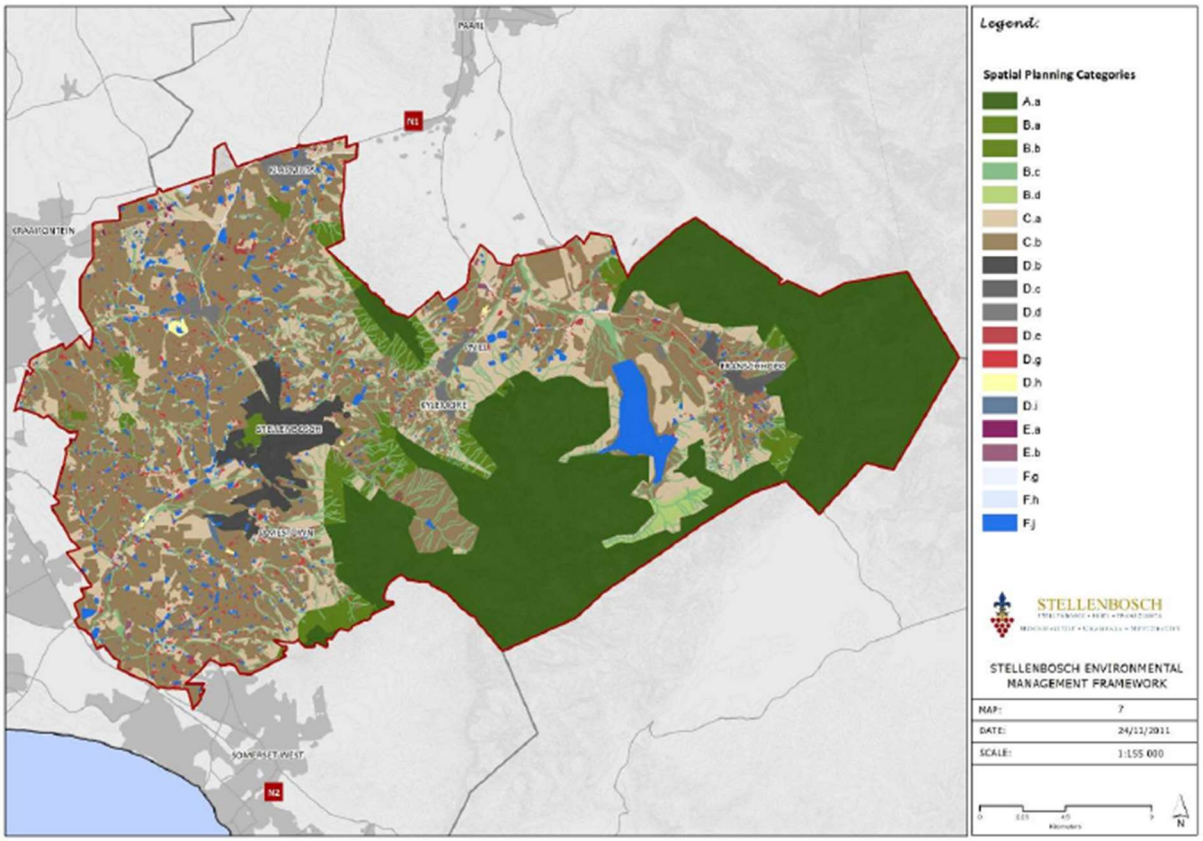


Figure 10: Stellenbosch Municipality Composite Spatial Plan

4. REQUIRED BIOPHYSICAL STUDIES IDENTIFIED IN THE DEA SCREENING TOOL

Should the proposed development trigger the need for environmental authorisation, it is a requirement to use the Screening Tool developed by the Department of Environmental Affairs (DEA) to screen the proposed site for environmental sensitives. The tool further identifies studies required to be conducted based on whether they have identified the sensitivities on site as high/ medium/ low. These studies/reports need to be included in the application for authorisation.

The following studies were identified by the Screening Tool as being necessary to inform development on the site:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture	X			
Animal Species			X	
Aquatic Biodiversity	X			
Archaeological and Cultural Heritage		X		
Civil Aviation		X		
Plant Species			X	
Defence				X
Terrestrial Biodiversity	X			

Based on the status quo of the site, the following reports/studies will most likely be required when undertaking an application for environmental authorisation but the need for these will depend on the development layout proposed:

1. Reports pertaining to the natural environment that will need to be undertaken by a specialist:
   - Aquatic Biodiversity Assessment
   - Agricultural Assessment
   - Heritage, archaeological and cultural heritage Impact assessment including a visual assessment
   - Plant Species Compliance Statement
   - Terrestrial Biodiversity Compliance Statement
   - Animal Species Compliance Statement

2. Reports pertaining to the natural environment that can be undertaken by an EAP
   - Defence Compliance Statement
   - Civil Aviation Compliance Statement

5. CONCLUSION

According to the GIS data, a small Critical Biodiversity Area and an Ecological Support Area are identified on the site.

The site contains a natural drainage corridor and may contain localised wetland areas (Figures 2 & 5). Further, NFEPA wetland areas were identified but these wetlands are associated with the artificial dams located on site. A freshwater specialist will need to conduct a site investigation to confirm the presence of wetlands in this area of the site and the final plans for the subject property should take any confirmed wetland areas into account.

The original vegetation type of the site is Swartland Granite Renosterveld. The majority of the site has been transformed for agriculture purposes. From this desktop investigation, however, it is apparent that there are areas, identified in this report, that have not been cultivated in the last ten years and therefore may contain natural vegetation. It is recommended that a botanical specialist investigate the site to determine the status of the natural vegetation.

This report shows that the identified potentially sensitive vegetation areas coincide with the drainage line and wetland patches and are located in a discrete area of the site as identified in figure 4 of this report.

According to the Stellenbosch Municipality Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas.

The total site considered in this report is approximately 180ha in extent. The identified potentially sensitive areas are restricted to less than 20ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development.

ANNEXURE 11

PRELIMINARY HIGH LEVEL HERITAGE REPORT

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29 May 2022

CULTURAL LANDSCAPE AND HERITAGE COMMENT ON PROPOSED LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

1. INTRODUCTION

1.1. Purpose of the Report

This heritage comment provides a response to the PRE-APPLICATION SCRUTINY FEEDBACK of the Stellenbosch Municipality, most specifically addressing the following:

- A broad discussion of impact that the proposal will have on the existing character of the area.
- Visual Impact of the various component specifically from the Polkadraai Rd
- Each precinct of the proposed design must be discussed in detail with regards to:
    - Visual impact mitigation
    - Integration of development with its surroundings

Filia Visual undertook a VISUAL IMPACT STUDY AND VISUAL STATEMENT (Smit 2022) and its findings support and elaborate on this document.

2. LANDSCAPE CHARACTER OF THE AREA AND SITE

(Please also refer to the Landscape Character Study of TERRA+ and Visual Statement by FILIA)

As per the Stellenbosch Heritage Inventory and Conservation Management Plan (**CMP 2019**), the proposed site falls within Landscape Unit C15, which is a Grade IIIb Heritage Resource (landscape) within a Green Transition Conservation System:

> The landscape unit is characterised by distinct rectilinear vineyards on a gradual slope that sits as a rural finger on the southwestern edge of Stellenbosch. Wedged between the Eerste River, Technopark and De Zalze Estate, the slope rises toward Technopark on the crest, where most of this office park is hidden behind a tree line. The rise to the south of this landscape shields the R44 and suburban development from view, creating a visual continuum between the Eerste River corridor, the agricultural fields in the foreground, and the foothills and high peaks of the Helderberg Range beyond. The service roads between the vineyards also lie perpendicular to the slope, directing views towards the dramatic mountains as an uninterrupted view. The central area of the northern slopes has high soil suitability, declining towards the eastern edge. Smaller blocks in an irregular pattern of field crops and vineyards denotes the western and southern edge of this land unit, referring to historic commonage. A large, significant historic freehold farm, Libertas, is located in close proximity to Die Boord. The historic Fleurbaix site is particularly vulnerable to agri-industrial development which has already impacted the site. The suburban sprawl of Stellenbosch is a threat to this unique heritage site and its broader landscape. Agricultural landscape attributes a specific rural character to the town of Stellenbosch with significant views from the Polkadraai Road entering Stellenbosch. Any development in this land unit would compromise the rural character of Stellenbosch. The landscape unit demonstrates the relationship between river corridor and settlement, as well as the rural patterns of use and the wilderness beyond. This interplay is extremely characteristic of the Cape Winelands, and key to its high cultural significance.
>
> The main heritage aim for this unit is to conserve and enhance the existing character of this landscape unit, that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape.
>
> This landscape unit is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.
>
> Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape.

Figure1: View from Polkadraai Road towards Stellenbosch

Figure 2: View from Devon Valley showing the context of this landscape unit in relation to Stellenbosch. Note Technopark hidden behind the windbreak.

The site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

According to the Visual Statement by Filia Visual (Smit 2022), the site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes. The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.

It is proposed that a "buffer area" as illustrated in Figure 3 should be considered for the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban). This buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side.

Figure 3: Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)

3. POTENTIAL IMPACT OF THE DEVELOPMENT ON THE CHARACTER OF STELLENBOSCH

The initial heritage comments on the proposed development highlighted several concerns pertaining to design aspects that could negatively impact on the heritage significance of the property. The client, Urban Designers, URBA and Landscape Architect, TERRA+, all thoroughly addressed the concerns in a number of team meetings. We were present at these meetings and offered design and approach guidance throughout the process.

The development is localised in two areas of the site, and it will change the character of the site from a predominantly agricultural land unit to one that includes two condensed urban nodes of a medium density, located amongst existing vineyards with environmental corridors.

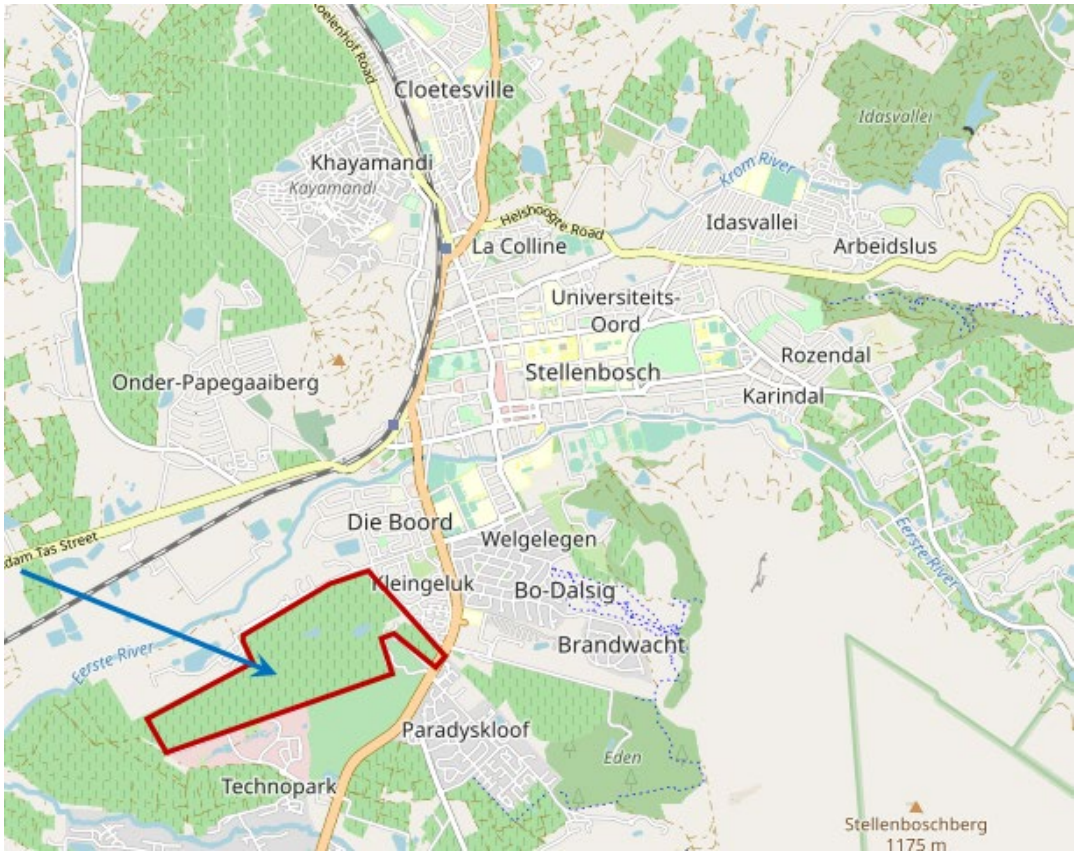


Figure 4: Indicating position of the Landscape Unit in relation to the town of Stellenbosch

3.1 Precincts within the Agricultural Character Landscape

The **proposed low rise medium density village (PRECINCT A)** has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The coding for Precinct A is acceptable, apart from a few of the central buildings that could potentially be of less storeys to minimise visual impact (see Visual Statement 2021).

The proposed **low rise medium density courtyard residential typology with mini apartment blocks interspersed (PRECINCT B)** has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyard. In this section of the site, this type of development is appropriate in scale and height. The coding for Precinct B is acceptable, apart from a few of the buildings that could potentially be of less storeys to minimise visual impact (see Visual Screener 2021).

Figure 5: LIBERTAS URBAN DESIGN PRINCIPLES: MASTERPLAN – URBA MAY 2021

On the **eastern side of the site (PRECINCT C)**, a narrow strip of vineyards continues from the workers cottages along the contour towards the R44. This specific finger forms part of a typology of vineyards that are interwoven into the urban fabric of Stellenbosch, and upholds the rural character of the town (figure 6). A small strip of buildings is currently proposed on the slope where the current road traverses, but it is advisable that no buildings be allowed within the vineyard block to retain the vineyard's contribution to the agricultural character of Stellenbosch. Also, as per the Visual Study (2022), this entire strip is highly visible and sensitive to views.

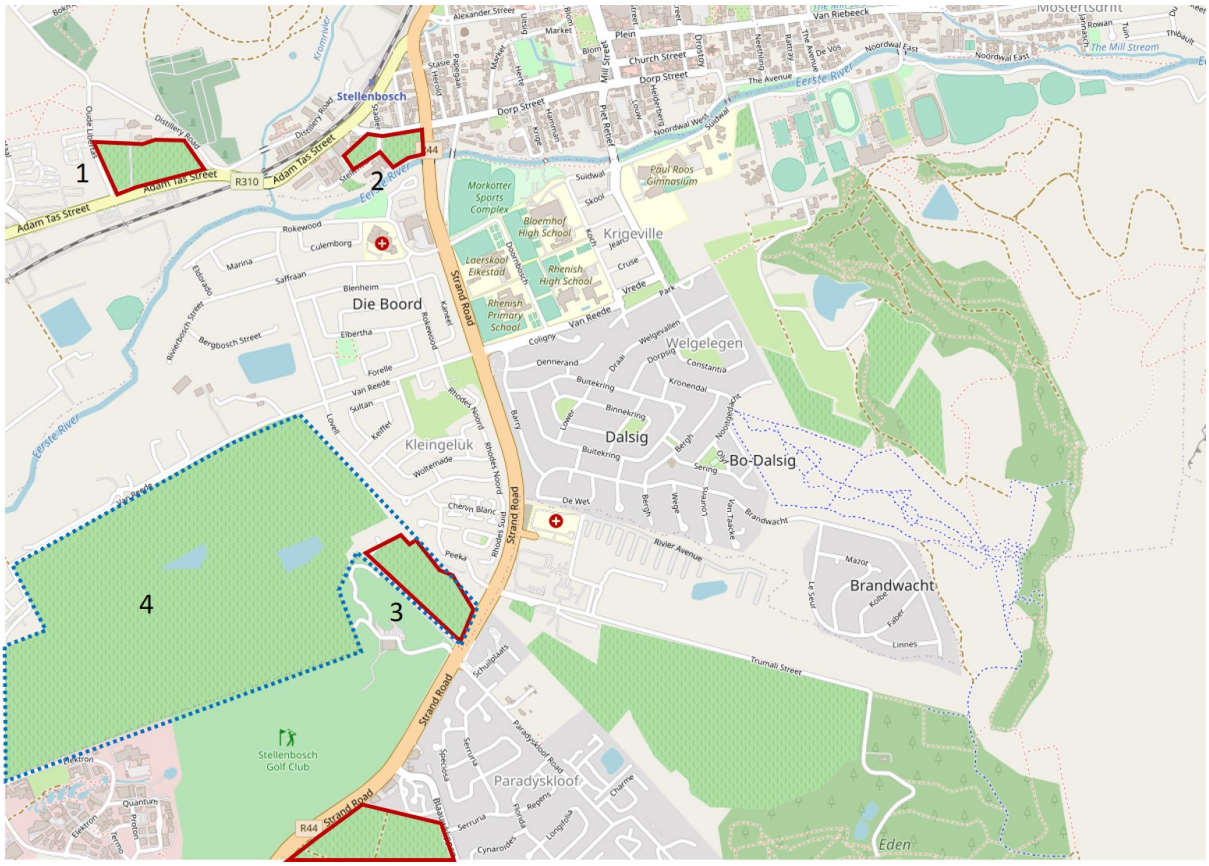


Figure 6: Figure showing the typology of vineyards interwoven into the built fabric of the town of Stellenbosch.

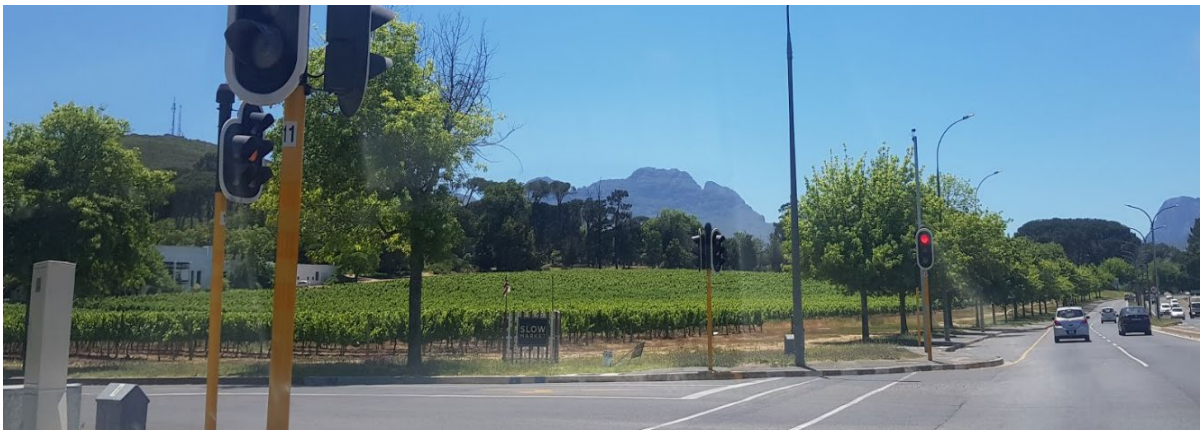


Figure 7: Vineyards against the Adam Tas Road in front of the Ou Libertas building

Figure 8: Vineyards on the corner of Dorp Street and the R44

Figure 9: Vineyards on the proposed development site (4)

3.2 Roads

An opportunity presented itself with regards to the existing service roads around the vineyards, and the alignment of the old wagon route to inform the 'meandering/stepped' road linking Die Boord and Technopark as alternative route. The CMP guidelines direct the design principles in the construction of roads to always make use of existing infrastructure before establishing new ones. The historic map highlights the position of the old wagon route to incorporate as a possible palimpsest:

Figure 10: Historic map showing the wagon route alignment, and freehold farms

> Guideline by CMP 2019: *The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.*
>
> *i) New roads (as far as possible) should be placed along existing farm and landscape unit boundaries to avoid unnecessary fragmentation of agricultural land. (ii) New roads tend to promote speculative urban development, which can have negative impacts on landscape units with heritage significance. Instead, innovative design solutions should seek out new opportunities. (iii) Infrastructure improvement including new roads, and upgrades to road infrastructure need to be appropriate to their rural context (scale, material etc.). Out of scale flyovers and bridges should be avoided, as they detract from the rural character of the Winelands (iv) The design of street furniture and street lighting should be carefully considered so that it positively responds to the specific character of the landscape/townscape unit within which they are situated, and avoid light pollution.*

URBA and TERRA+ made the most of the opportunities that the site presented and followed a design approach that is within the recommendations of the CMP (2019). It features a sensitive internal street network (NOTE: not ROAD) that responds to the landscape character and the proposed people-centred use of the site. It follows the existing service roads layout and opted to not introduce a new road aligned to the old Wagon Route to minimise visual impact in the day and especially the evening. It was originally proposed that the internal vehicular routes do not physically link up with Technopark to reduce rat-running through this significant landscape unit. It is noteworthy that the proposed design encourages public transport, recreational routes and a separate cyclist network (different from a NMT concept).

> *The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged. (URBA 2021)*

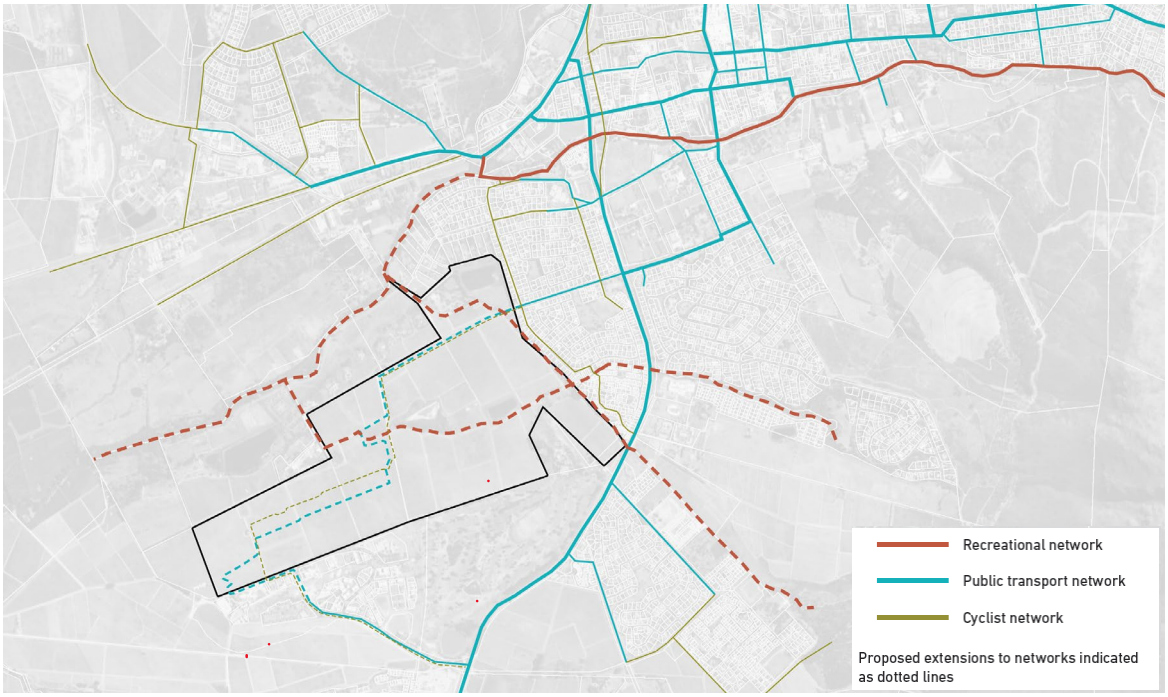


Figure 11: INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK – URBA 2021

In 2022, it became clear that the Municipality requires a class 4 link road between Van Reede Road and Techno Park. Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site. According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road. The proposed route crosses the "buffer area" further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 12 below).

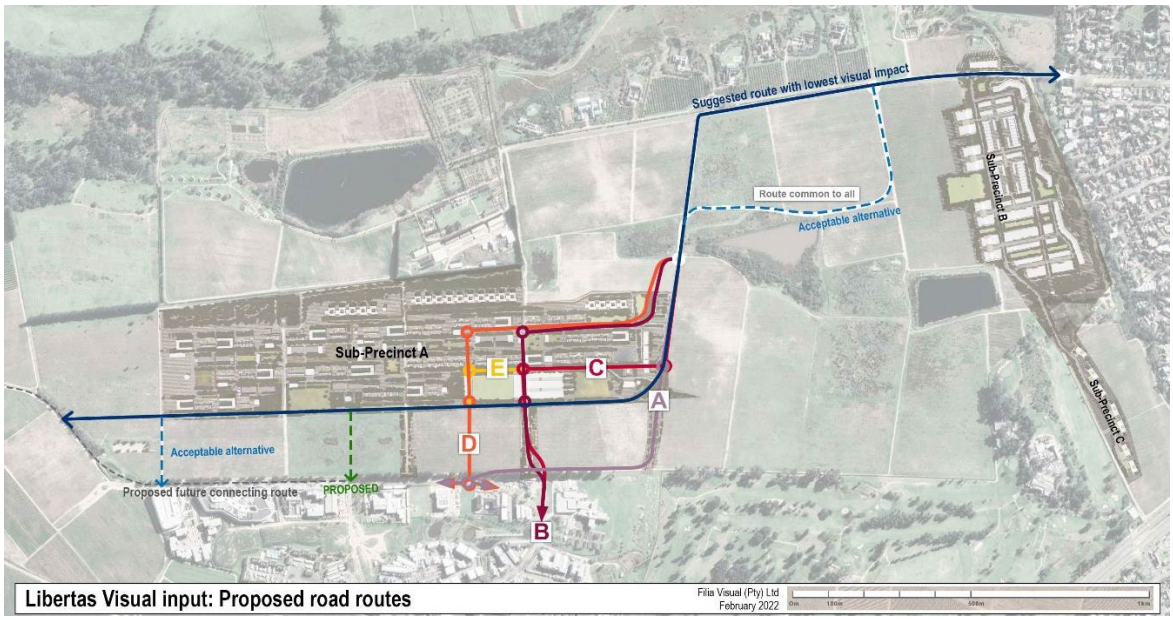


Figure 12: Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)

3.3 Heritage Features: Libertas Farm

Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into the category 'Enhance' in which remedial action will be better than leaving it as is. Action includes restoring or change (adaptable reuse). Even though the proposed development excludes the farm werf, it is proposed that a long-term plan should include its adaptive reuse possibilities. In the current proposal, the central area of site (more or less around the central dam and ecological corridor) remains free from development allowing views from within the Libertas homestead to connect to its agricultural context, supporting views over vineyards all the way to the dramatic mountains in the distance. The condition and use of the Werf is integral to the heritage significance of the site as a whole.

Figure13: Libertas Werf

Guideline by CMP 2019: *Encourage intervention to revive heritage features in decline, by engaging with innovative development proposals where appropriate, and considering sensitive adaptive reuse strategies for each, specific heritage resource. Development and adaptive re-use that caters for the integration of different modes of access and a greater diversity of users should be encouraged.*
Adaptive strategies need to take the surroundings as well as the structures into account.

3.4 Heritage Features: Existing Workers' Houses

In the 18th and early 19th century, housing for slaves was usually provided in buildings that formed part of the farm werf. A tangible consequence of Emancipation in 1838 was two entirely new forms of settlement, the mission village and the cottages cluster (usually linear in form). Farm workers are now being relocated off the farms and their homes have been demolished or converted to guest cottages. The loss of typology, results in a loss of authenticity within the cultural landscape. We suggested that the proposed development would need an Oral History study (specifically focussing on the existing workers community), and an Archaeological Assessment. The Oral History Study will form part of the Socio-Economic Study

by Jonathan Bloom. The Visual Impact and Archaeological Assessments will form part of the Heritage Impact Assessment.

Figure 14: Existing workers' houses and community located on site.

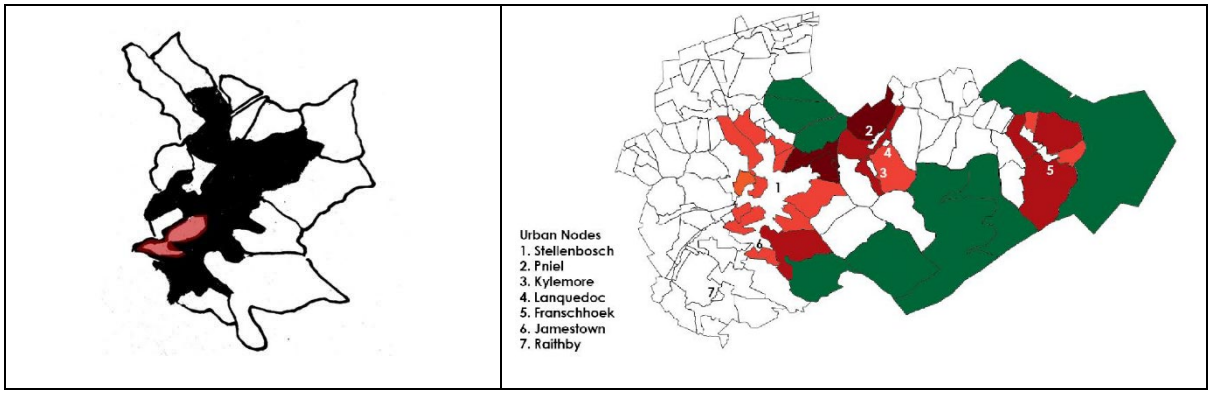
The CMP 2019 offers some guidance:
Respect existing patterns, typologies and traditions of settlement-making by promoting the continuity of heritage features. These include: (a) indigenous; (b) colonial; and (c) current living heritage in the form of tangible and intangible associations to place.

The relocation of farm employees to housing settlements can result in loss of heritage value (authenticity) for workers houses and associated features.

Gentrification of rural settlements through lifestyle 'rural' estates should be discouraged.

3.5 Green Transitions

As mentioned earlier, this site is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this site is important and has therefore been incorporated into the design proposal through retaining most vineyard blocks, establishing ecological corridors and an open space network.



Position of agricultural fields to the town of Stellenbsoch	Green Transition Conservation System around the town of Stellenbosch as per the 2019 CMP

Figure 15: Green Transition Conservation System

Figure 16: ECOLOGICAL CORRIDORS & OPEN SPACE NETWORK – URBA 2021

Figure 17: Pockets of remaining ecologically rich, critical biodiversity and support areas

Figure 18: Critical biodiversity and Ecological support areas (Cape Farm Mapper 2020)

Guideline by CMP 2019: *Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.*

Guidelines from the Green Transitions Conservation System (CMP 2019):

Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops through the Foothills Conservation System (refer to CMP). It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.

Encourage access to opportunity, as an example, by promoting cycle routes as alternative options to get to places of employment.

Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.

The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.

The following table has been drawn up from the Green Transitions Guidelines from the CMP 2019 to illustrate the Proposal's response:

Green Transitions	
Aim 1-4 Promoting Rural Character. Guidelines (applicable to all scales): Green transitions on a town-scale aim to: 1. Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes. 2. Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town. 3. Maintain a clear transition between the townscape and its surrounding rural landscape. 4. Protect a diverse range of heritage values, not only the tangible heritage sites.	
Guideline as per CMP	**Libertas Impact**
Development or rezoning of productive agricultural lands and fragmentation of farmland should be avoided to protect the agricultural landscape, which is key to the unique sense of place of the Cape Winelands. Development should be discouraged on high potential agricultural soil (please refer to the layer on the online map on the Stellenbosch Municipality website).	The proposed development is located on medium to low soil suitability for viticultural use, where Mr Blake retained all vineyards on the high soil suitability areas.
Discourage any large-scale development that constitutes urban sprawl and therefore impedes on the openness or purpose of the green transitions.	The character of Stellenbosch town is intimate, based on a single or double story, flat roofed building typology, located in the valley of the town. This typology has been recognised in the less dense node Precinct A adjacent to Fleurbaix. The higher density Precinct B of the proposed development is located adjacent to Die Boord.
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	The Visual Screener confirmed that most of the areas visible from surrounding areas have been kept free from development, therefore supporting uninterrupted views towards the mountainous backdrop. These are views specifically relevant to the approach and entrance to Stellenbosch from the Polkadraai and Baden Powel Road respectively. A full VIA will be conducted to assess the impact of the proposed development within a landscape of landmark quality that upholds the rural character as one of the green fingers of Stellenbosch.
Stimulate innovative and sustainable solutions (like urban regeneration) to cater to the demand for new development, and promote the increased use and viability of public transport for greater access to underutilized urban areas.	The design is intentional and incorporate innovation in the sculpting of the built structures within the landscape.

Aim 5-6 Relating to Quality of life Guidelines (applicable to all scales). 5. Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed. 6. Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life.	
Green transitions should:	
Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops. It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.	The opportunity to restore public access from the Eerste Rivier/ Distell cricket ground and the proposed Adam Tas development corridor, all the way to Stellenbosch mountain via a strip of commonage (on the mountain side of the R44) has been responded to in the design proposal. The agricultural fields have also been opened for recreation (walking/ jogging/ cycling). Access across this piece of land will be beneficial to more individuals than a single landowner. *Guideline by CMP 2019: It is recommended that physical permeability to communal resources such as rivers and mountains is maintained and enhanced, for the enjoyment of all members of the public. This is particularly true when considering any new development proposals. (a) Promote public footpaths across the cultivated landscape. (b) Restore areas of recreation, especially where the public has traditionally enjoyed rights of access. Action might include the removal of fences and walls, where it is appropriate. (c) Prevent privatisation of natural places that form part of the historical public open space resource network. (d) Allow for sustainable, traditional use of natural places for recreational, spiritual and resource collection purposes.*
Encourage access to opportunity, as an example, by promoting cycle routes as an alternative option to get to places of employment.	The current design proposal indicates a formal response to these routes and continues throughout the site (see ROADS above).
Encourage opportunity for interaction between different users. Here the landscape should fulfil a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	The Precinct B adjacent to the boundary of Die Boord is designed as a higher density development for lower to middle income units. Historically, development patterns occurred next to the Eerste River. In this

	location, the development has least impact.
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	The Landscape Architectural proposal by TERRA+ describes this in detail

3. CONCLUSION

It is our opinion that the present urban design team, URBA in consultation with TERRA+ Landscape Architects, presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development will result in a change to the landscape and scenic character of the site. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it believed that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit) if the necessary guidelines are followed. The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns, but we are confident that these will be addressed in consultation with the design teams during the detail design phases.

Thank you,

Liana Jansen

PrLArch SACLAP 20156, APHP PHP, ICOMOS ISSCL Vice President Africa, ICOMOS ICICH Expert Member

ANNEXURE 12

HIGH LEVEL VISUAL ANALYSIS AND LANDSCAPE FRAMEWORK

LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

TERRA+ landscape architects

LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

CONTENTS:

GENERAL CONTEXT
APPROACH
IMPLICATIONS FOR DESIGN
INTRODUCTION TO SITE
SYNOPSIS OF LANDSCAPE INDICATORS
HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS
LANDSCAPE APPROACH
HIGH LEVEL FRAMEWORK - PRECINCT A AND D
STREETSCAPE
HIGH LEVEL FRAMEWORK - PRECINCT B AND C
INTERFACES AND EDGE CONDITIONS
PRECEDENT IMAGES
OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

TERRA+ landscape architects

The proposed development lies in a valley delineated by the rolling hills of Papegaaiberg, composed of malmesbury shale, to the west and the sharp ascent of Stellenbosch Mountain's table mountain sandstone, to the east. The surrounding lowlands are composed of rich alluvial soils supporting agriculture, primarily viticulture, and are dissected by a prominent water course to the north, the Eerste river and to the south the lesser Blouklip river.

The property is bounded by the nearby R44 'Strand/ Broadway Boulevard' to the south and east, and the R310 'Adam Tas Street' to the north. Access to the property directly from Stellenbosch passes through the suburb Die Boord via Van Reede Road. Alternative access is off Baden Powell Drive, via the inconspicuous Van Ryn road, to the south of the property. Both of these access routes cross water courses and pose a problem since their capacity would require upgrades. Alternative access points will be considered as part of the traffic engineering exercise.

The property is described by landscape remnants of both cultural and ecological significance. The historic Libertas 'werf', a farm homestead on the estate, is a significant heritage site due to it's long-standing association with Stellenbosch is populated with a number of alien trees and indigenous trees. Currently the river course requires rehabilitation to reduce the impact of the alien vegetation and improve the quality.

The site has a natural gradient towards the river course, with north and north-west slopes currently planted with vineyard.

The farm dam and surrounding seep area has been allowed to re-wild to the natural occurring fynbos of the area.

GENERAL CONTEXT

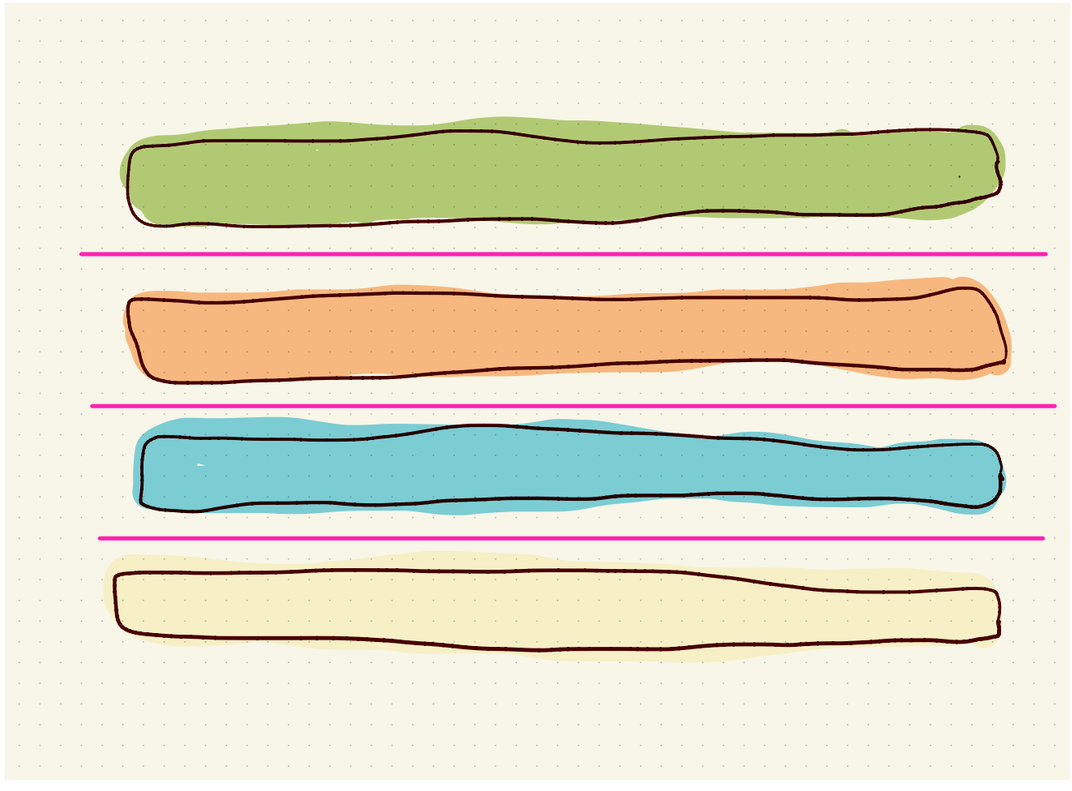


Fig. 1 Diagram depicting relationship of systems according to traditional design thinking

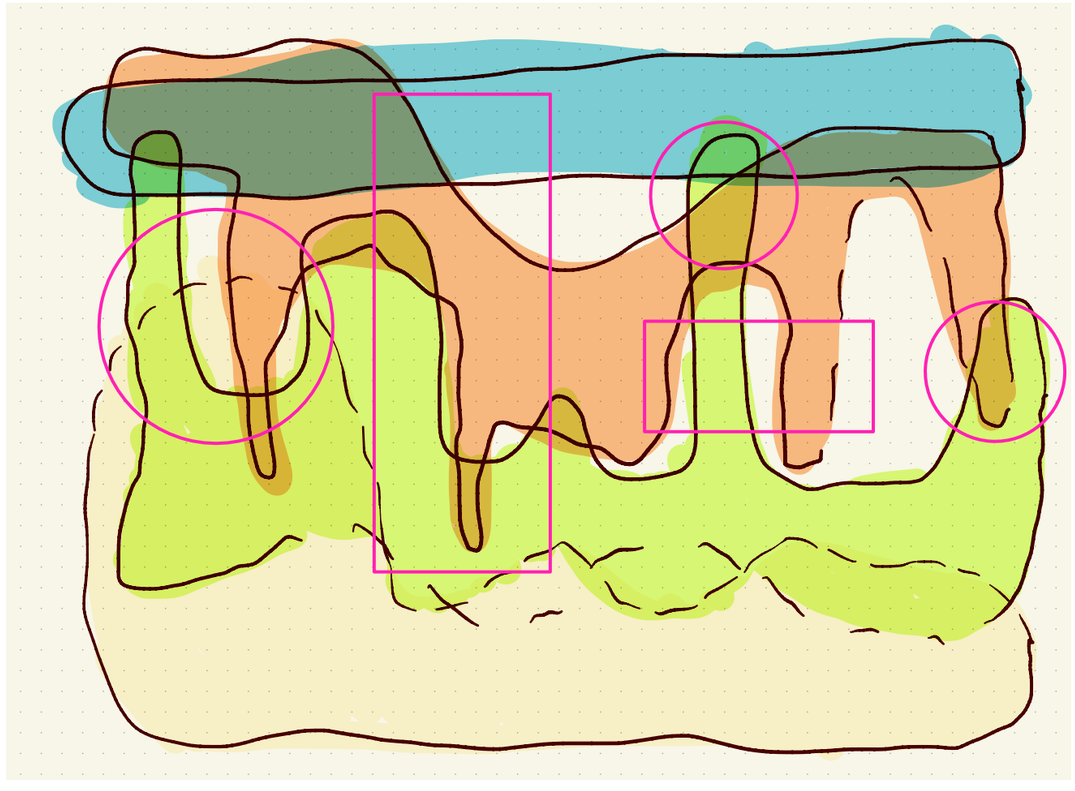


Fig. 2 Diagram depicting relationship of systems according to interactive and responsive design thinking

TRADITIONAL DESIGN

The traditional systems thinking and design approach takes the concept of the "layer cake" of systems and the interactions of these systems to find the areas of potential for development and to inform development. In principle this application of knowledge gathering and informative design is not intrinsically incorrect however the following reasons:

1. Parts are often designed in isolation and outcome or result is a sum of the parts
2. There are assumed interaction and a reliance on incidental interactions
3. The design is often mono-functional and determined
4. The outcome of design has a visual value only

INTERACTIVE AND RESPONSIVE DESIGN

The interactive and responsive design approach is in essence a systems model too, but with notable differences in the approach and the recognition of intrinsic complexity of each system and their interactions and to allow for the design to respond to these crucial aspects, most notably the following:

1. The approach accepts and understands that systems are in essence in flux
2. The design allows for possible and intentional interactions
3. That as a premise, it also allows in the design for serendipitous and unintentional interactions by virtue of the recognition of complexity
4. The ultimate value and amenity of the design lies not only in the eidetic qualities but an integration of all aspects, both visual and functional
5. The whole is an integration of the parts

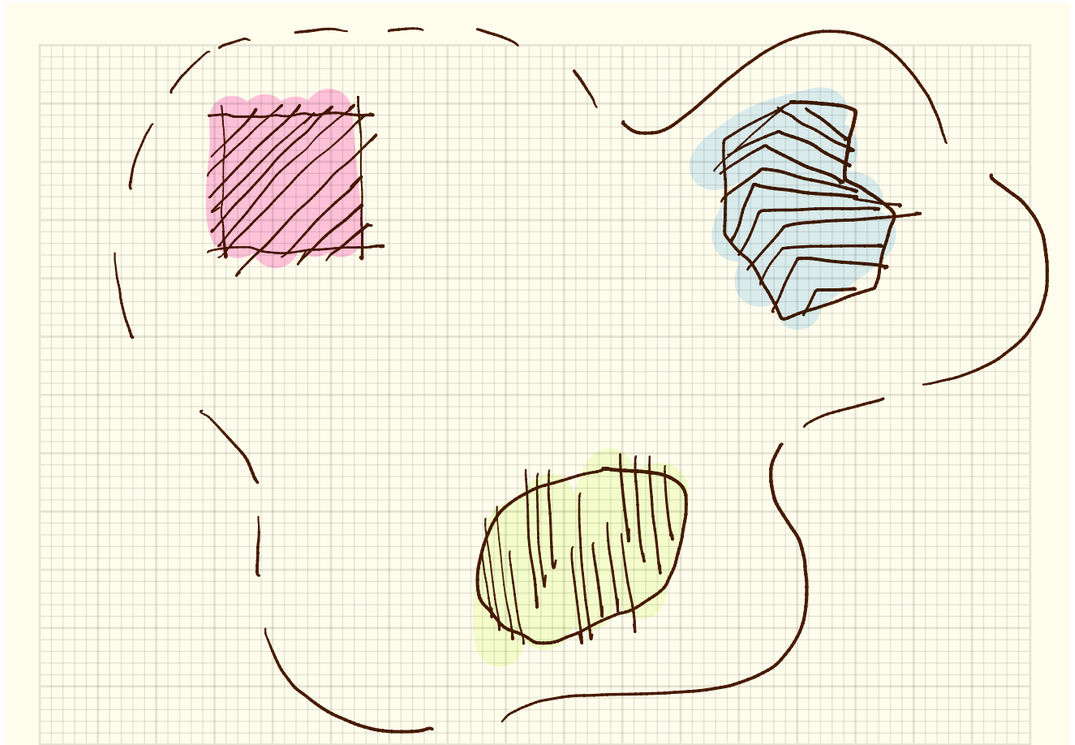


Fig. 3 Diagram of relationship of spaces

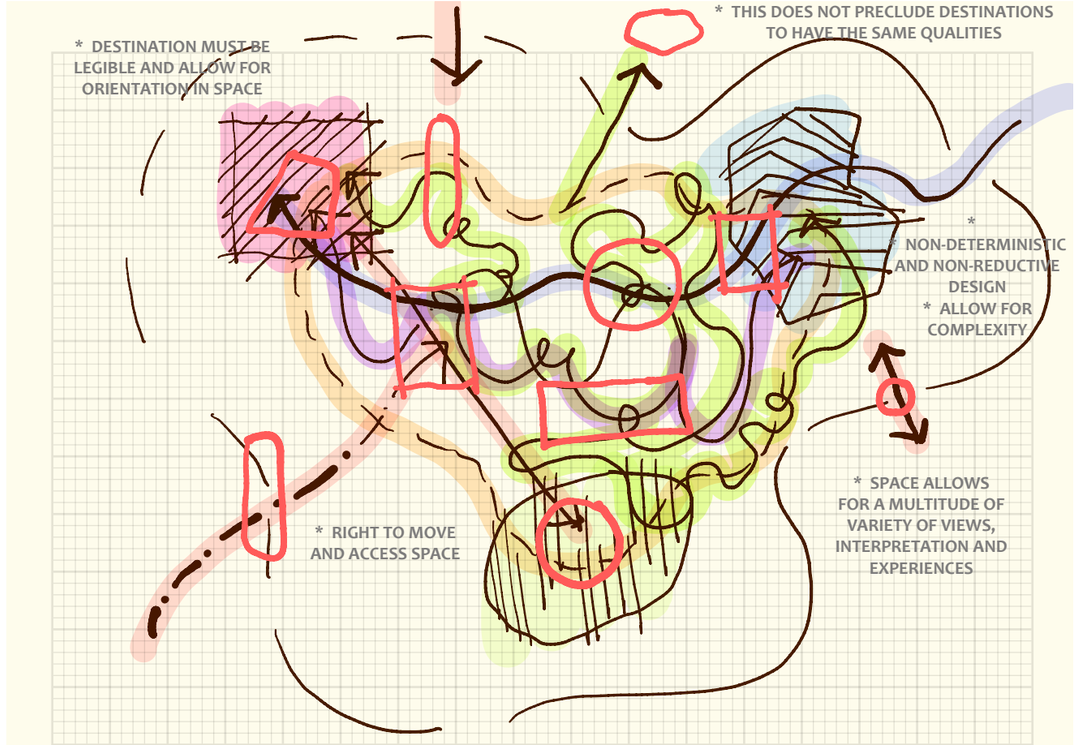


Fig. 4 Diagram of principles of spatial integration

WHAT DOES THIS MEAN?

The recognition of the complexity of spaces and the role of designing within a space forces the designer to re-assess and re-calibrate their views and challenge the accepted constructs. Design takes place in a continuum and the outcomes and interactions are not always determined. There are the possibilities of a variety of functions and qualities that can be developed and explored. The implications for ecological, social and spatial integrations lies at the core of this shift in thinking and the approach to designing in the space for people inhabiting the space. These layers and interactions of layers are also what underpin the concept of the Cultural Landscape. This was thoroughly explored and documented in the VISUAL AND LANDSCAPE CHARACTER ANALYSIS dated May 2021, and iterative discussions with the appointed Urban Designers, URBA with Henri Comri at the creative helm.

ANALYSIS AND CONCEPT DEVELOPMENT

As part of the concept development, a visual study and landscape character analysis of the site has been completed. The rural quality of the area and the particular layout of the werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

Together with the appointed professional team, consisting of:
URBA (Henri Comri) - Urban Designers and Architects
Liana Jansen and Marike Franklin - Heritage
Firstplan (Gideon Roos)- Town Planners
Doug Jeffrey - Doug Jeffrey Environmental Planners

TERRA+ Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. This included comments raised by Liana Muller and Marike franklin dated 02.02.2021 and the issues raised as part of the analysis and recommendations. These include the Development Criteria as per the Stellenbosch Conservation Management Plan (2019) in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIb (heritage area).

Fig. 5 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)

Fig. 6 Diagram of agricultural mosaic depicting heritage nodes

Fig. 7 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

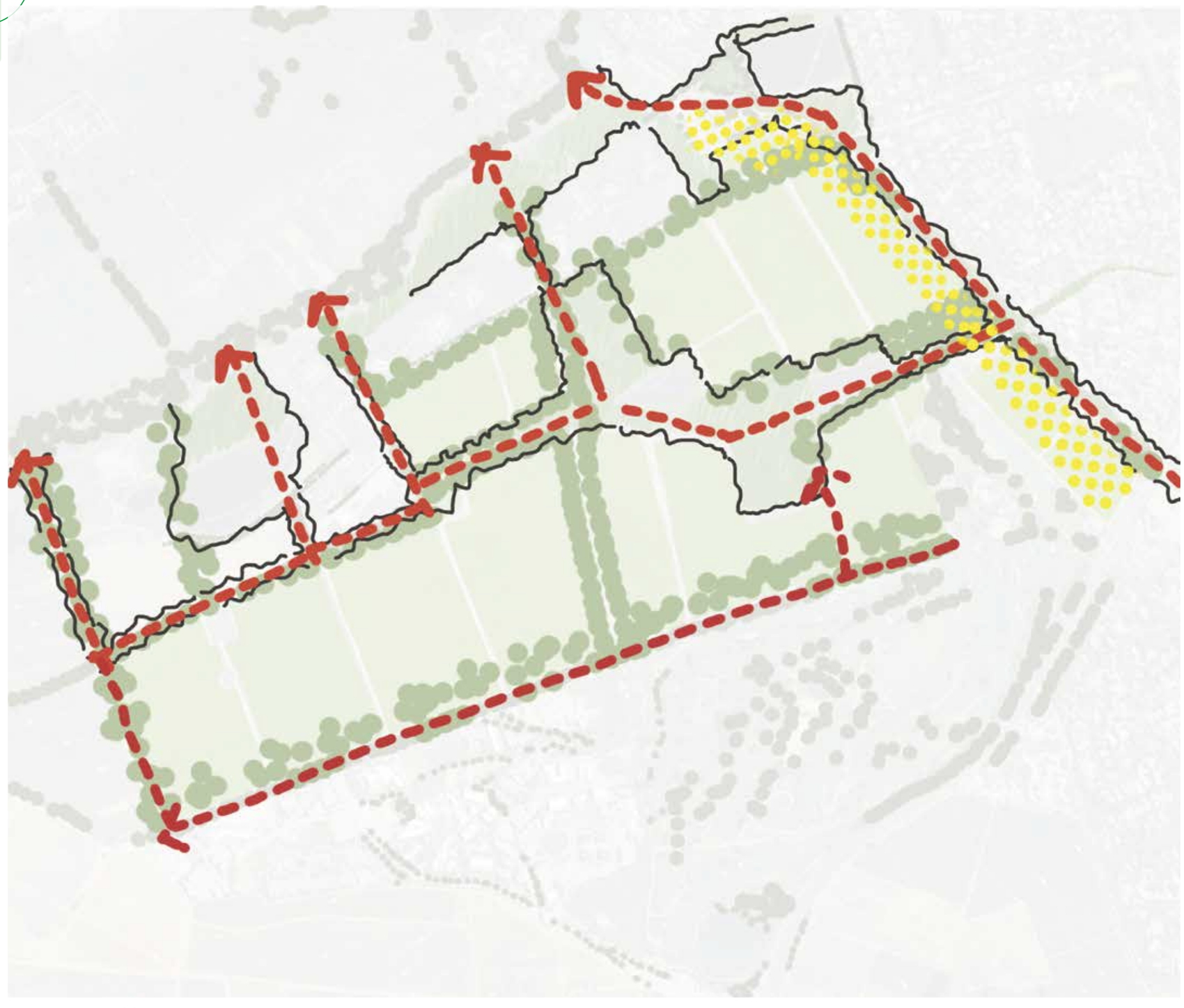


Fig. 8 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site

Fig. 9 Diagram of two different character zones on site

Fig. 10 Discussion diagram of framework plan

ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT ERODED LANDSCAPE PATTERNS

RE-CONNECT TO THE ECOLOGICAL CORRIDOR

RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER

Fig. 11 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

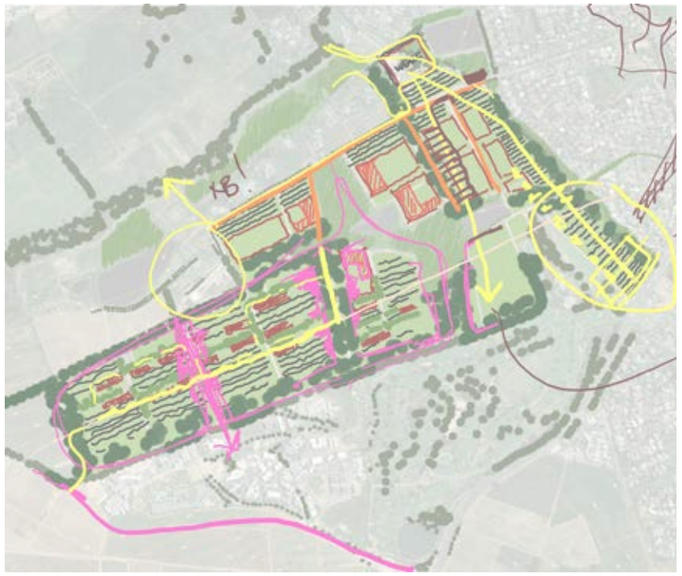


Fig. 12 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
- LINEAR DEVELOPMENT ON WESTERN PORTION OF THE SITE USING THE CONTOURS TO ESTABLISH DEVELOPMENT PATTERN
- POSSIBLE HIGHER INTENSITY DEVELOPMENT ALONG EASTERN EDGE
- RETAIN AN CLEAR LINE OF SITE FROM THE WERF TO THE SITE CONTEXT

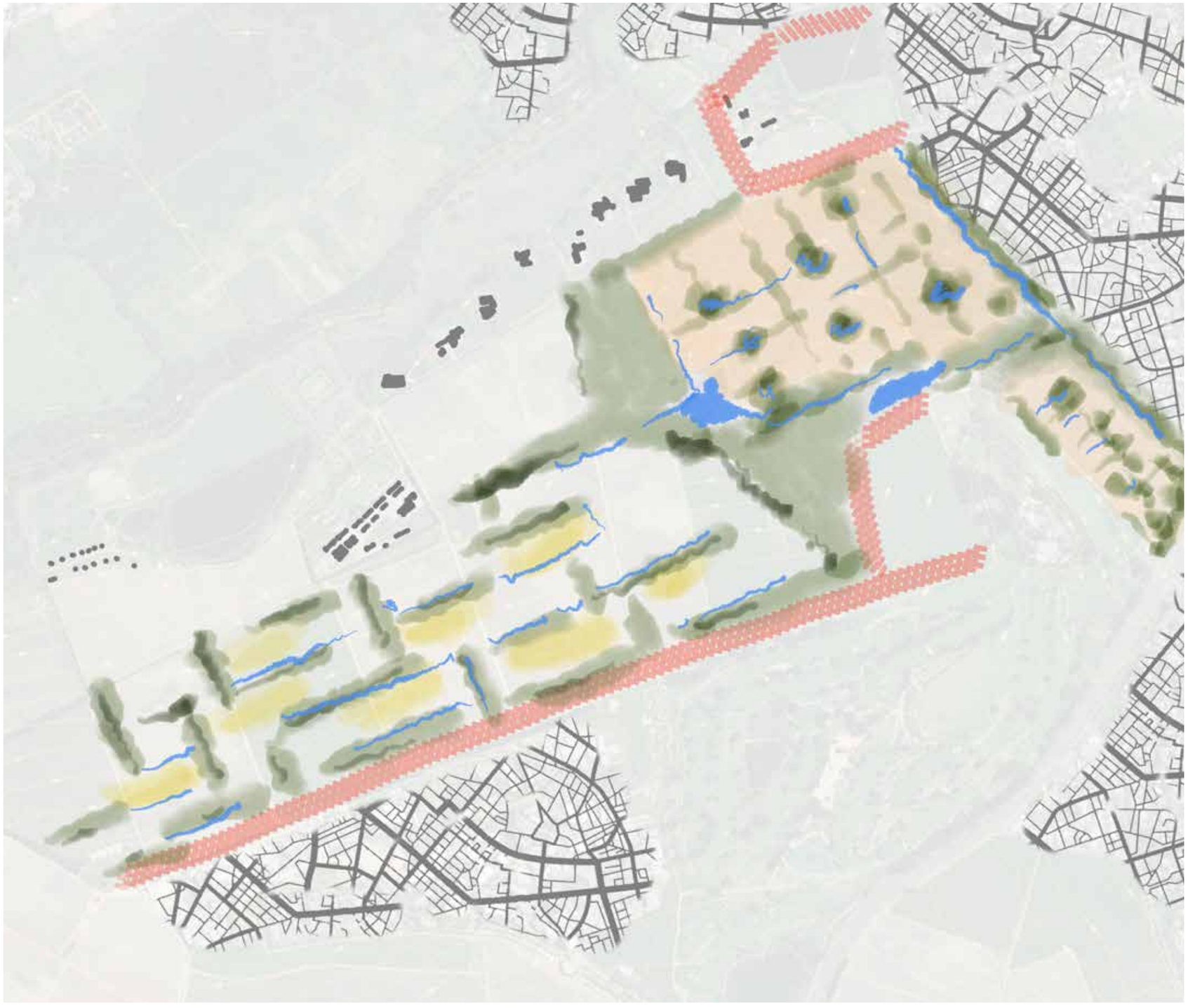


Fig. 13 Design response to historic landscape identity

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

SYNOPSIS OF LANDSCAPE INDICATORS - EXTRACT FROM VISUAL AND CHARACTER ANALYSIS DOCUMENT

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Fig. 14 Overall HLFP indicating the various areas* as described in the Urban Design Framework by URBA

HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS

* FOR THE PURPOSE OF SYNERGY THE SAME PRECINCT NAMING AND NUMBERING UTILISED BY THE URBAN DESIGNERS WILL BE USED TO DESCRIBE THE VARIOUS LANDSCAPE AREAS

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1 _ *PRECINCT A AND ASSOCIATED CONNECTED GREEN SPACES*

PRECINCT LANDSCAPING

The landscape approach is a strategy of management of various spaces, transition spaces, connection and systems rather than over-design elements that have little to no contributing value to the overall precinct. To this end the following aspects will be explored:

Natural River Course and Ecological Connections

Although the site has no direct boundary to the river, the presence of the river is an important link to the broader context and connection to the river is essential for developing a sound ecological matrix for the development. The river is one of the most valuable assets and potential amenities for the proposed development and requires rehabilitation to a more natural state, closer to an functional, healthy ecological system. The success of this will determine the future use and potential of this amenity and positive connection to the broader context.

Man-made connections and Storm-water Management

Storm-water management of the development is intended to be managed through a system of swales, channels and detention ponds prior to being discharged into the river system. The management of storm-water will follow the SUDS principles developed for the City of Cape Town. These systems will be planted with suitable plant material endemic and indigenous to the area. This will ensure the crucial biodiversity connectivity and continuity.

There will be a hierarchy of systems connecting the storm-water management at the source and connecting continuously to the larger detention facilities allowing recharge of the ground-water.

Fig. 15 Examples of path design, construction, materiality and planting

Pathways, Edges and Accessibility

Accessibility of the river and other green corridors is essential to the success and integration of the development to the context. These linkages are also integral to the heritage layer and heritage response of the development. Further linkages can be strengthened by providing pedestrian access to the river. The footpaths will connect to the overall pedestrian infrastructure. To ensure the survival of the natural systems the pathways and routes will be fixed and determined, constructed from natural material in a in a contemporary rendition of a traditional path.

Fig. 16 Example of seasonal mowing regime in practice, where meadow space becomes social amenity

Fig. 17 diagram depicting relationship between forest and meadow, illustrating hedgerow biodiversity

Meadows and Hedgerows

An important aspect of the farm and the rural nature is the presence of meadows or fallow fields and vineyards edged by the clusters of trees and/or forest. From the major approach road,the buildings of this precinct are seen in the distance with the vineyards, fields and a farm dam in the foreground. This is one of the landscape typologies that provides such a strong rural character to the site. As with the river corridor and development of the ecological corridors, this aspect must be developed to become a real amenity for the development. The vegetation around the existing farm dam can be further enhanced with rehabilitated fynbos planting to create a diverse ecology for the site and seasonal interest and amenity for the inhabitants.

The mono-culture nature of the fallow fields can be re-rehabilitated to closer resemble clearings which would naturally occur between densely planted areas. The transition between one landscape type to another will provide seasonal variety and diversity which is currently lacking in the landscape.

This would provide a further extension of the ecological connection, with re-planted fynbos hedgerows as edging to the forested areas. Pathways through the meadows and forests can be less structured and follow seasonal whims and notions, with mown paths that are allowed to disappear during transitions between seasons.

Where these fynbos hedgerow edge the intended food gardens species can be chosen that are naturally edible and forage plants. It is a landscape of transition and seasonal interest with a strong ecological back-bone and connection to the context.

Fig. 18 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants

Fig. 19 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity

Fig. 20 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic

Fig. 21 Interstitial spaces - supports social and recreational opportunity, merges development typologies

Fig. 22 Storm-water hydrology - facilitates ecological connectivity, provides amenity

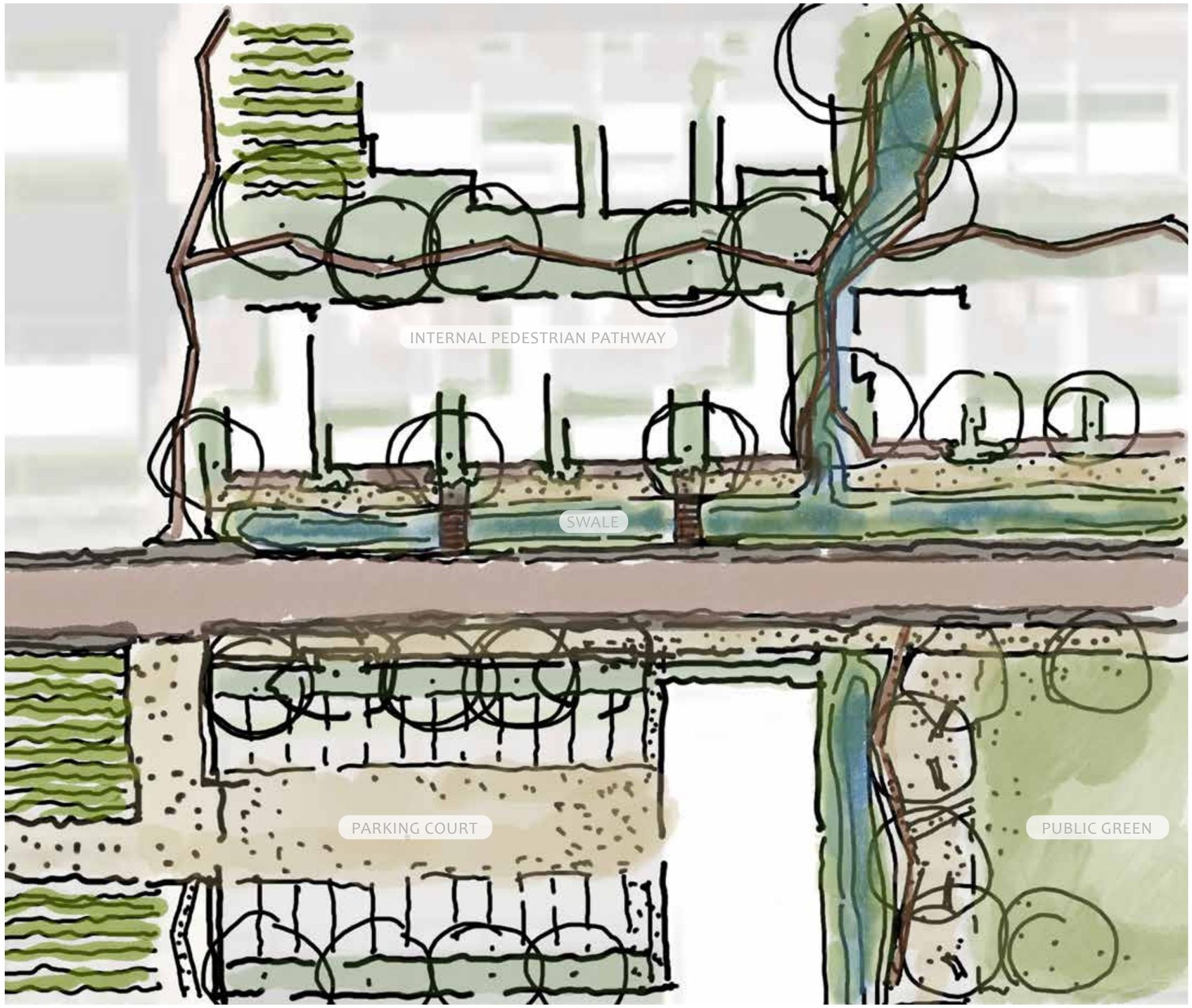

Fig. 23 Streetscape diagram of main order street with movement network linking residential development, parking, public open space, green space and agriculture

Fig. 24 Site with residential area indicated in red

Fig. 25 Residential area with street-scape indicated in red

- MAIN CIRCULATION ROAD
- MIXED-USE EDGE
- PEDESTRIAN WALKWAY
- TRAIL THROUGH GREEN BELTS

STREETSCAPE

GREEN CONTINUITY

* Flowing lines of movement, green corridors and SUDS systems combine in a robust, cohesive fabric

MULTIDIMENSIONAL

* Edges and canopy are crucial in shaping dynamic spaces that people experience with all their senses.

SHARED ACCESS

* Non-hierarchical movement and soft edges support an inclusive approach to access and transit

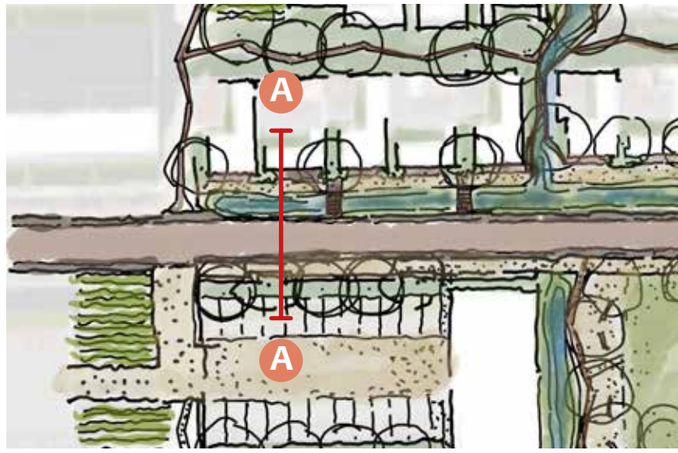

Fig. 27 Streetscape excerpt with section line A indicated in red

CREATING PLACE

* Contoured slopes mediated by permeable strata: roadway, parking platforms stitched with walkways and seating

Fig. 26 Section A, typical section through storm-water swale and main order street, from residential development to embankment and parking

STREETSCAPE - INDICATIVE SECTION A

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GREEN MATRIX

* Integrated Ecological Corridor/Storm-Water Management matrix provides a functional recreational amenity

SHARED ROUTES

* Shared-space movement networks shift hierarchy from vehicle dominant to community orientated

TRANSITION

* Agricultural/green development mosaic (semi-rural landscape domain) stitches rural and urban typologies

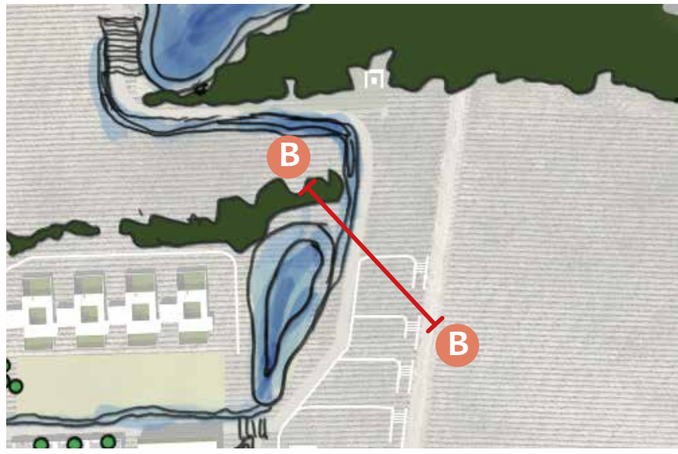

Fig. 29 Streetscape excerpt with section line B indicated in red

Fig. 28 Section B, typical section through secondary order road, from storm water swale to permeable stone drainage channel and agricultural vineyards

STREETSCAPE - INDICATIVE SECTION B

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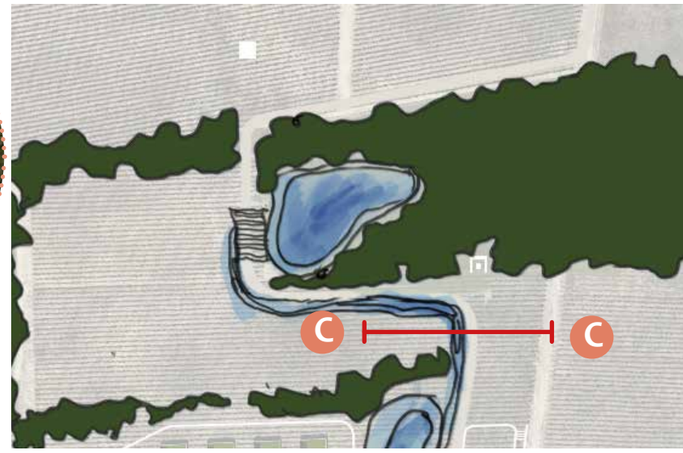


Fig. 31 Streetscape excerpt with section line indicated in red

UNIQUE CHARACTER

* Identification and preservation of cultural and ecological heritage resources contributes to place making

HEALTHY STREETS

* Design to support healthy environments and lifestyle choices. by integrating active and 'green' engagement

PROTECT VIEWS

* Develop experience and identity through identification and preservation of site views and vistas

Fig. 30 Section C, typical section through second order road, passing between agricultural vineyards

STREETSCAPE - INDICATIVE SECTION C

Fig. 32 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants

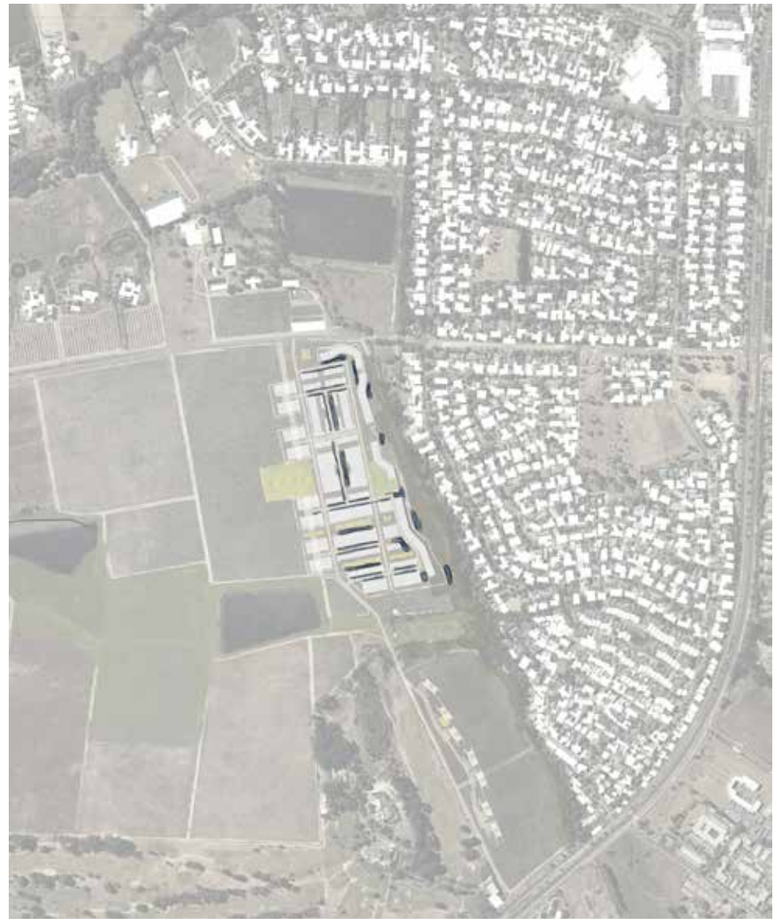


Fig. 33 Storm-water hydrology - facilitates ecological connectivity, provides amenity

HIGH LEVEL FRAMEWORK - PRECINCT B AND C

Fig. 34 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity

Fig. 35 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic

Fig. 36 Interstitial spaces - supports social and recreational opportunity, merges development typologies

2 _ PRECINCT B AND ASSOCIATED SPACES

The higher intensity development on the eastern portion will provide a more dense configuration of dwellings units and therefore the internal green spaces and their connection to the broader landscape is of utmost importance.

Visual and Physical Connections

Due to the density envisaged for this portion the inhabitants will require ample outdoor space and should be allowed to access the broader site as a direct amenity. Clear visual line and physical connectivity will be integrated with the storm-water management systems. Footpaths and pedestrian links will continue to the broader pedestrian network.

It is important that a continuous green seam runs through the development and so anchors this portion to the broader identity and sense of place albeit a much higher density.

Streets and Storm-water Management

The street verges will play a crucial part in the green connectivity. A hierarchy in street parameters will provide a variety of applications to ensure pedestrian dominance and connection the overall pedestrian network of the site and overall development.

Certain conscious design decisions such as limiting pavements in the secondary streets and narrowing the hard-surface will further provide traffic calming and pedestrian friendly environments. Storm-water is integrated in the street design to connect to the proposed green corridors which also function as storm-water management systems.
Subtle shifts in the alignment forces motorists to slow down and provides traffic calming without the need for obtrusive speed-bumps.

Paving and other materials will be chosen to enhance the rural quality of the development, but with a contemporary application and design intent.

Pathways, Edges and Accessibility

The design intent is to provide ample pedestrian pathways and connectivity to the entire site. This will allow for active surveillance of open spaces. Where street reserves are less than 12 m the intent is not to have any pavements but rather treat the streets as pedestrian dominant zones.

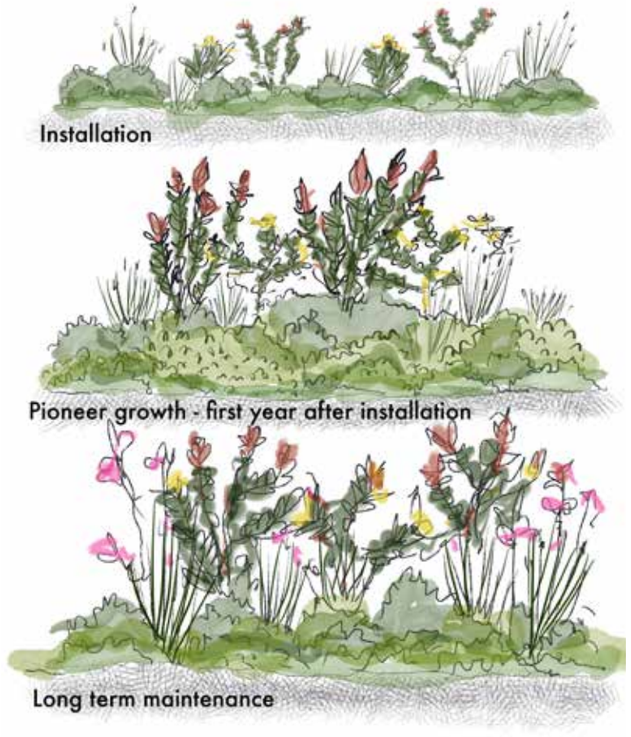
Pedestrian paths and board-walks will connect to the internal streets to provide a continuous pedestrian system and will be managed as insertions in the natural landscape where these paths are determined and permanent. The areas such as the meadows where there is a seasonal quality pathways can be mown and have a seasonal interest and adaptability.

Ecology and People

In all instances where soft-landscaping is applied the recognition of the broader ecology is paramount. The influence of ecology on the daily life should be celebrated and the diversity of various ecosystems on the site must be enhanced and developed. It should be understood that the health of the micro system is dependant on the health of the macro system and visa-versa. Maintenance then becomes self evident and the strategy to retain and maintain verges and other green spaces are crucial for a sustainable and resilient landscape.

Where erven are adjacent to the river corridor, meadow or forest, the interface must be managed with long-term landscape strategies to retain the natural interactions of a healthy ecology. This may require certain erven to have a ecological servitude as an extension to the erf boundary.

Fig. 37 Typical section of the relationship of planting and accessibility to edible and fragrant plants



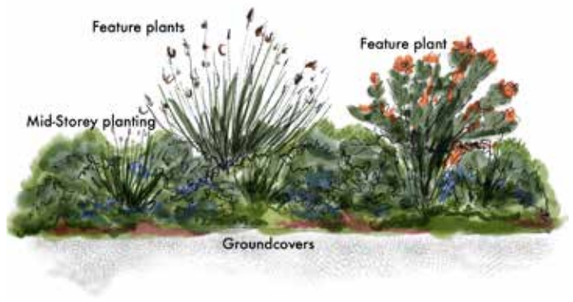


Fig. 38 A series of illustrations explaining the concept of design through maintenance and recognising the role that the natural senescence plays in developing a resilient planting strategy.

Edge conditions and buffer areas

The unique setting of this portion or parcel of the development is that it is adjacent to an number of varying ecological conditions and the potential to provide an internal spine as connection to the broader context and ecology. The use of allotments and an accessible, sustainable, and harvestable landscape allows for the implementation of interesting and unusual landscape typologies.

Senescence and the landscape

The landscape approach and strategy or methodology will be one of mimicking the planting and grouping of plants in their natural setting and allowing for the active development and action of senescence to take place. This implies that the maintenance period is an active part of the design process and future implementation of soft-landscaping should take this into account.

It is a landscape where the seasonal qualities of the landscape is understood and enhanced to allow for a year long change and interest in the landscape.

Edible gardens and harvestable landscapes

Due to the nature of the site and the rural qualities that must be enhanced and developed, the notion of an edible garden or harvestable landscape is useful. The site lends itself to the structured planting of such a landscape and the various transition zones between urban and agriculture, Forest and meadow, Meadow and vineyard allows for these zones to be occupied by hedgerow planting and a transition to more agricultural planting to encompass this idea of a garden with variety and bounty.

GREEN BUFFER

* Agriculture to function as buffer between development and ecologically sensitive areas

SOCIAL AMENITY

* Integrate sensitive, interactive recreational opportunities to consolidate urban and rural typologies

GREEN LINKS

* Identify local eco-systems and areas of ecological importance to be protected and enhanced.

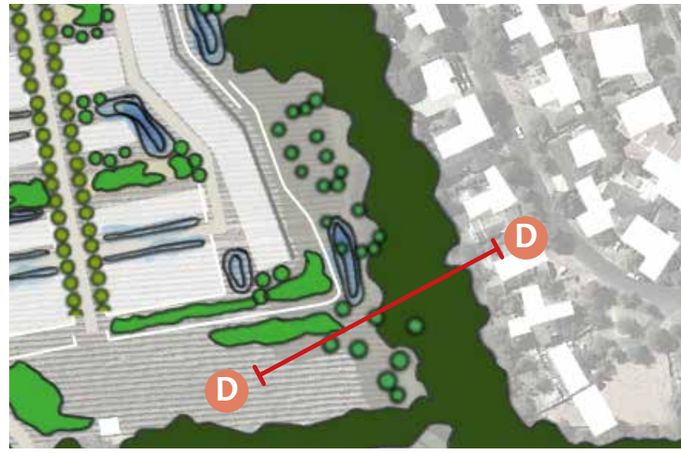


Fig. 40 Landscape excerpt with section line D indicated in red

RIVER CORRIDORS

* Preserve the functional integrity of natural hydrological systems and support associated biodiversity.

Fig. 39 Section D, typical section through recreational path and boardwalk, passing between agricultural vineyards

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION D

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URBAN EDGE/WALL

* Building edge and connection to intense urban development
* Active surveillance
* Opportunity to engage with green systems

ACCESS PATHWAYS

* Pedestrian pathways as part of overall pedestrian network
* Connect werf and historical green system to ecological network

ECOLOGY

* Rehabilitate and protect ecological systems
* Connection to the broader green network and historical outspan and green infrastructure

Fig. 42 Landscape excerpt with section line E indicated in red

EXISTING URBAN EDGE

* Recognition of existing urban edge
* Public access to green system and context

E

E

Fig. 41 Section E, typical section of recreational path and terrace interface between development and greenbelt with stream frontage

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION E

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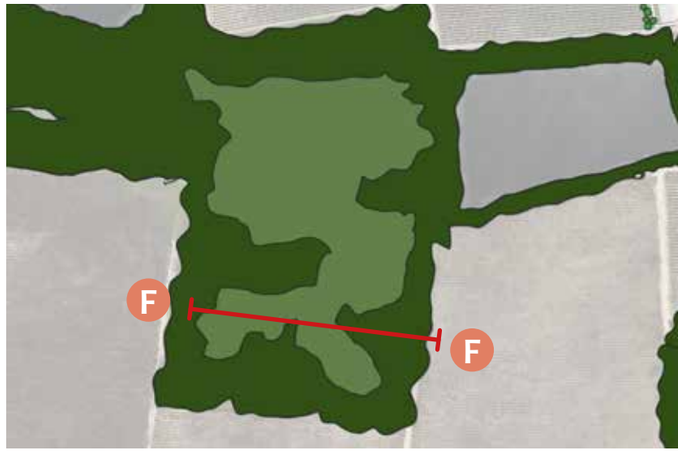

Fig. 44 Landscape excerpt with section line F indicated in red

RE-WILDING

* Re-planting of indigenous forest species
* Create a connection to the green matrix
* Forest edge and hedgerow

SEASONAL

* Natural fields and meadows
* Seasonal interest with variation
* Amenity with incidental pathways

INTERACTIONS

* Increased interaction between agriculture and natural vegetation
* Interesting edges with increase potential for biodiversity and ecological connections i.e. beetle banks

DIVERSITY

* Establish a landscape identity through connection to wilderness
* Natural hedgerows facilitate an increase of biodiversity

Fig. 43 Section F, typical section of meadow and mown recreational paths between woodland and green belt

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION F

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Fig. 45 Path design with central drainage channel

Fig. 46 Indigenous fynbos planting in swale

Fig. 47 Detention pond planting

Fig. 48 Swale planting on verge of path

Fig. 49 Indigenous planting in seasonal pond

Fig. 50 Indigenous planting on verge of path

PRECEDENT IMAGES - VERGE DESIGN AND PLANTING

Fig. 51 Composite high level framework plan diagram indicating areas

OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

1. Entrance Avenue
2. Historic Landscape Patterns
3. Embedded ecology and green systems - Development as per Urban Design Framework
4. Connection to broader green network and ecology
5. Increased indigenous tree planting and fynbos planting - increased diversity and green connection
6. Embedded ecology and green systems - Development as per Urban Design Framework

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26 Fig. 47 Detention pond planting
26 Fig. 50 Indigenous planting on verge of path
27 Fig. 51 Composite high level framework plan diagram indicating areas

LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

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VISUAL AND LANDSCAPE CHARACTER ANALYSIS

CONTENTS:

METHODOLOGY
CONTEXT: MACRO
CONTEXT: LOCAL
RELATIONSHIP TO BROADER LANDSCAPE
CONTEXT: SITE
SITE POTENTIAL AND RESPONSE
LANDSCAPE HERITAGE
LIST OF FIGURES

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METHODOLOGY

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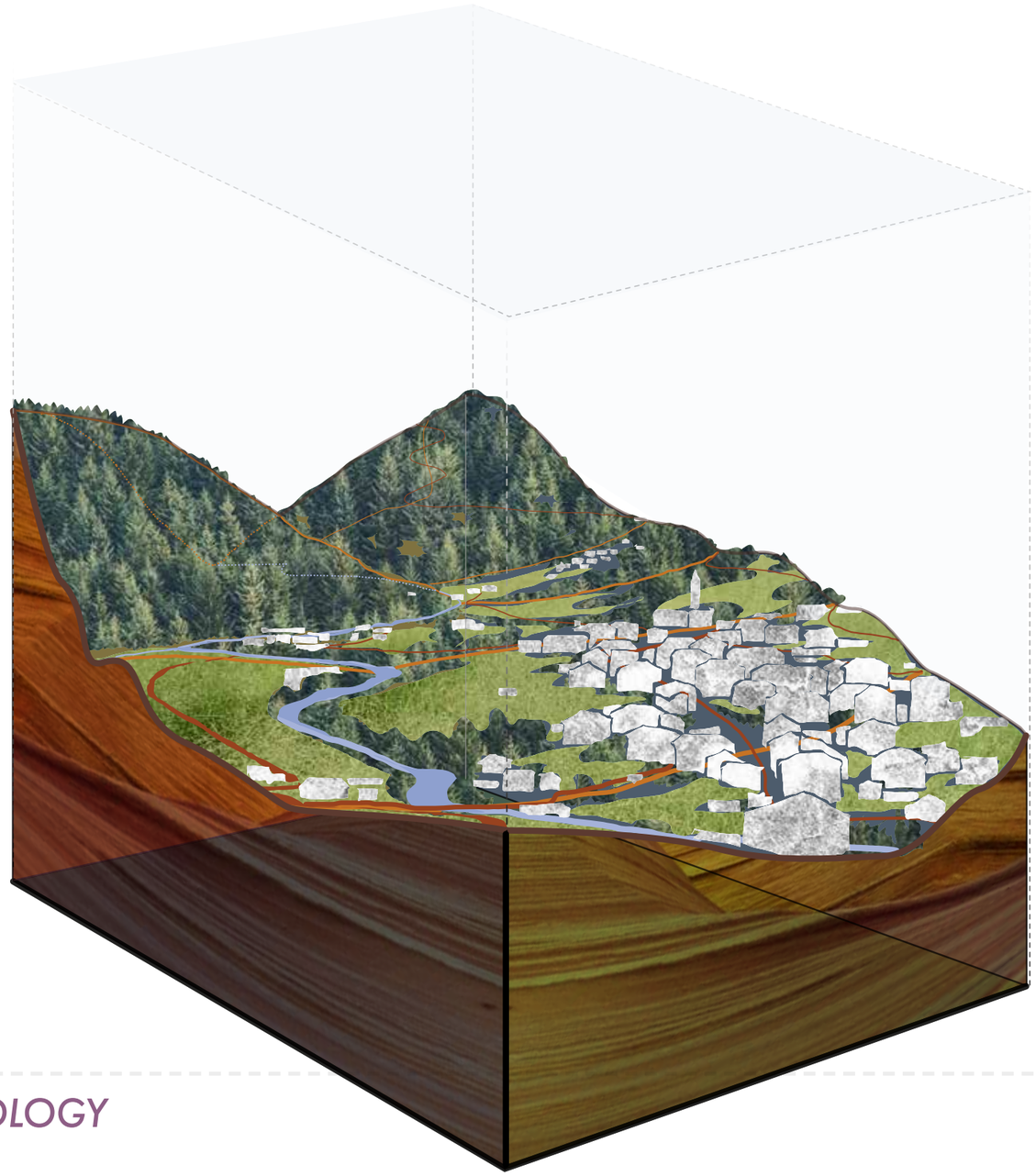
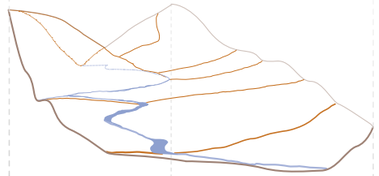
Methodology:

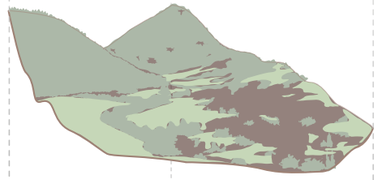
The analysis starts with the macro context, exploring the significance of the site within the city context, and then narrows into the local and site context. The environmental, physical and historical context is evaluated at these different scales.
Capturing of cultural landscape elements runs parallel to this exercise, as the environment in which the site is located is rich in cultural heritage and scenic significance.



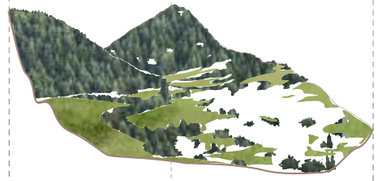
- DEVELOPMENT



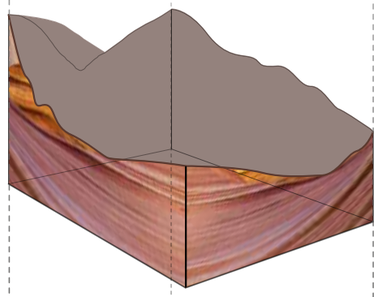
- HYDROLOGY



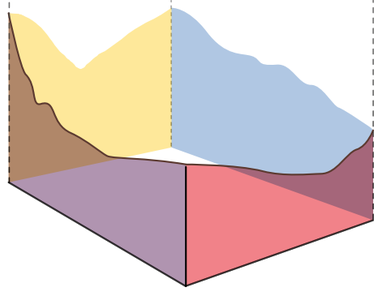
- LAND USE



- VEGETATION



- GEOLOGY



- SITE EXTENT

Cultural Landscapes Continuum

DESIGNED LANDSCAPES	VERNACULAR LANDSCAPES	ASSOCIATIVE LANDSCAPES		
CONSCIOUSLY ORDERED	ORGANICALLY EVOLVED		ETHNOGRAPHIC LANDSCAPES	HISTORIC SITES
Gardens and parklands constructed for aesthetic reasons, often associated with religious spaces and/or monumental buildings/ and ensembles	Rural historic districts and agricultural landscapes - single farm complexes or entire districts of historic farmsteads along river valleys Relic (fossil) / continuing	Hunting grounds, initiation sites, ancestral lands, significant by virtue of powerful religious, artistic or cultural associations with natural elements rather than material cultural evidence	Ancient rock art sites; sacred religious sites, massive geological formation sites, and contemporary settlements containing a variety of natural and cultural elements identified as heritage resources by the people with which they are associated	Battlefields, burial sites, presidential homes and properties deemed significant by their virtue of their association with historic events, activities, practices, persons or groups of people

LANDSCAPE DOMAIN TYPOLOGY

RURAL
Unaltered to green altered landscape

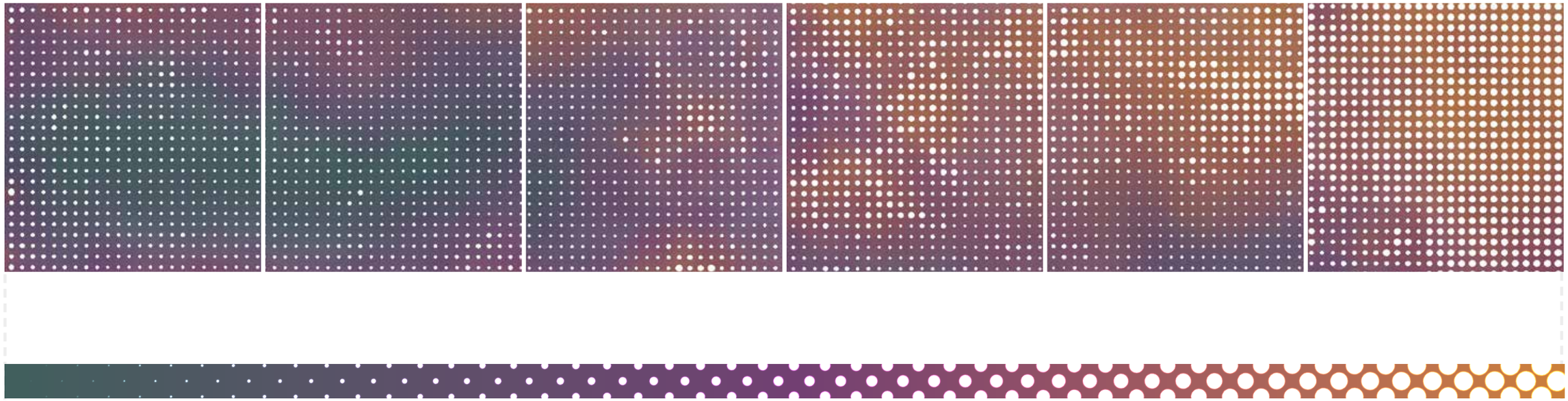
BUILT
Green altered to green developed landscape

SITE-SPECIFIC
Concentrated developed landscape

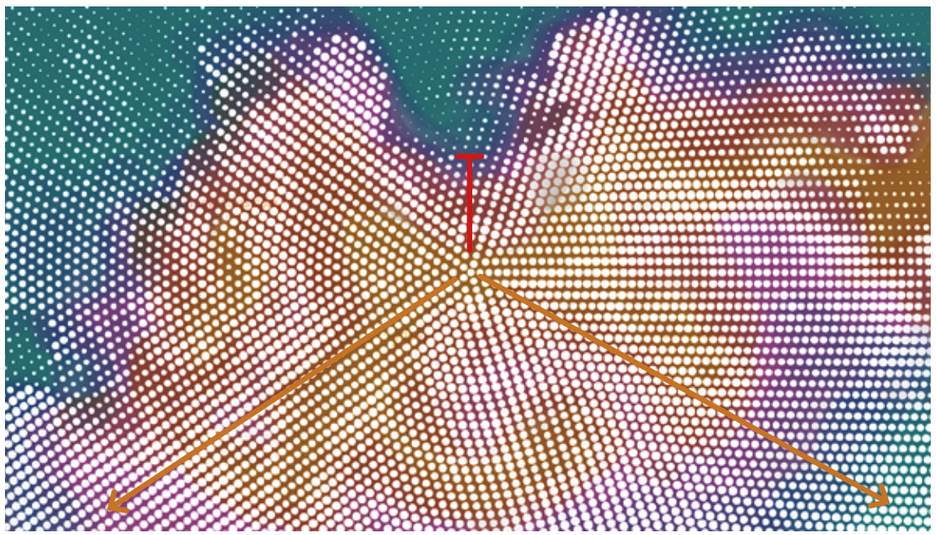
LANDSCAPE DOMAIN CONTINUUM

WILDERNESS ⟵ TRANSITION ⟶ URBAN

LANDSCAPE DEVELOPMENT CONTINUUM



UNSUITABLE / UNFAVOURABLE ← TRANSITION → SUITABLE / HOSPITABLE



DEVELOPMENT PRESSURE: POTENTIAL FOR EXPANSION

METHODOLOGY

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LANDSCAPE DOMAIN TYPOLOGY

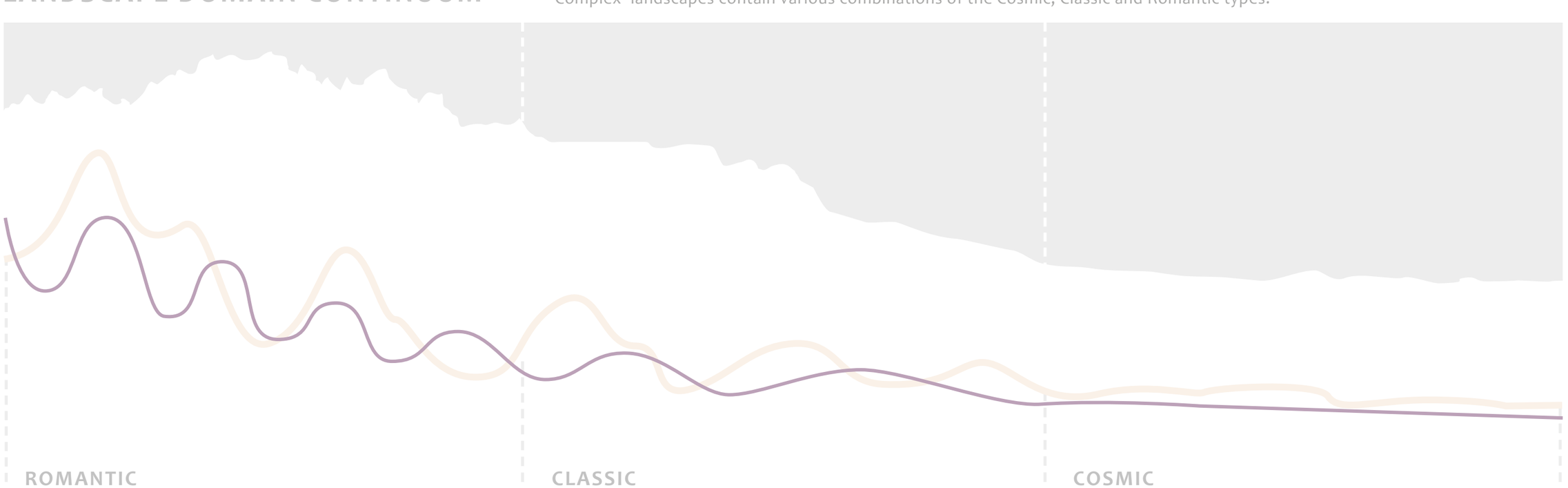
ROMANTIC
Earth-dominated landscape

CLASSIC
Earth-sky balanced landscape

COSMIC
Sky-dominated landscape

LANDSCAPE DOMAIN CONTINUUM

‘Complex’ landscapes contain various combinations of the Cosmic, Classic and Romantic types.



LIBERTAS

CONTEXT: MACRO

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Fig. 1 Macro context with Libertas site shaded in purple

CONTEXT

The site for proposed development lies in a valley formed by rolling hills composed of malmesbury shale, to the west, and the sharp ascent of Stellenbosch mountains to the east. This basin in the landscape creates a natural “room” where the rural cultivated farmlands meet the urban development of the town of Stellenbosch.

This is also the start of the Hottentots Mountains and a gateway to the mountainous region of Stellenbosch, Franschoek and Paarl which is the receiving landscape after leaving the Cape Flats.

The threshold moment is significant and is further illustrated by the following figures and diagrams.

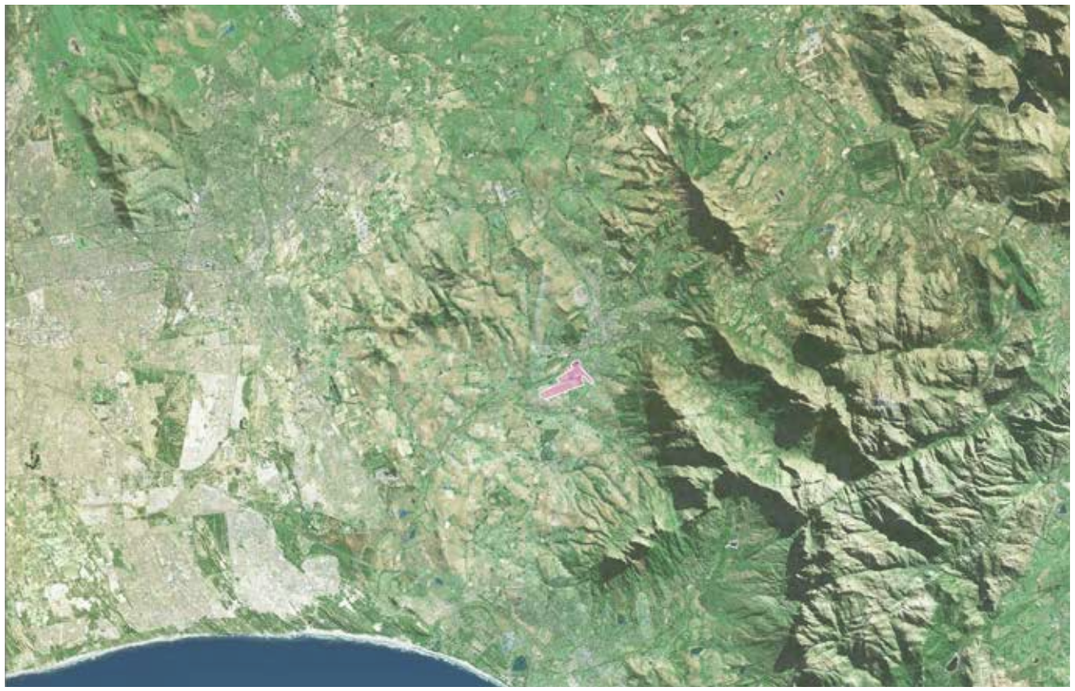

Fig. 2 Sentinal aerial map scale 1:100 000

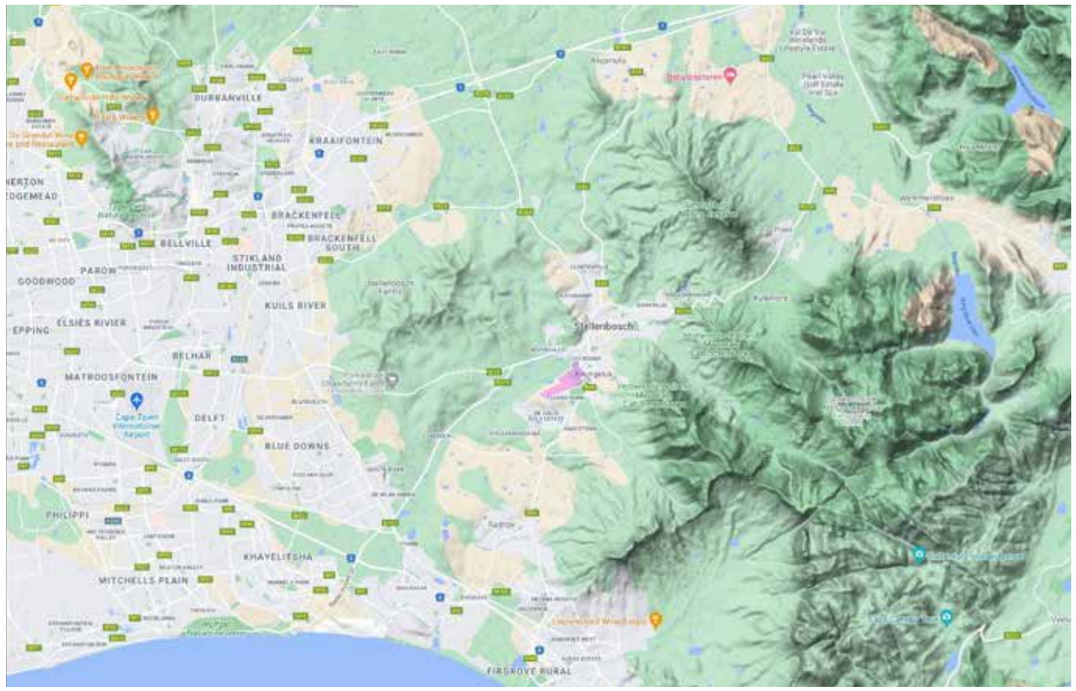

Fig. 3 Google Terrain aerial map scale 1:100 000

GEOGRAPHIC CONTEXT & LANDFORMS

- GEOGRAPHIC LOCATION - COMBINATION OF ROMANTIC, CLASSIC AND COSMIC DOMAIN TYPOLOGIES
- SIGNIFICANT LANDSCAPE UNIT OR “ROOM”
- TOPOGRAPHY AND ORIENTATION - SITE IS HELD IN THE LANDSCAPE WITH SIGNIFICANT PEAKS AND HILLS THAT PROVIDE ORIENTATION IN THE LANDSCAPE
- SIGNIFICANT IDENTITY DUE TO UNIQUE PLACEMENT AND RELATIONSHIP IN THE LANDSCAPE

Fig. 4 Graphic representation of site location in relation to immediate and broader terrain character

CONTEXT: MACRO

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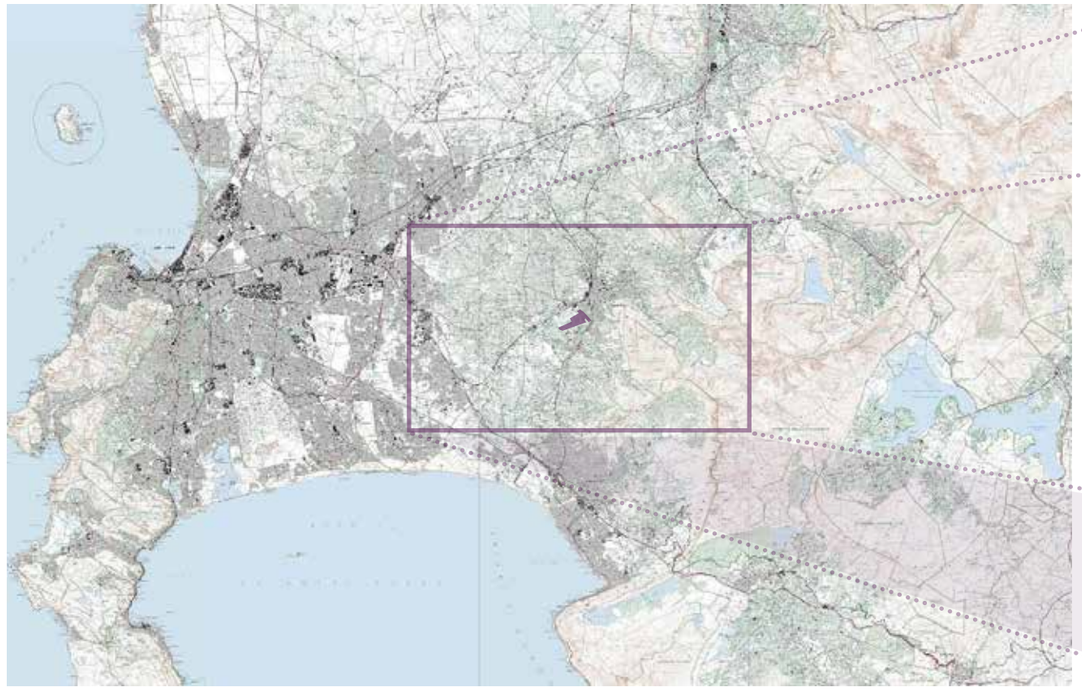

Fig. 5 Topocadastral map indicating site location in relation to City of Cape Town Metropolitan Municipality

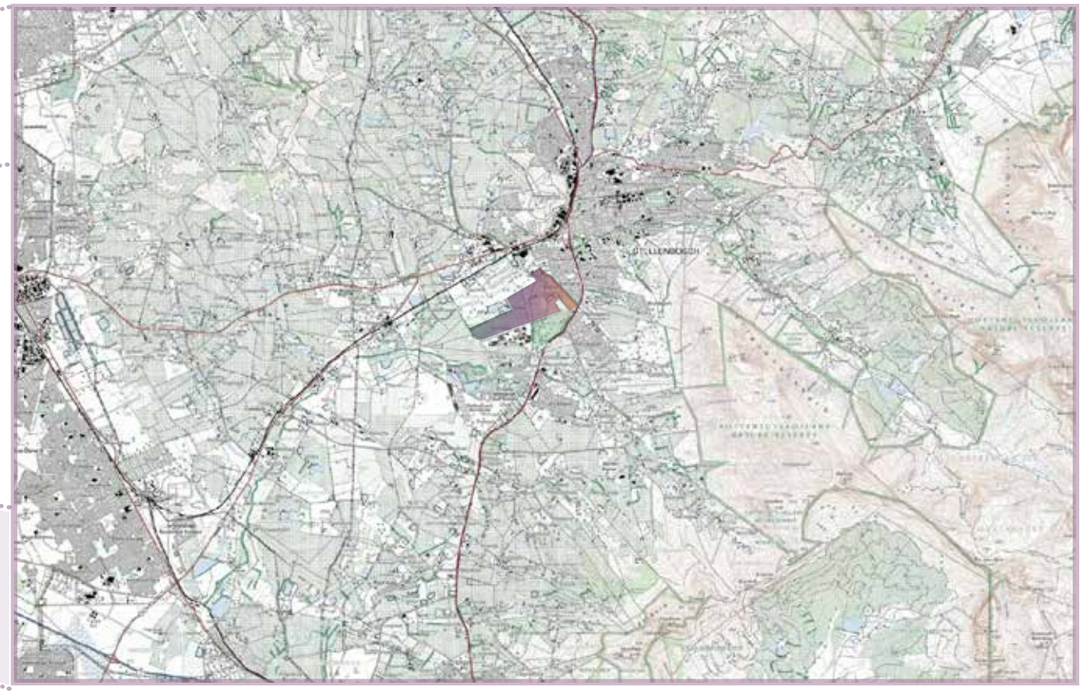

Fig. 6 Topocadastral map indicating site location in relation to Stellenbosch Municipality

LANDSCAPE DEVELOPMENT CONTEXT

- GREATER METROPOLITAN AREAS
- FAST GROWING AREA
- DEVELOPMENT PRESSURES
- CUSP OF AGRICULTURE AND URBAN DEVELOPMENT
- THRESHOLD IN THE LANDSCAPE
- TRANSITION FROM RURAL TO URBAN

Fig. 7 Graphic representation of site location in relation to expanding Stellenbosch development pressure

CONTEXT: MACRO

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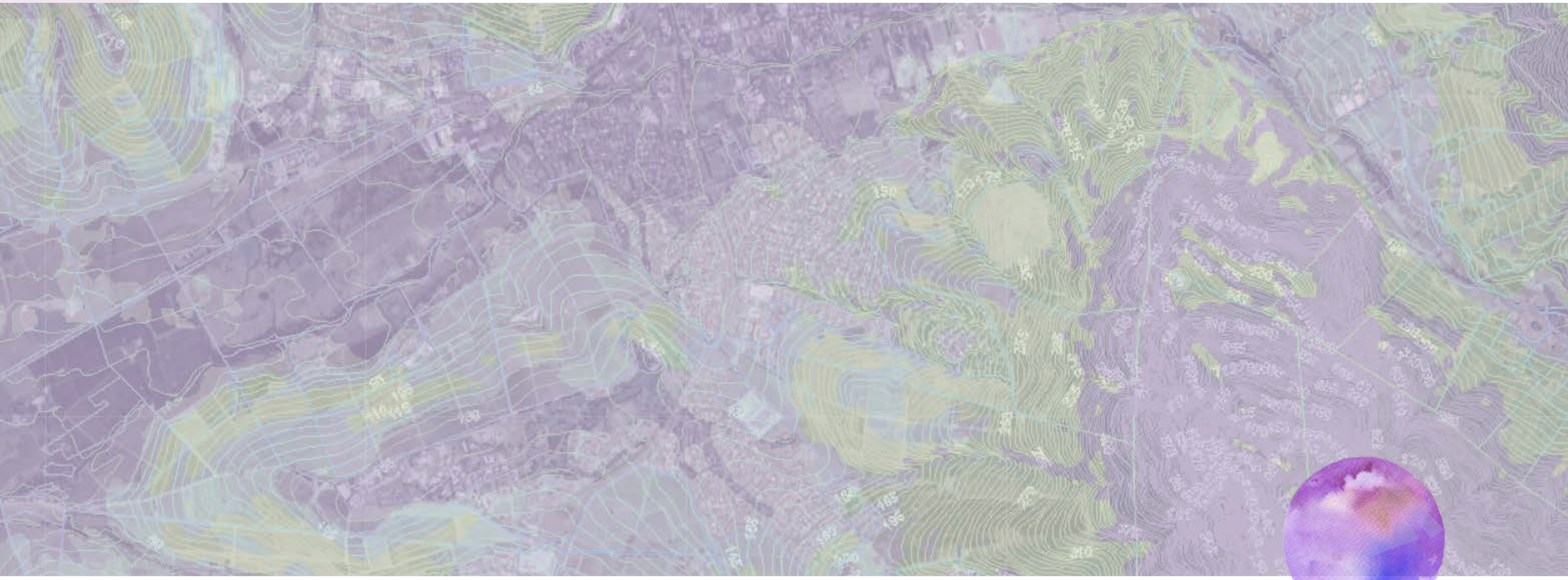

LIBERTAS

CONTEXT: LOCAL

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landscape architects

Fig. 8 Local context with Libertas site outlined in purple

CONTEXT

The site ...
Within a river basin shaped by distinct geology and edged by river
Views across to both edges of the valley
Relatively flat site
Site visible from paarl mountain
Connection to the river and river corridor of utmost importance

Visual connection to wilderness areas
Strong agricultural patterns of rows of vineyards and fields create a tapestry of textures in the landscape
Landscape patterns of planes of agricultural fields a dominant element in the landscape
Disconnected from agricultural/rural landscape along the northern edge
Combination landscape - romantic and classical (norberg-schulz definition)

Fig. 9 Illustrative section through Libertas site (B) from Papegaaiberg (A) to Stellenbosch Berg (C) with Google Earth panoramas of segments A-B and B-C

CONTEXT: LOCAL

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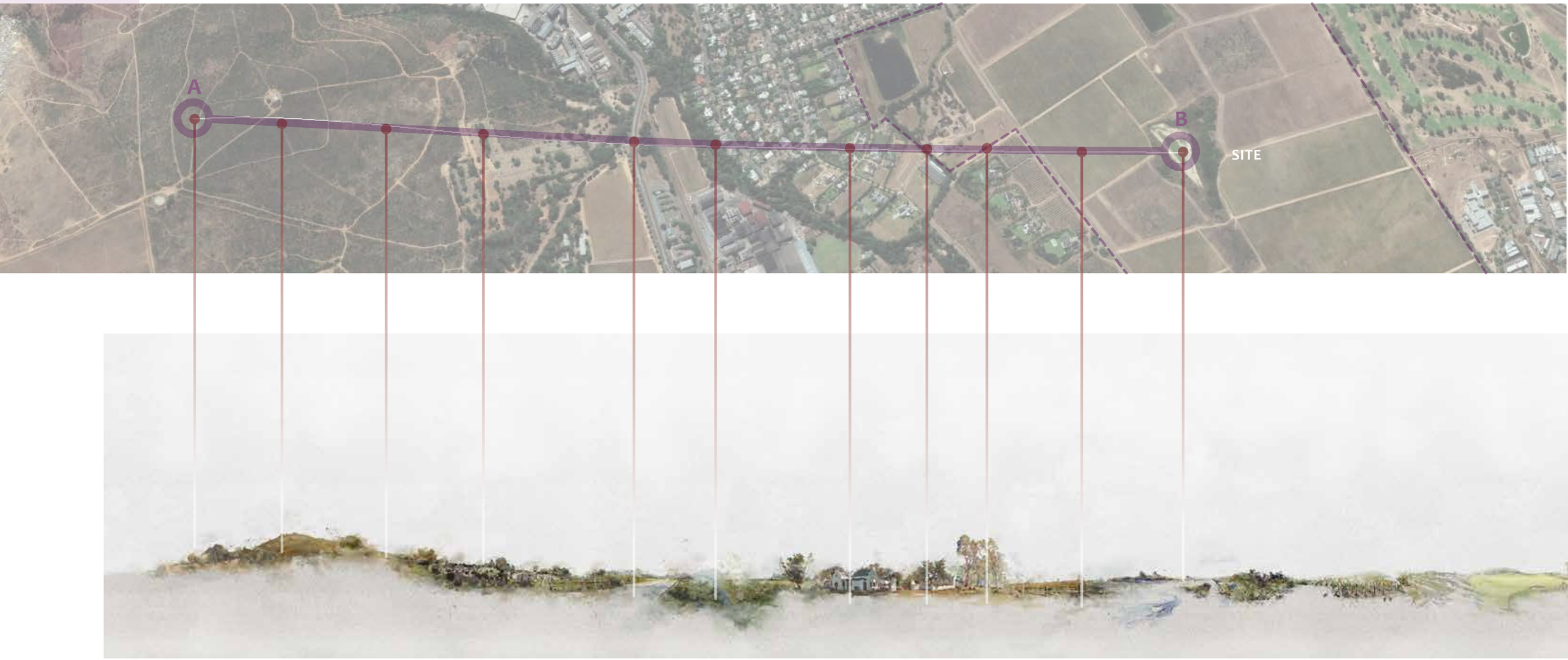
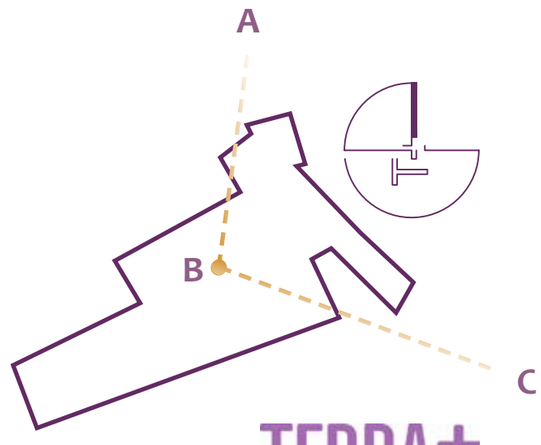


Fig. 10 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B) complimented by Google Earth aerial photograph of segment A-B



CONTEXT: LOCAL

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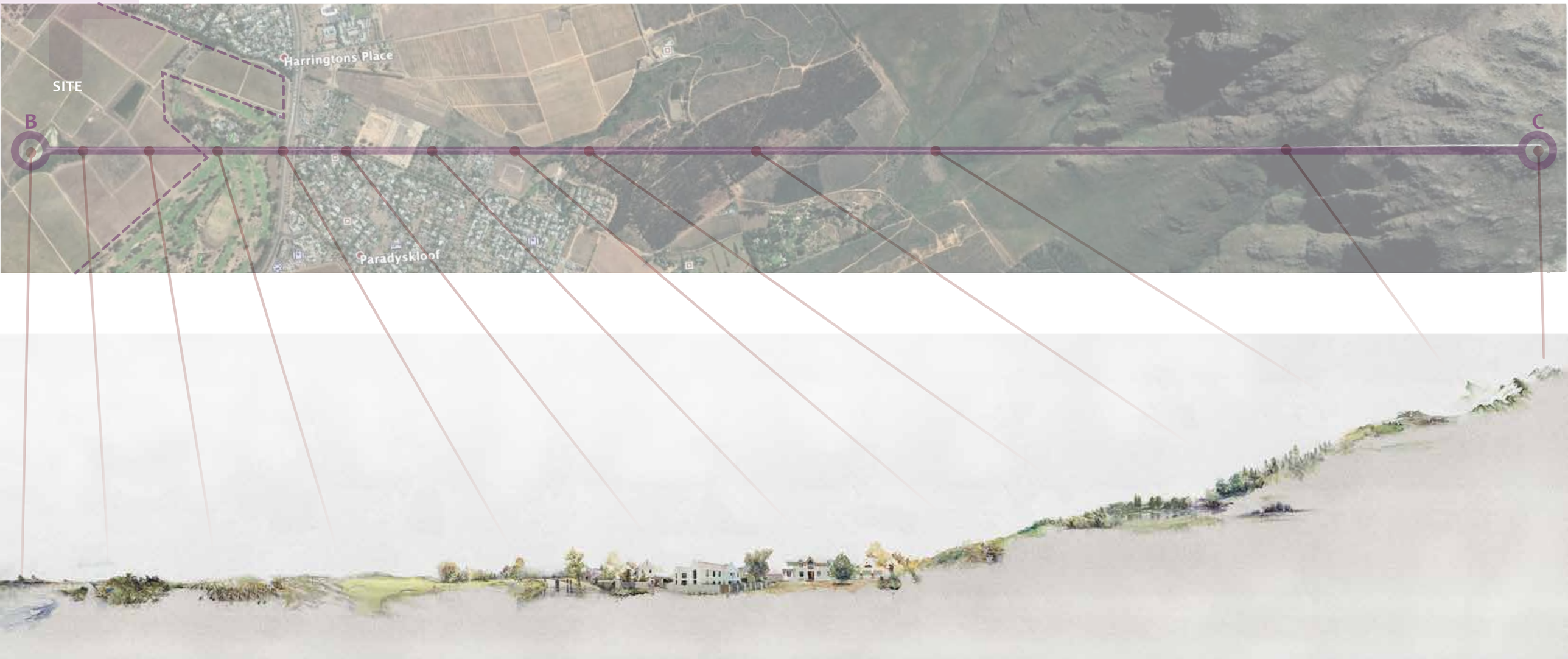
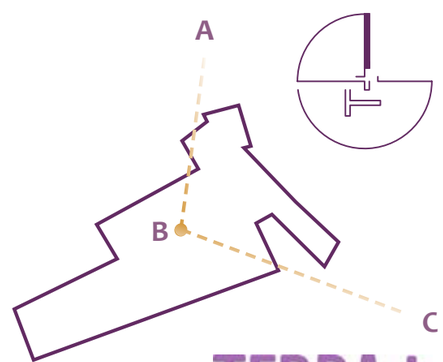


Fig. 11 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C) complimented by Google Earth aerial photograph of segment B-C



CONTEXT: LOCAL

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landscape architects

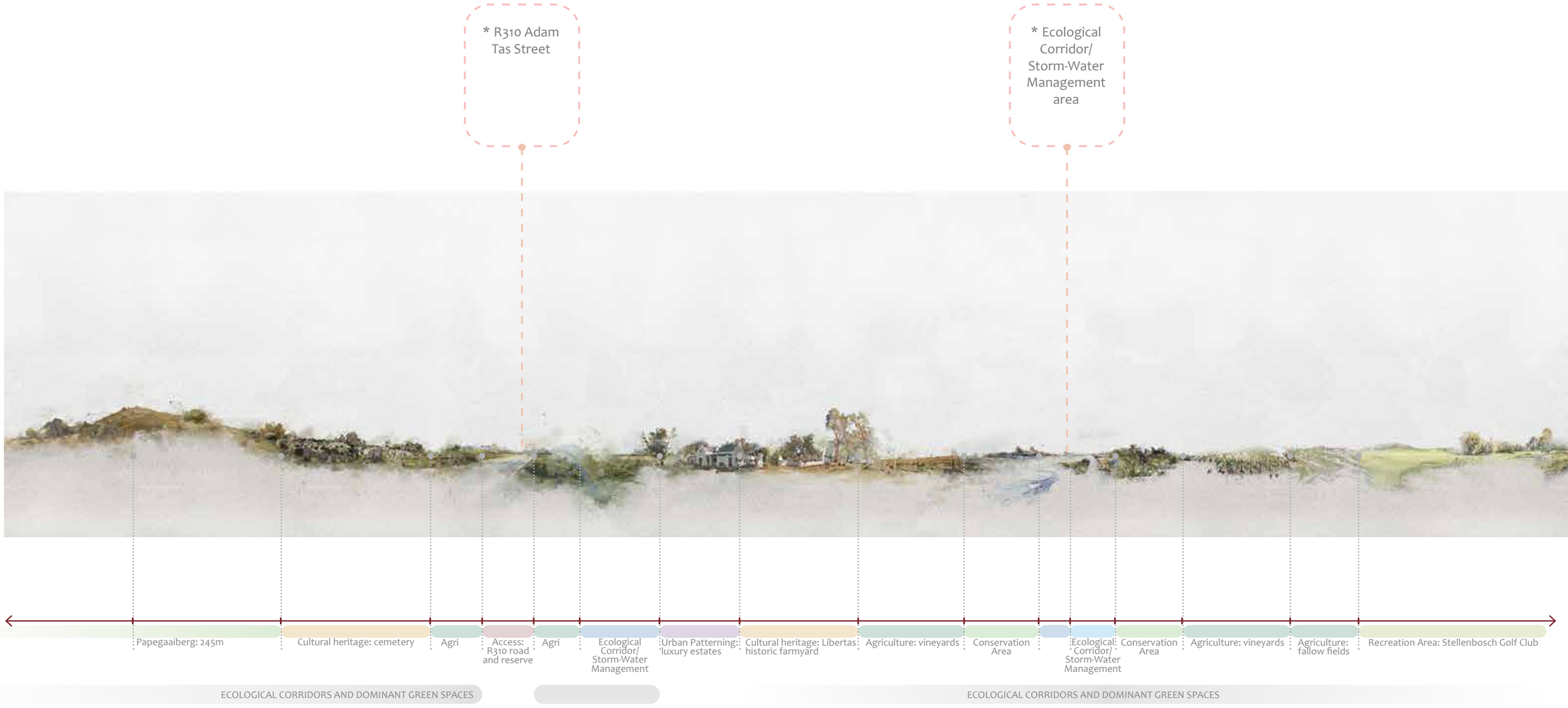


Fig. 12 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B)

CONTEXT: LOCAL

TERRA+ landscape architects

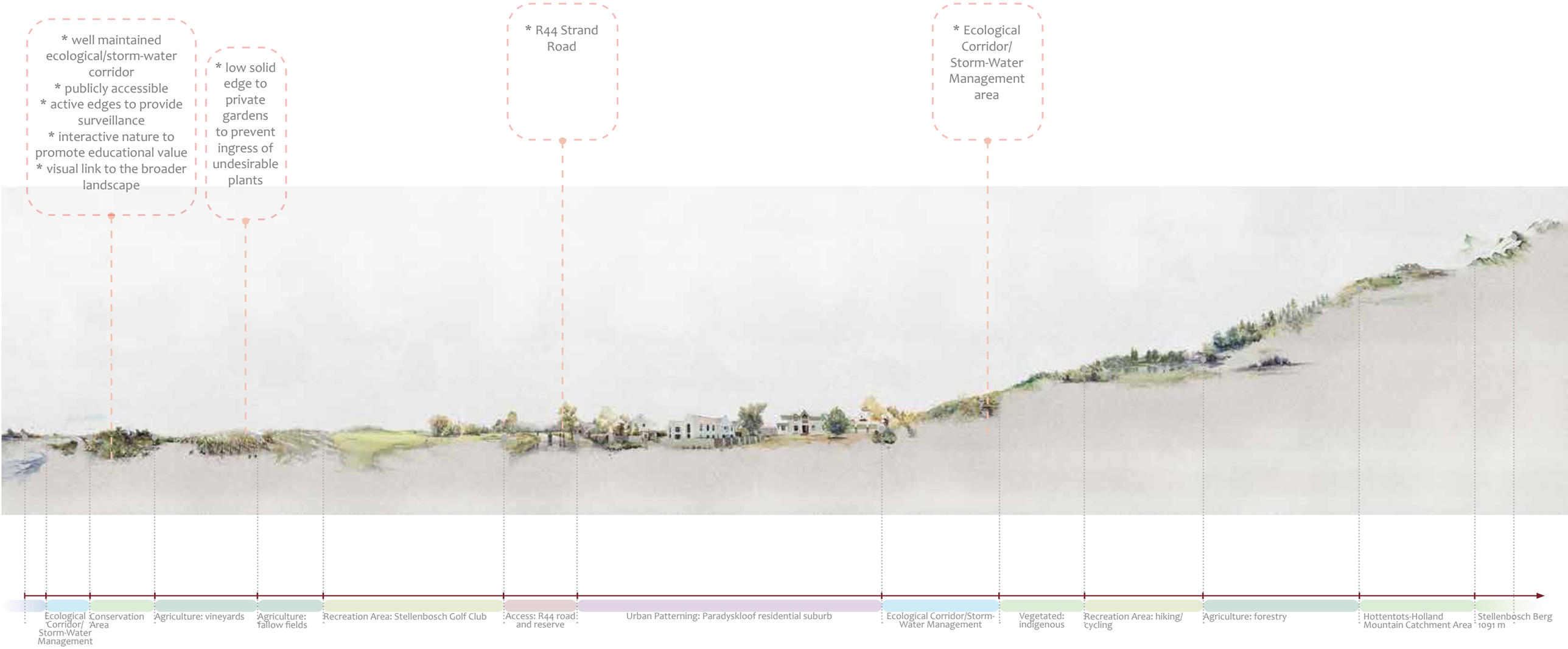


Fig. 13 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C)

CONTEXT: LOCAL

TERRA+ landscape architects

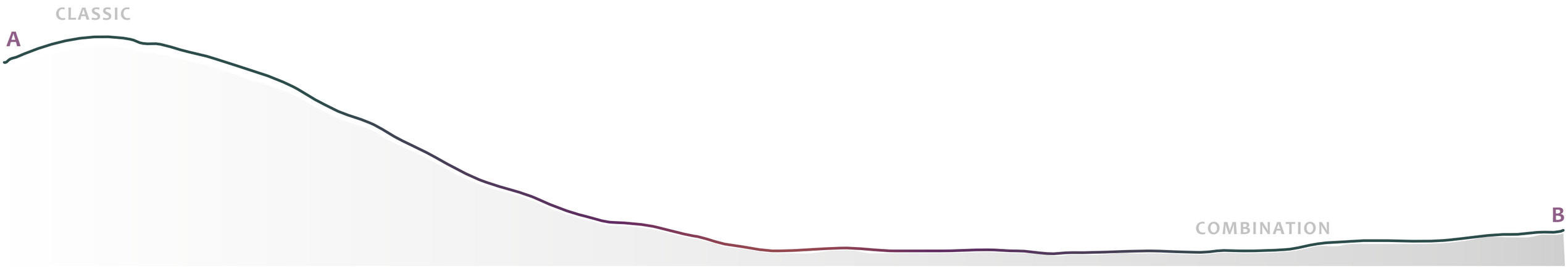
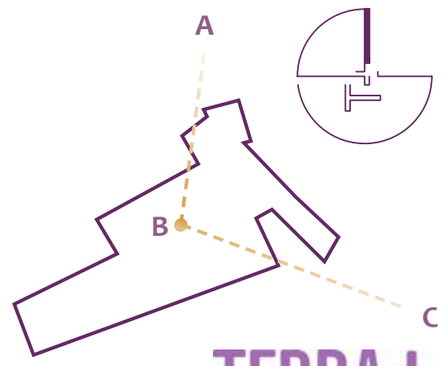


Fig. 14 Section A-B from Papegaaiberg (A) to Libertas site (B) with Google Earth aerial panorama of segment A-B at a northerly orientation



CONTEXT: LOCAL

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WILDERNESS URBAN WILDERNESS

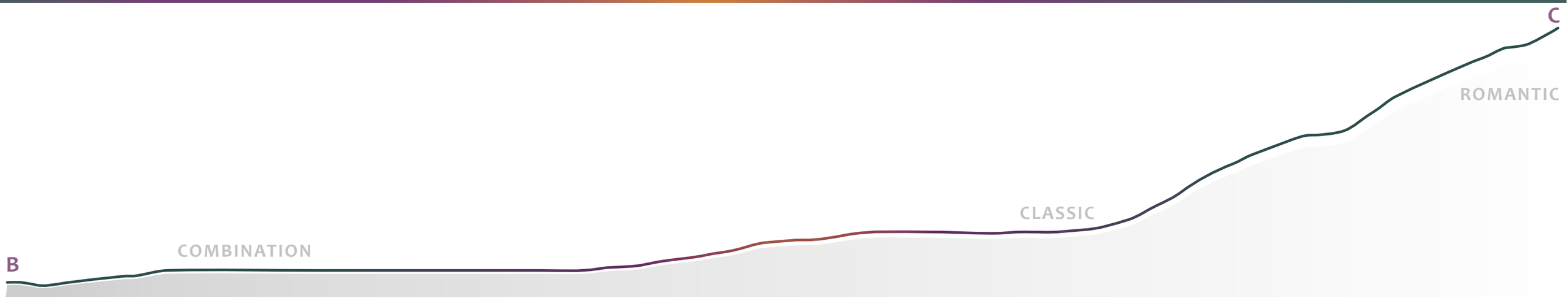
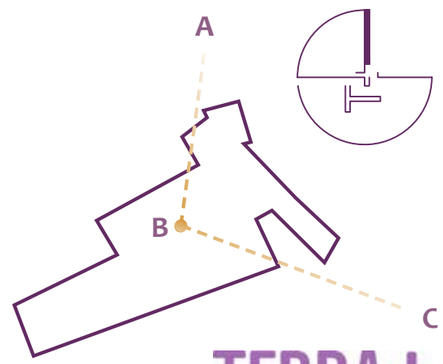


Fig. 15 Section B-C from Libertas site (B) to Stellenbosch Berg (C) with Google Earth aerial panorama of segment A-B at a northerly orientation



CONTEXT: LOCAL

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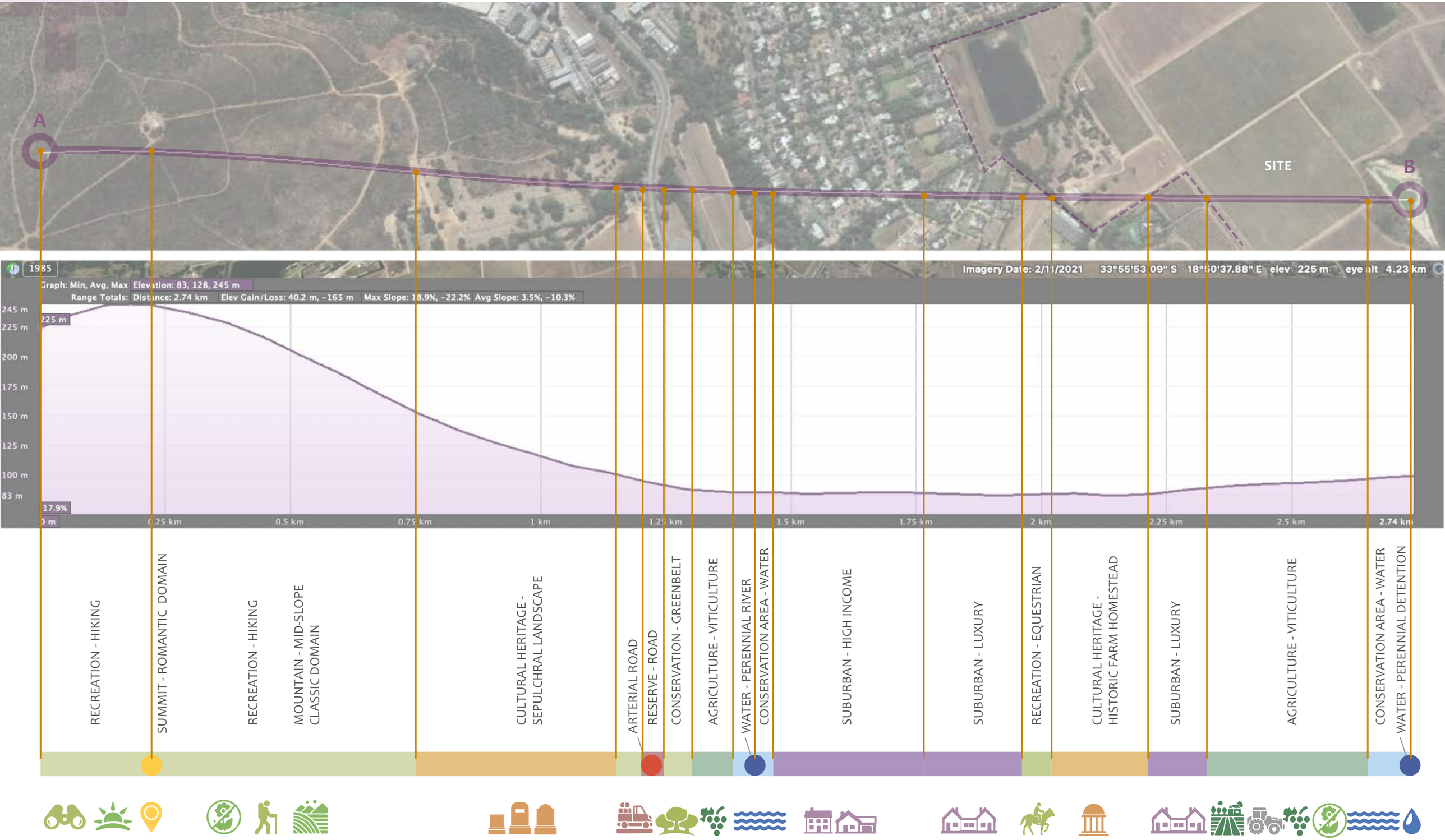

Fig. 16 Unpacking of section A-B, from Papegaaiberg to Libertas site: identification and classification of landscape resources

CONTEXT: LOCAL

TERRA+ landscape architects

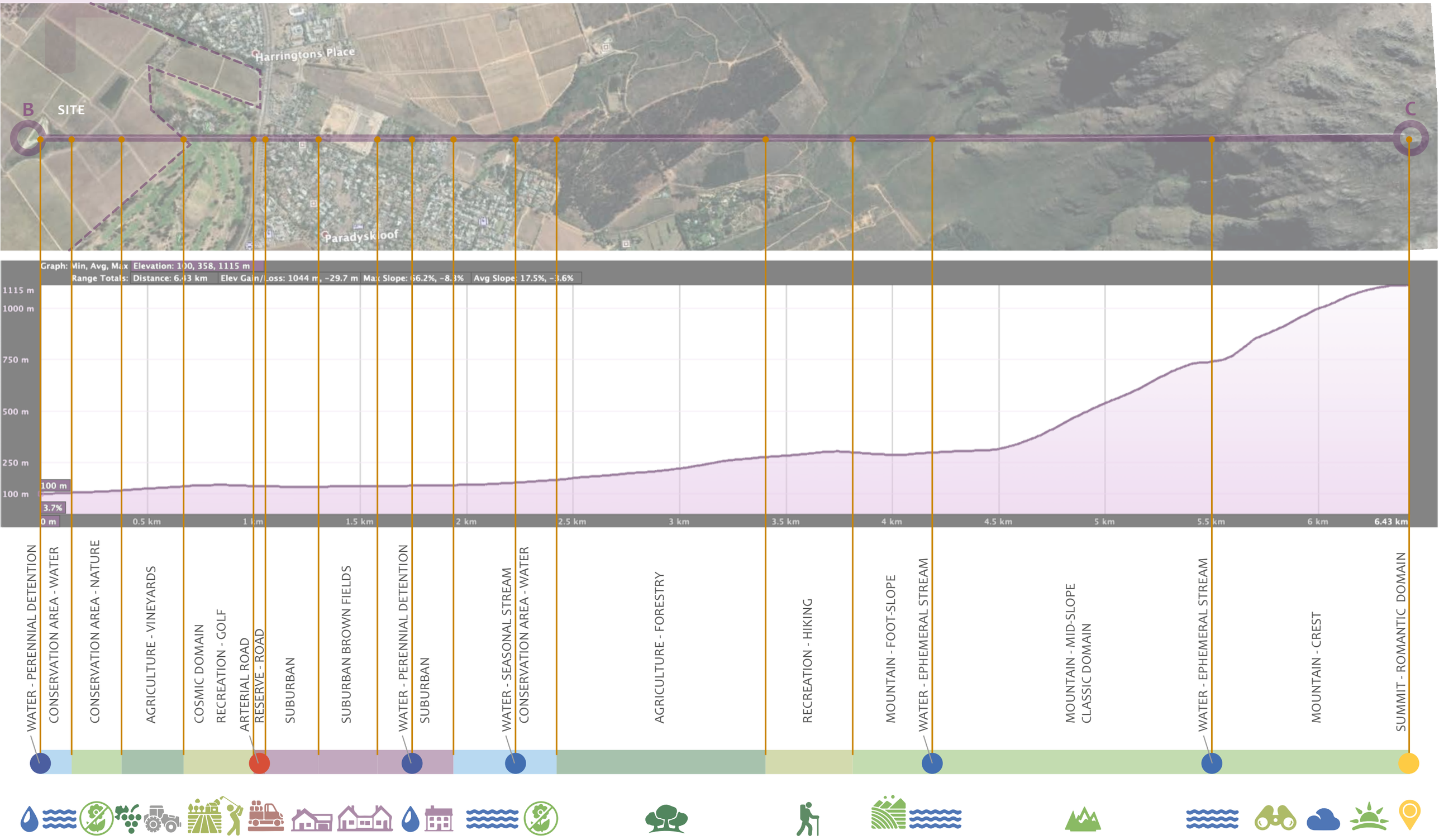

Fig. 17 Unpacking of section B-C, from Libertas site to Stellenbosch Mountain: identification and classification of landscape resources

CONTEXT: LOCAL

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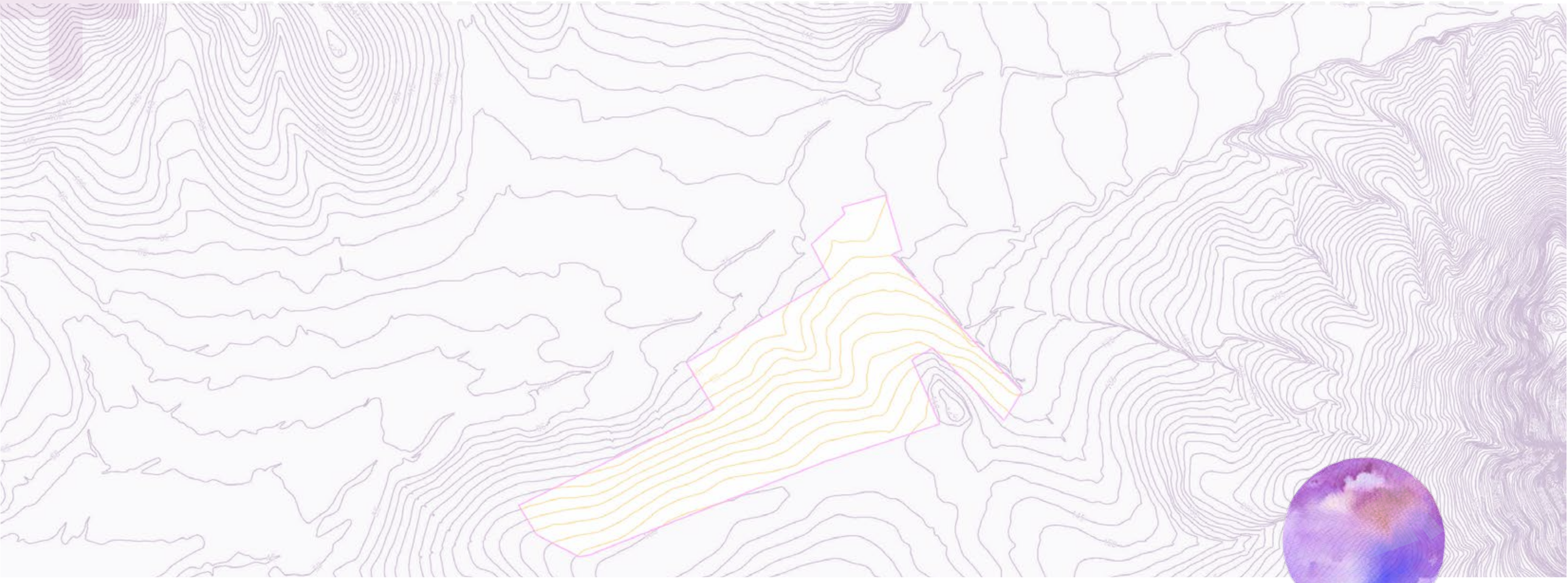

LIBERTAS

RELATIONSHIP TO THE BROADER LANDSCAPE

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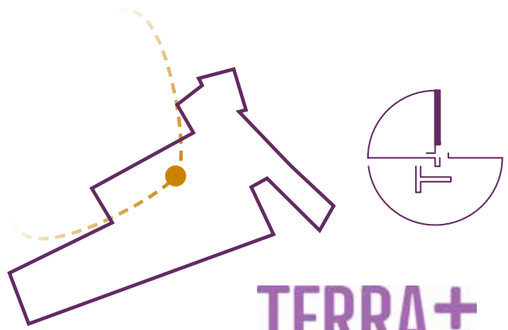
Fig. 18 West-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the north-west from the access road within the site show the rolling hills typical of eroded malmesbury shale and granite. These are gentle hills with typical cultivated fields, orchards and vineyards and are typical of the rural character of the area.



VIEWS LOOKING NORTH-WEST

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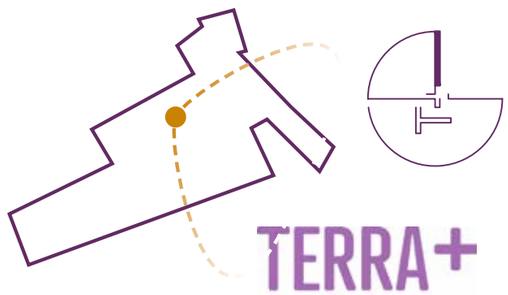
Fig. 19 East-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the south-east from the access road within the site are of the imposing and dramatic sandstone mountains of the Hottentots-Holland mountain range with peaks and valleys dominating the landscape. These mountains are predominantly vegetated with natural fynbos and are the wilderness areas bounding the site and holding the site in the broader context.



VIEWS LOOKING SOUTH-EAST

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LANDFORMS

LAND FEATURES

HYDROLOGY

ACCESS

URBAN PATTERN

HERITAGE

AGRICULTURE

CONSERVATION

ELEMENTS IN THE LANDSCAPE

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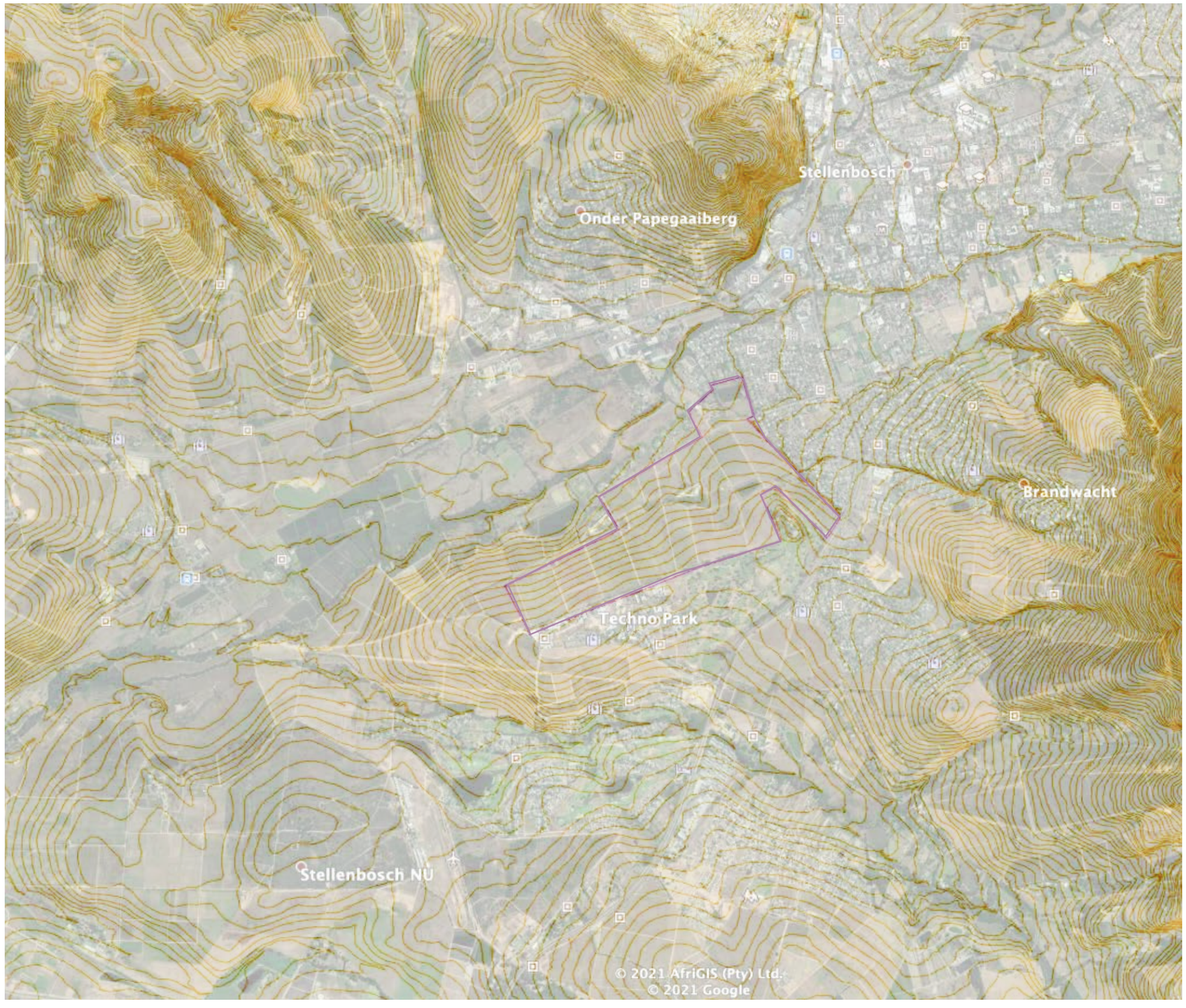
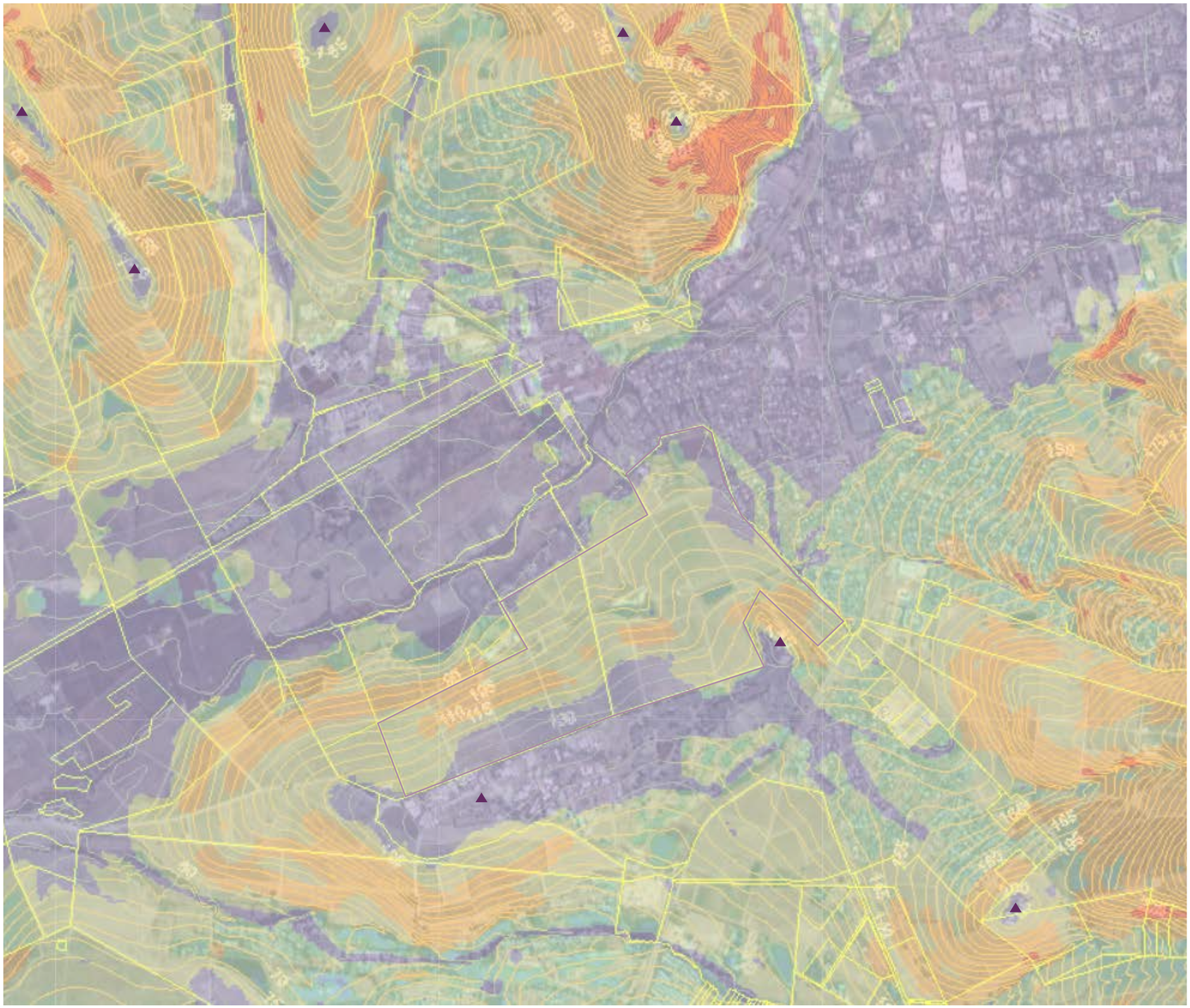


LANDFORMS

- SITE LIES IN ALLUVIAL VALLEY
- VALLEY DEFINED BY RIVER CORRIDOR
- DOMINANT SLOPE IS NORTH - NORTH-WEST FACING
- ON THE SLOPE OF A MID-HEIGHT PROMONTORY
- DRAMATIC MOUNTAINS TO THE SOUTH-EAST
- ROLLING CULTIVATED HILLS TO THE NORTH-WEST

Fig. 20 Google satellite photograph of study site with contour overlay indicating site location in relation to valley and surrounding landforms



LAND FEATURES

- THE SLOPES ARE PREDOMINANTLY WARM NORTH-WEST SLOPES
- NORTH ASPECT PROVIDES IDEAL AGRICULTURAL POTENTIAL
- NORTH ASPECT IDEAL FOR COMFORTABLE DWELLING UNITS
- NATURAL SLOPE AND ASPECT ACROSS THE SITE

Fig. 21 SUDEM colourised satellite photograph of study site with contour overlay indicating site position in relation to aspect and slope

LAND FEATURES: ASPECT AND SLOPE

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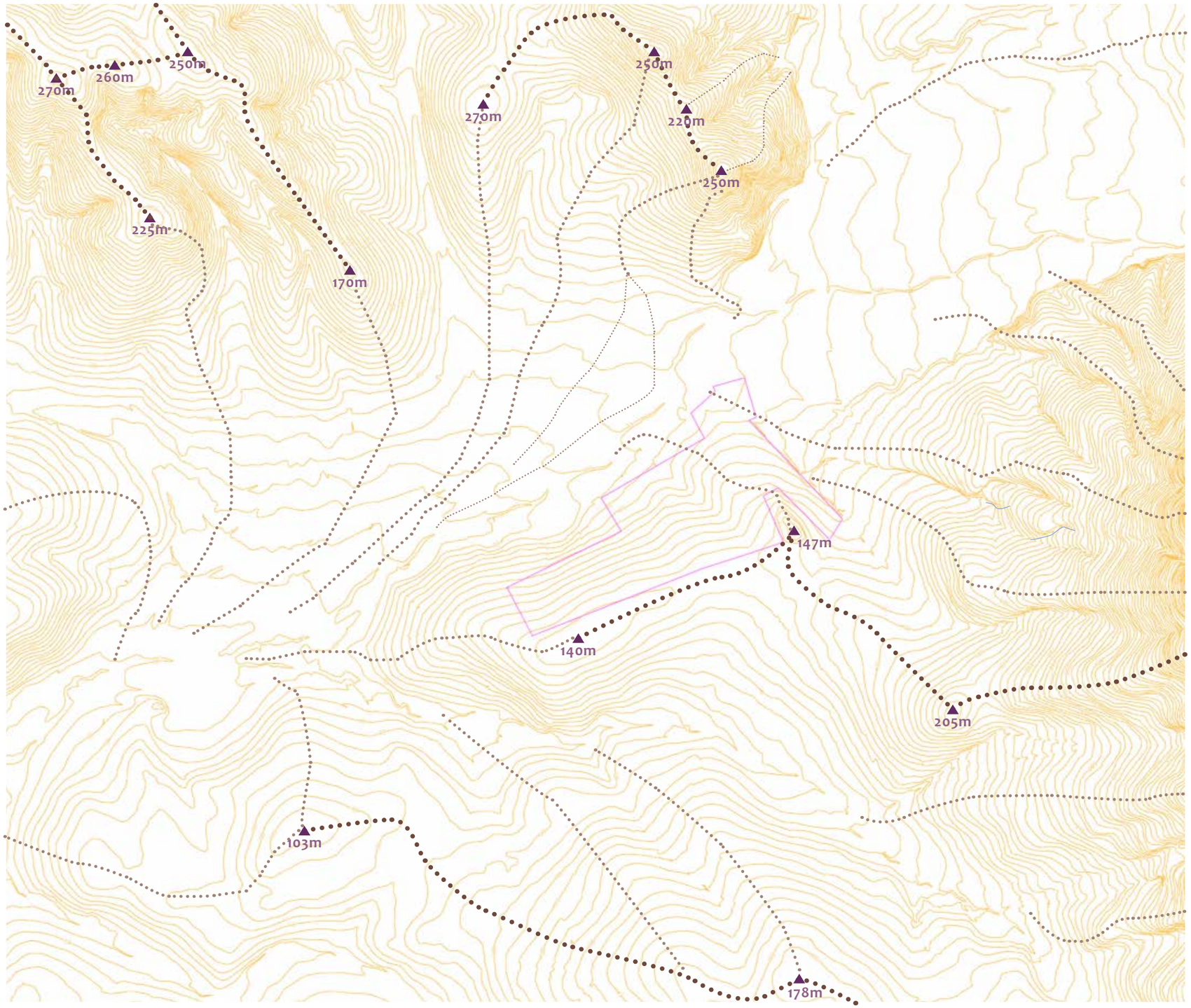

LAND FEATURES

- SIGNIFICANT RIDGES AND PEAKS
- SOUTHERN EDGE LIES ON A RIDGE
- VIEWS TO THE DOMINANT PEAKS AND MOUNTAIN RANGES
- THESE VIEWS ARE ESSENTIAL TO THE SENSE OF PLACE AND IDENTITY OF THE SITE
- CONNECTIONS TO THESE VIEWS MUST BE MAINTAIN AND CELEBRATED

Fig. 22 Contour overlay indicating site location in relation to ridge lines and surrounding peaks

LAND FEATURES: PEAKS, RIDGES AND VALLEYS

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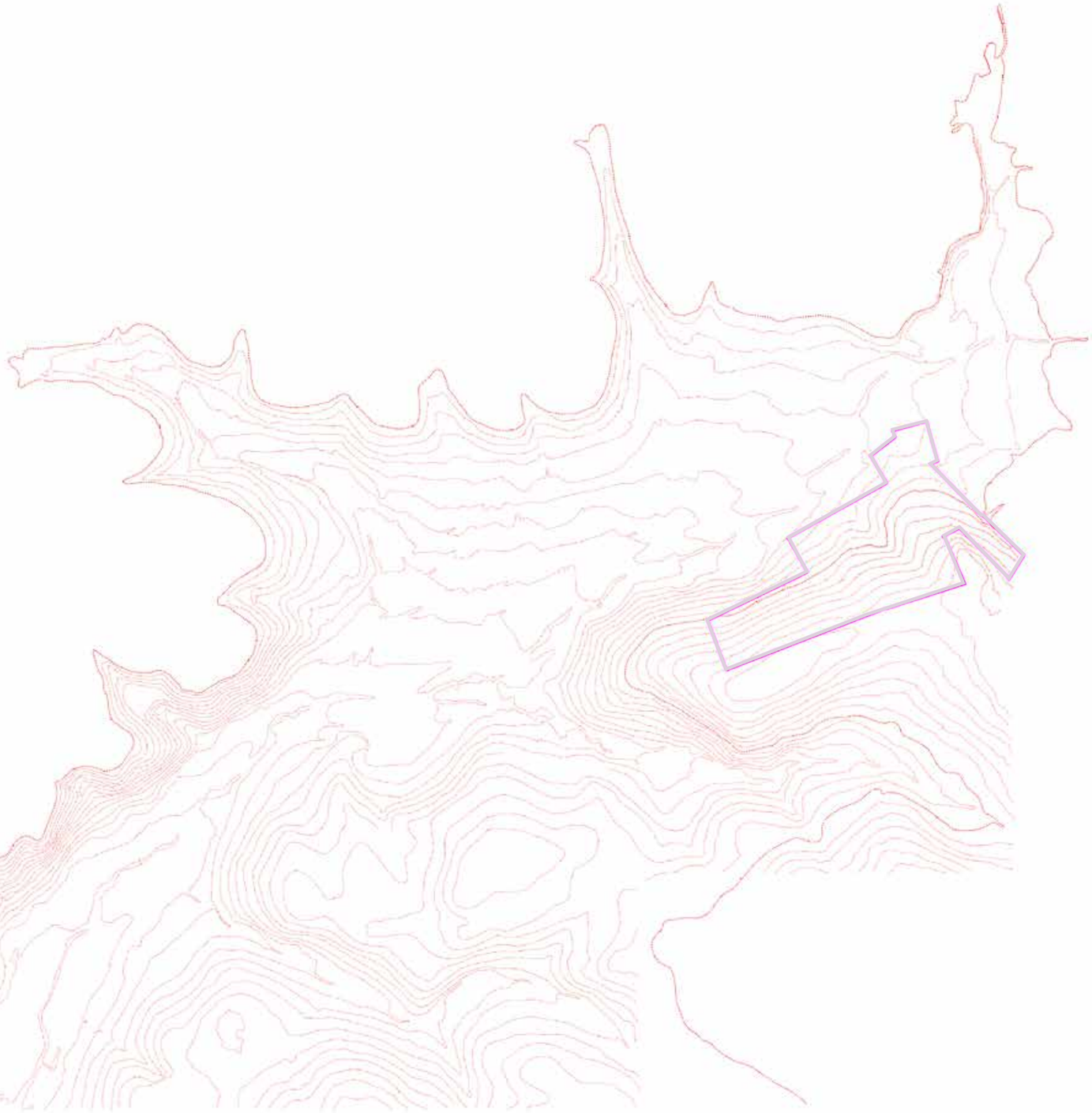
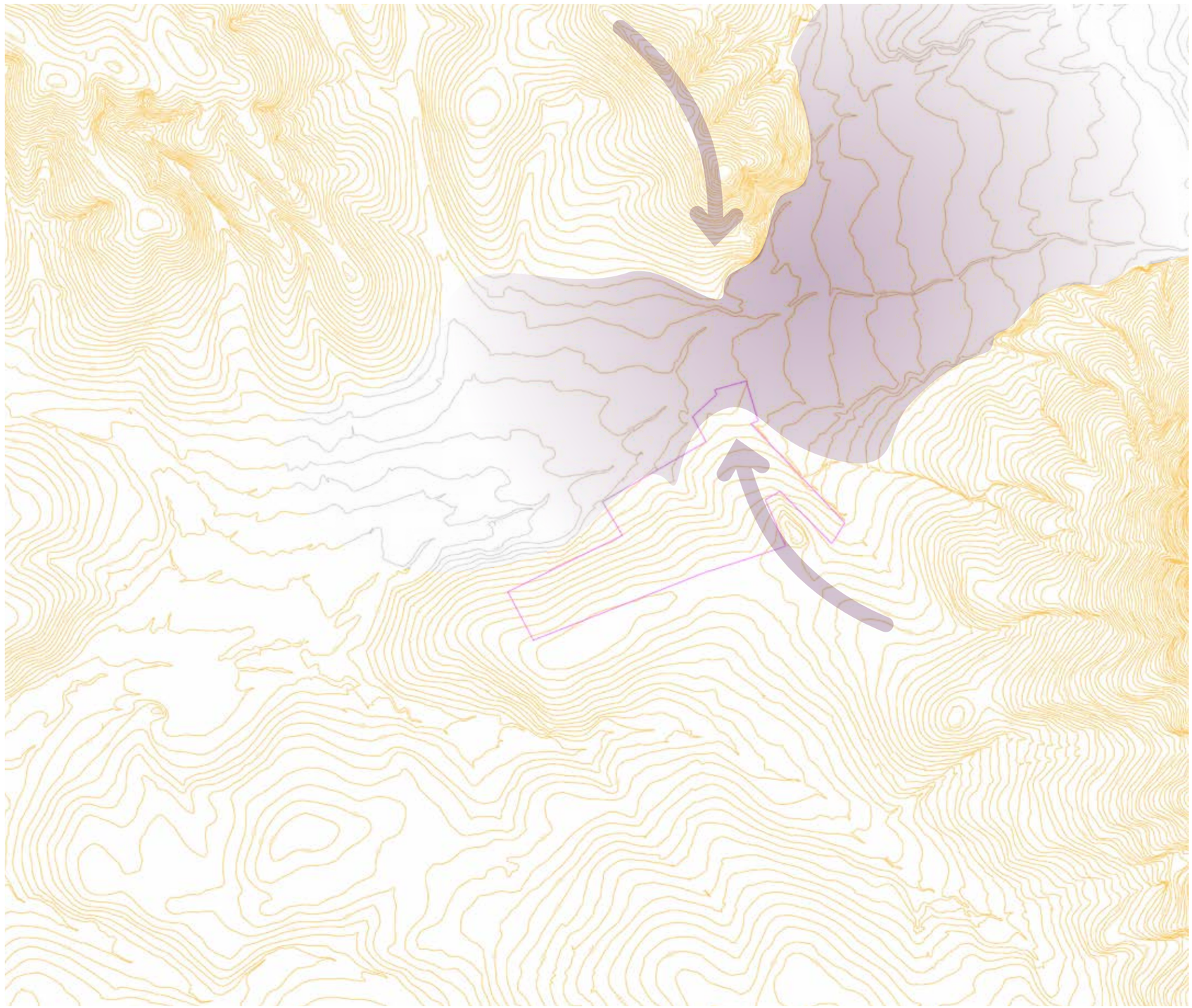


- SITE IS SITUATED AT A PINCH POINT
- PINCH POINT CREATE BY OVERALL LANDFORMS
- PERCEPTION OF THIS POINT TRAVELLING TOWARDS STELLENBOSCH ON THE R310
- SITE IS VISIBLE ALONG THIS ROUTE

Fig. 23 Contour overlay indicating site location in relation to valley and surrounding landforms



LANDFORMS

- SITE IS SIGNIFICANT WITHIN THE CONTEXT
- THIS CAN BE DEVELOPED TO FURTHER ESTABLISH A UNIQUE IDENTITY AND SENSE OF PLACE
- CREATE A POINT OF ORIENTATION AND CONTEXTUAL SIGNIFICANCE IN THE LANDSCAPE

Fig. 24 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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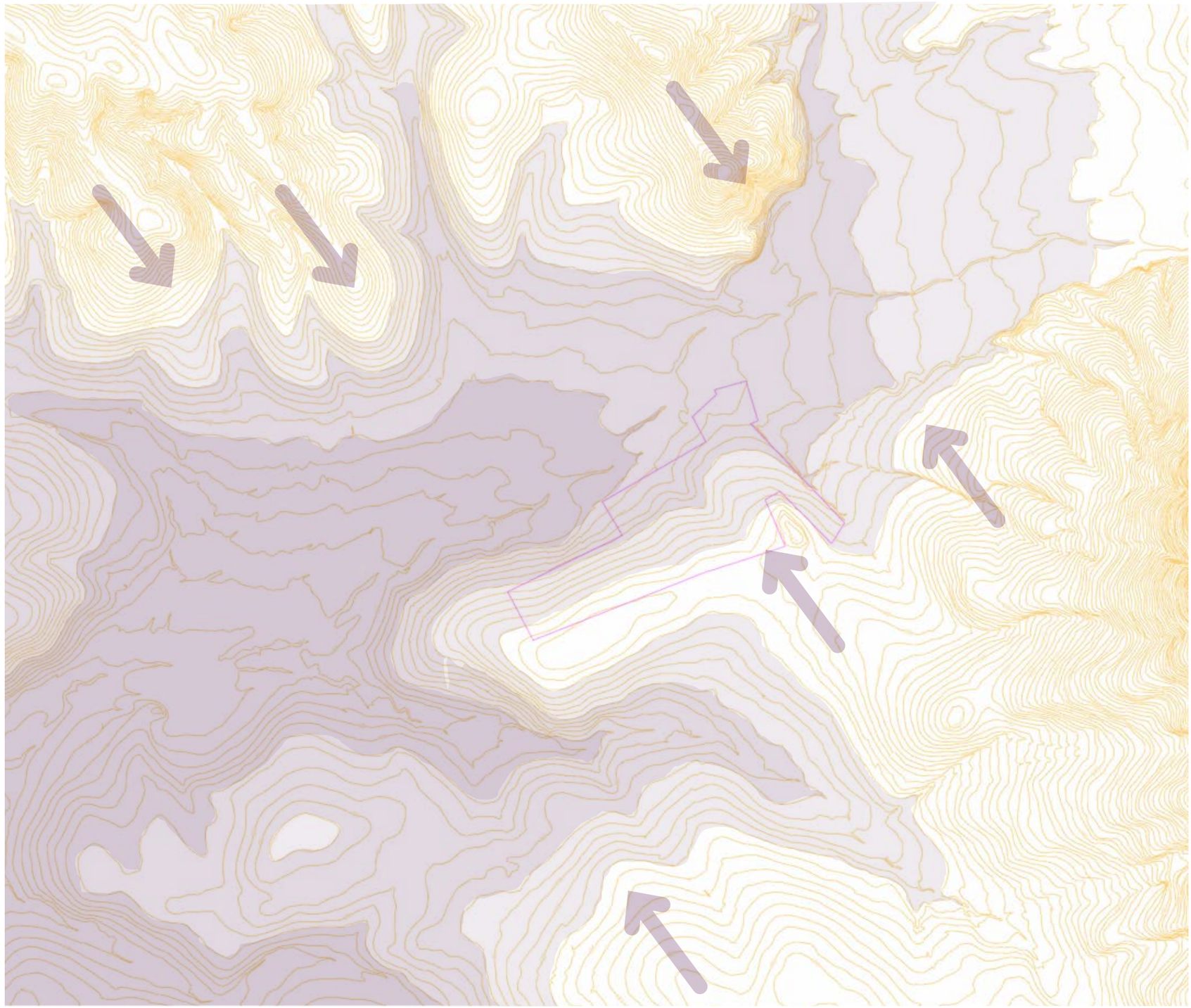

LANDFORMS

Fig. 25 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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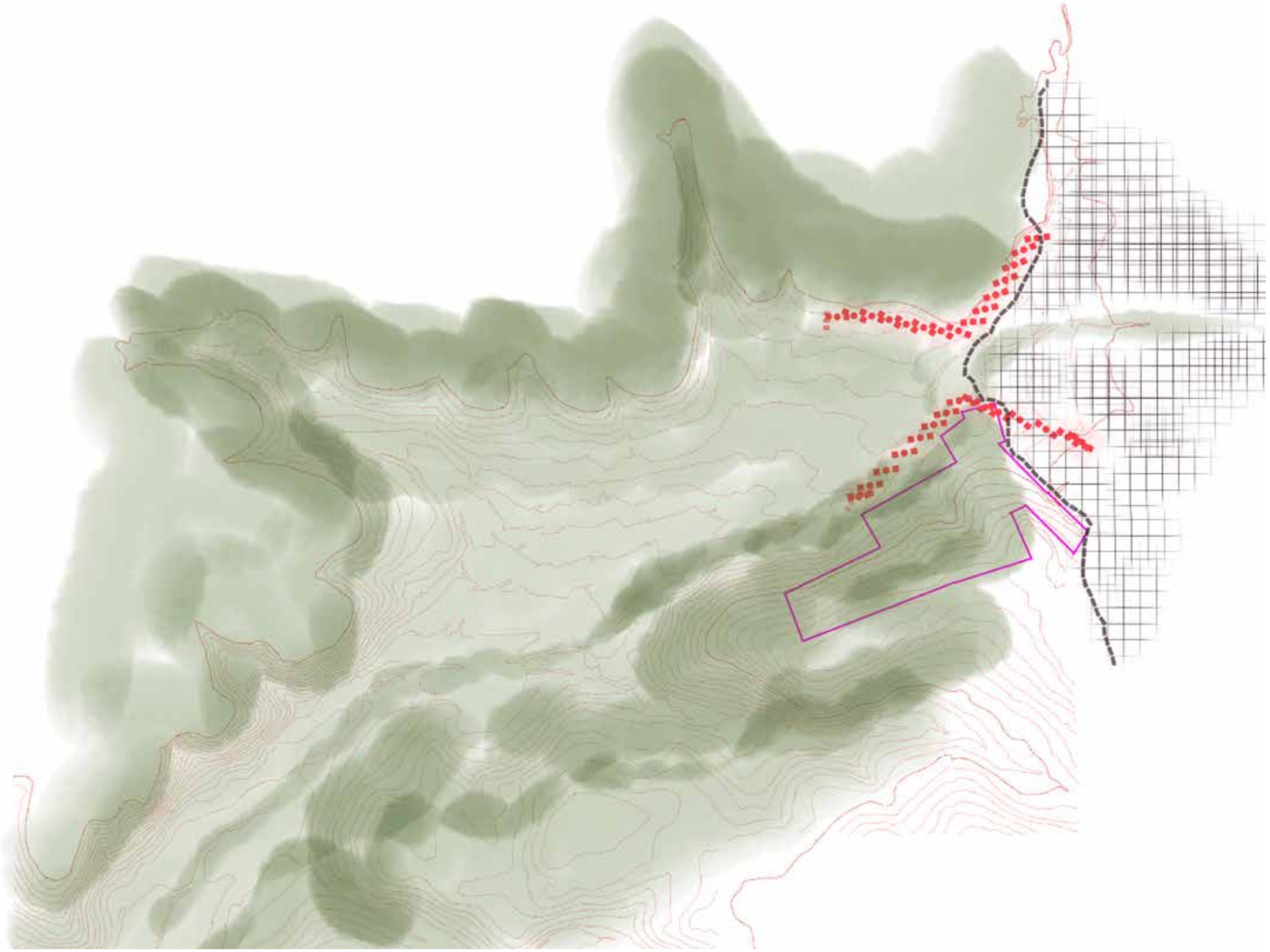
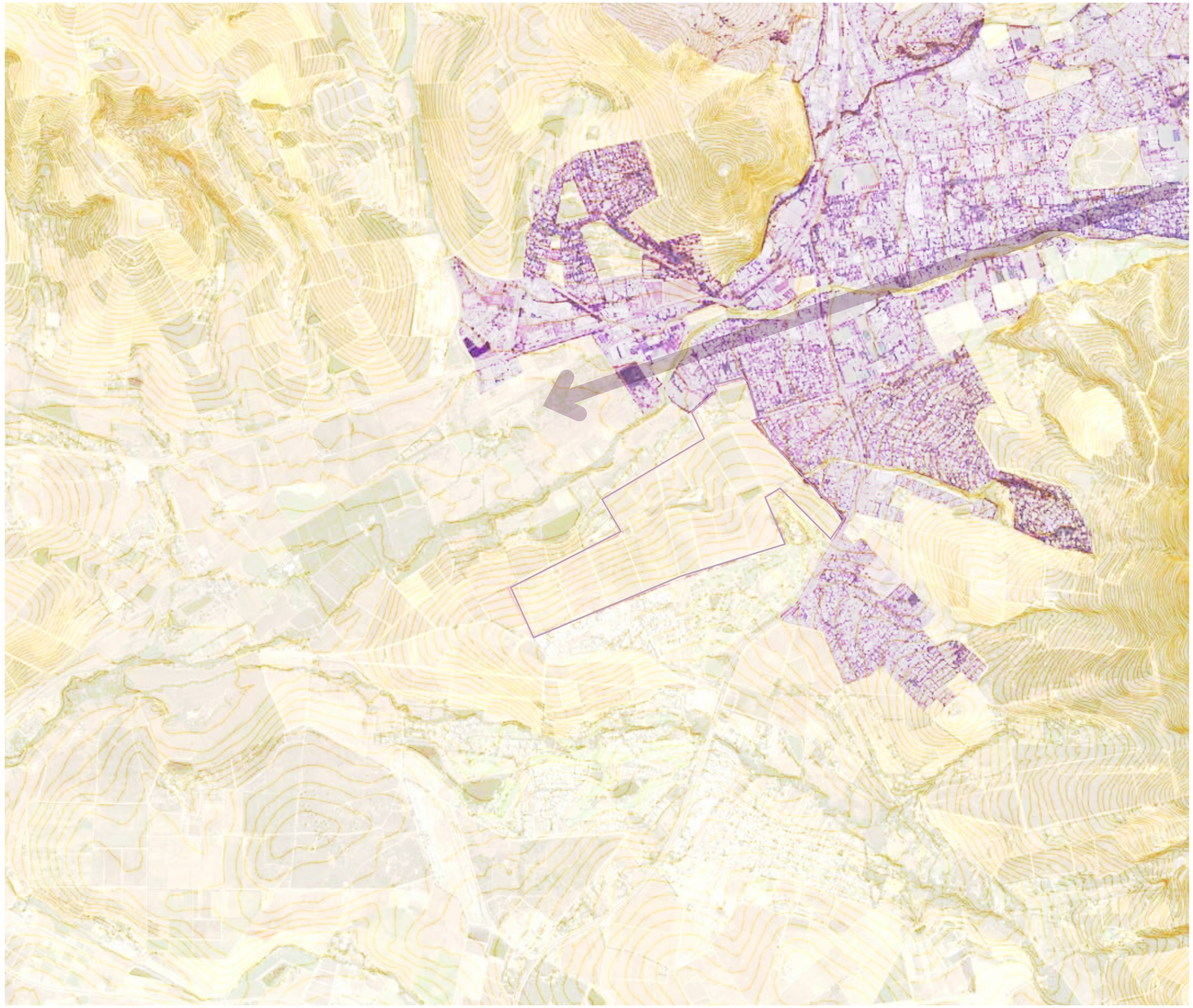
landscape architects



AGRICULTURE

- SITE LIES ON THE CUSP BETWEEN AGRICULTURE AND URBAN DEVELOPMENT
- DUALITY OF IDENTITY
- AGAIN DEVELOPMENT SHOULD HARNESS THESE QUALITIES AND DEVELOP THEM FURTHER
- DEVELOPMENT RESPONSE AND PLACING OF BUILDINGS SHOULD RECOGNISE THIS DUALITY
- THIS MAKES THE SITE UNIQUE!

Fig. 26 Illustration on contour map showing the significant position and cusp of the site



URBAN PATTERN

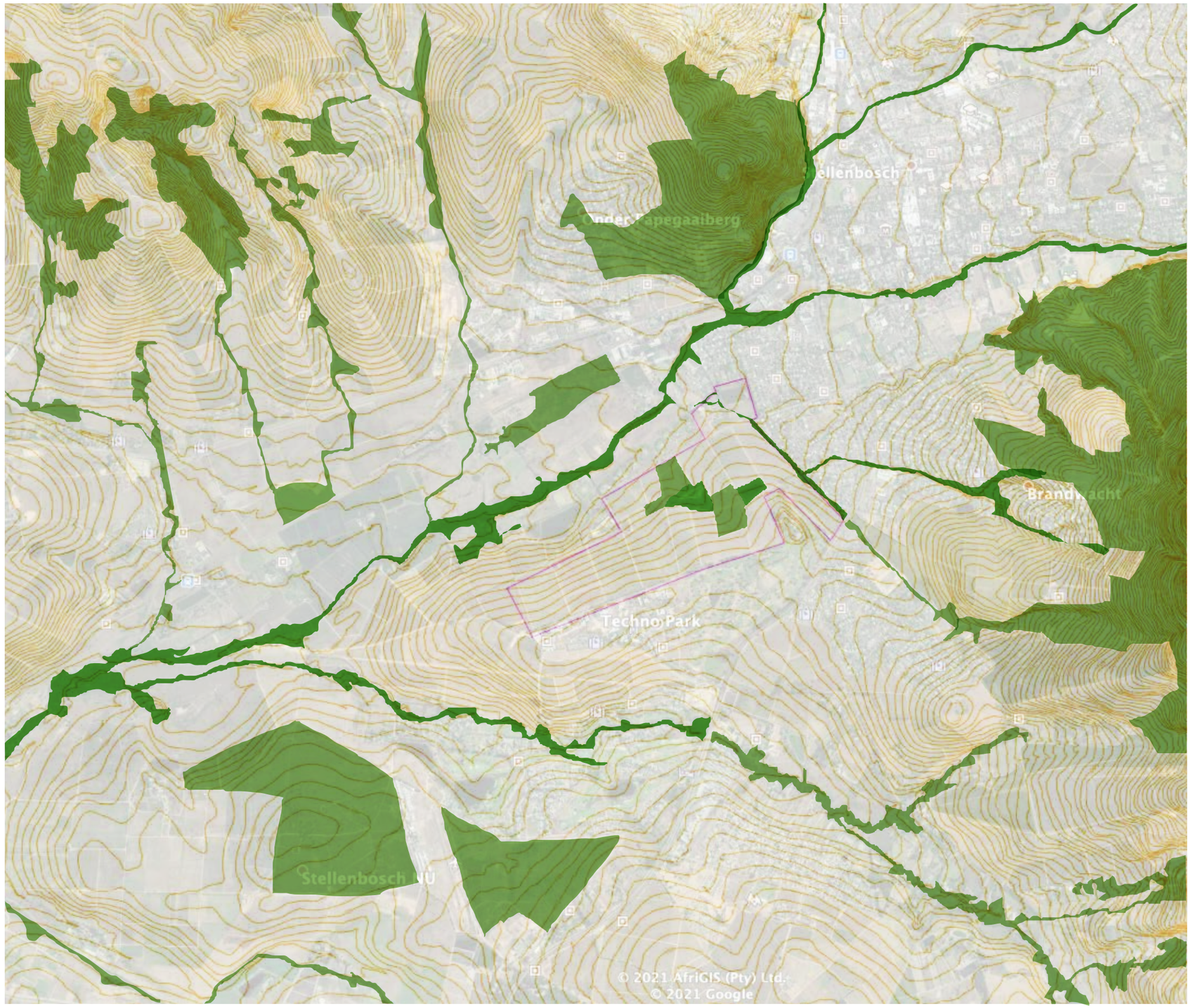
- SITE IS A GATEWAY TO THE BOTH THE URBAN CONTEXT AND RURAL CONTEXT
- FUTURE ORGANISATION OF DEVELOPMENT MUST RECOGNISE AND RESPOND TO THIS DUALITY
- UNIQUE CHARACTER IS AN AMENITY AND MUST BE DEVELOPED

Fig. 27 Contour overlay indicating site location in relation to rural and urban and the unique situation of threshold and gateway

WHAT WE REMEMBER OF PLACE

It is important to note that an experience is recalled from memory and generally memory of a place is exaggerated and enhance by specific qualities of the landscape and place. This illustration from memory illustrates that the natural features of the context are enhance and these attributes of place and character are what remain.

Fig. 28 Illustrative impression of memory and experience in approach to Libersas and Stellenbosch



CONSERVATION

- MOUNTAIN AREAS ARE NATURAL WILDERNESS AREAS
- WATERCOURSES ARE NATURAL ECOLOGICAL CORRIDORS AND CONNECTORS TO THE WILDERNESS AREAS
- CONSERVATION OF UPPER CATCHMENT AREAS ARE ESSENTIAL
- NATURAL OCCURRING AREAS ON SITE ARE DISCONNECTED TO THE BROADER CONTEXT

Fig. 29 Contour overlay indicating site location in relation to natural vegetation and wilderness areas

GREEN MATRIX - WILDERNESS AND ECOLOGY

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AGRICULTURE

- DOMINANT AGRICULTURAL PATTERNING ADDS TO RURAL CHARACTER OF SITE
- AGRICULTURE CONNECTIVITY AND HERITAGE
- TYPICAL PATTERNS AND TREE-LINES/WINDBREAKS
- AGRICULTURAL PATTERNS FOLLOW CONTOUR LINES

Fig. 30 Contour overlay indicating site location in relation agricultural patterning

GREEN MATRIX - AGRICULTURE

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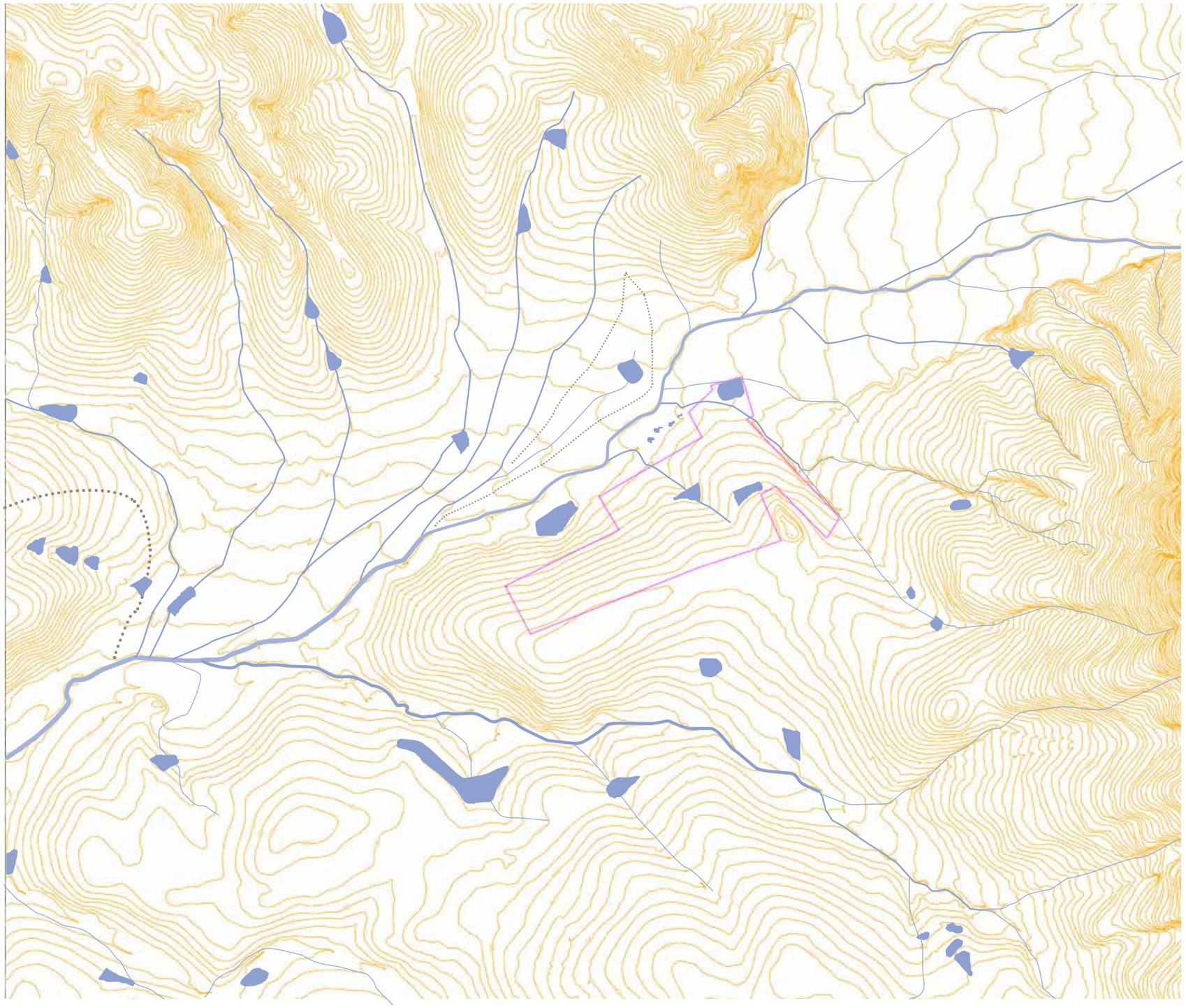

HYDROLOGY

- WINTER RAINFALL
- FERTILE VALLEY ALONG RIVER-COURSE
- DAMS OCCUR IN THE NATURAL DRAINAGE LINES ON THE SITE
- SECONDARY RIVERS/STREAMS CONNECTS SITE TO THE DOMINANT RIVER SYSTEM

Fig. 31 Contour overlay indicating site location in relation to dams, river and ephemeral streams

HYDROLOGY: RIVERS, EPHEMERAL STREAMS AND DRAINAGE - WATER ON THE EDGE AND OVERLAND

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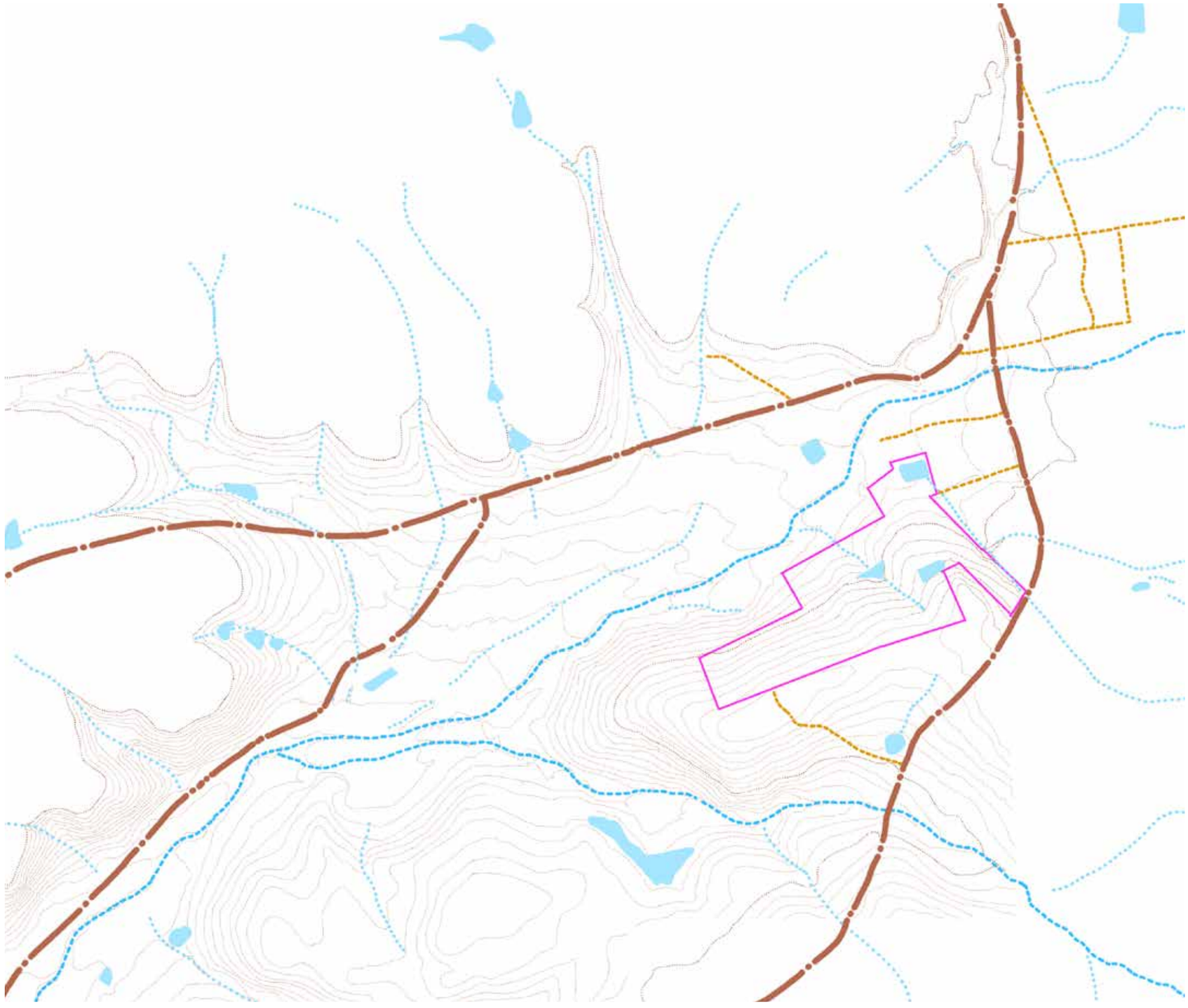

ACCESS

- THE SITE IS AT A CONFLUENCE OF ACCESS ROUTES
- SIGNIFICANTLY THERE IS BUT ONE DOMINANT ACCESS ROUTE TO THE SITE AND THIS IS THROUGH A RESIDENTIAL AREA
- THE ACCESS TO THE HISTORIC WERF IS A-TYPICAL

Fig. 32 Contour overlay indicating site location in relation to access routes and major roads

ACCESS

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LIBERTAS

CONTEXT: SITE

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Fig. 33 Green matrix study overlay indicating vestiges of historic planting in relation to reinvigorated remnants of indigenous vegetation, woods and agriculture

CONSERVATION

- RIVER CORRIDOR IS A DOMINANT GREEN ELEMENT IN THE LANDSCAPE
- TREE-LINES ARE FRAGMENTED
- REMNANTS OF AVENUE ALONG ACCESS ROAD
- CLUSTERS OF TREES IN HISTORIC WERF AREA
- CLUSTERS OF TREES ALONG DRAINAGE LINES AND BUILDINGS ASSOCIATED WITH THE FARM
- SITE IS DOMINATED BY VINEYARDS AND FIELDS

GREEN MATRIX - TREE LINES, ECOLOGY AND AGRICULTURE

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HYDROLOGY

- FARM DAMS FOLLOW THE DRAINAGE PATTERNS ON SITE
- THERE IS A DISCONNECTION ON SITE BETWEEN THE DRAINAGE PATTERNS AND THE RIVER SYSTEM
- SEEP AREAS ARE LEFT TO NATURALLY REHABILITATE

Fig. 34 Water and hydrological study overlay indicating perennial and ephemeral surface water in relation to site

WATER - USES AND WHAT IS IGNORED

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URBAN PATTERN

- SITE IS BOUNDED BY URBAN DEVELOPMENT TO THE EAST AND COMMERCIAL DEVELOPMENT TO THE SOUTH
- ACCESS TO THE SITE IS THROUGH SUBURBAN DEVELOPMENT
- VARYING EDGE CONDITIONS OF THE SITE

Fig. 35 Existing urban fabric study overlay indicating expansion of urban development in relation to site

URBAN FABRIC

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LIBERTAS

SITE POTENTIAL AND RESPONSE

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Fig. 36 Green corridors study overlay in relation to site

CONSERVATION

- RECREATE THE GREEN CONNECTIONS AND CONNECT TO THE BROADER ECOLOGICAL SYSTEM
- ENHANCE ECOLOGICAL SYSTEM ON SITE
- RECOGNISE HISTORIC PATTERNS
- CREATE AMENITIES OF GREEN SYSTEMS

CONNECTING AND MAKING SENSE OF ECOLOGY

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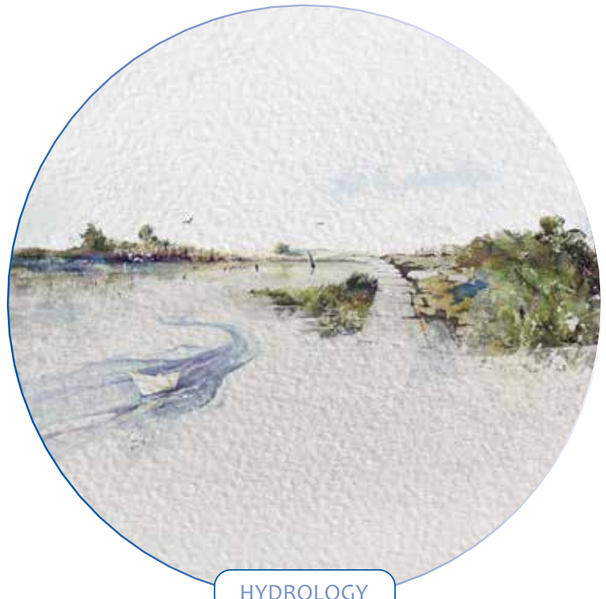

HYDROLOGY

- CREATE AN INTEGRATED HYDROLOGICAL AND ECOLOGICAL SYSTEM
- STORM-WATER SYSTEMS TO FOLLOW “SUDS” PRINCIPLES
- STORM-WATER AS ORGANISING ELEMENT TO FUTURE DEVELOPMENT
- STORM-WATER SYSTEM AN AMENITY TO THE FUTURE DEVELOPMENT

Fig. 37 Proposed green corridors and hydrological network overlay indicating how integrated systems provide opportunity for amenities

STORM-WATER - INTEGRATED AMENITY AND VALUE

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Fig. 38 Emerging concept design responding to site characteristics

URBAN PATTERN

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

WHAT TO DO WHERE - THE WAFT AND THE WEAVE

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Fig. 39 Cohesive relationship between functional and aesthetic design

ILLUSTRATIVE PANORAMA OF VIEW TO THE SOUTH-EAST

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Fig. 40 SUDS design for storm water management

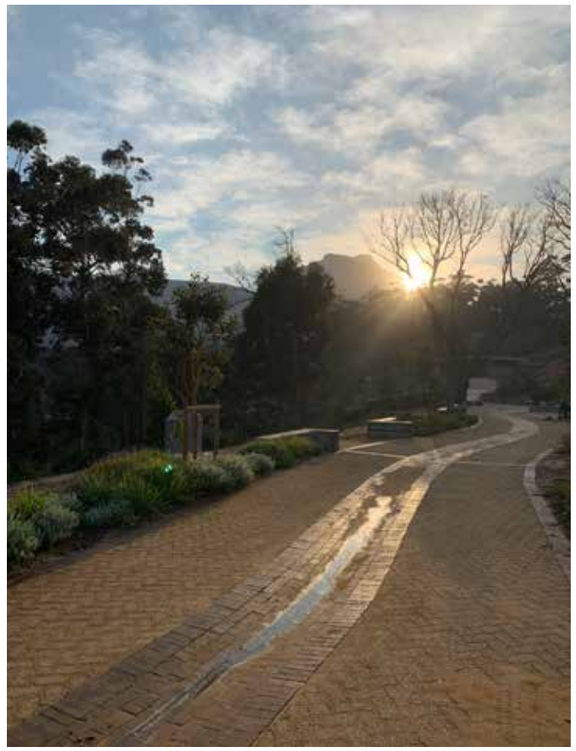

Fig. 41 Integrated Storm-water design

Fig. 42 Indigenous aquatic planting for water filtration

Fig. 43 Indigenous fynbos planting adapted to climate

Fig. 44 Storm-water as amenity - dynamic relationship between landscape, planting and climate

Fig. 45 Storm-water as an amenity - movement through site

PRECEDENT IMAGES - MATERIALITY AND PLANTING

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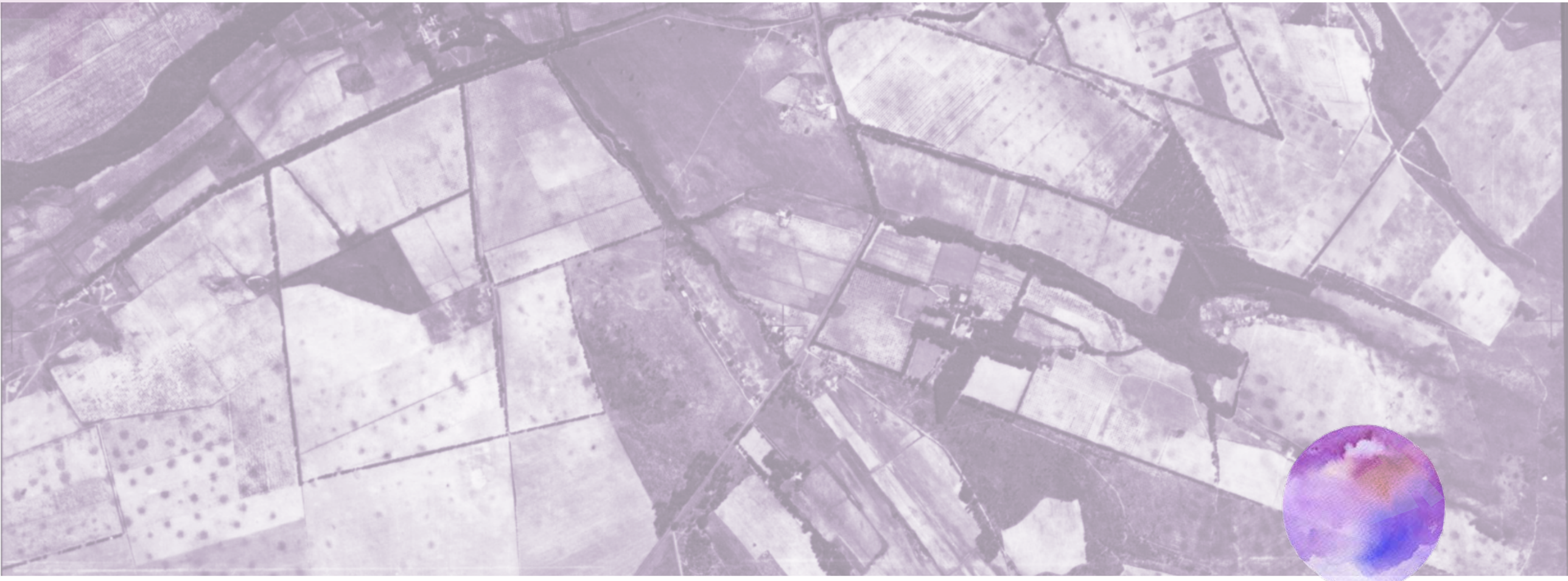

LIBERTAS
LANDSCAPE HERITAGE

* IN ADDITION TO THE DIAGRAMS AND ANALYSIS DEVELOPED AS PART OF THE LANDSCAPE HERITAGE ANALYSIS OF THE CONTEXT AND THE SITE, THE COMMENTS RAISED BY LIANA MULLER AND MARIKE FRANKLIN DATED 02.02.2021 WERE TAKEN INTO ACCOUNT. THE ISSUES RAISED WERE ADDRESSED AS PART OF THE ANALYSIS AND RECOMMENDATIONS. THESE INCLUDE THE DEVELOPMENT CRITERIA AS PER THE STELLENBOSCH CONSERVATION MANAGEMENT PLAN (2019) IN PARTICULAR LANDSCAPE UNIT C15 EERSTE RIVER CENTRAL AREA (7.7) THAT HAS BEEN AWARDED A GRADE IIIB (HERITAGE AREA).

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Fig. 46 Aerial photograph of site and immediate context, 1938, with graphic overlay identifying historic landscape character

Fig. 47 Aerial photograph of site and immediate context, 1938

Fig. 48 Graphic study of historic landscape structural features

- HISTORIC PATTERNS ARE INTEGRATED AGRICULTURAL PATTERNING
- STRONG PATTERNS OF TREE-LINES AND WIND-BREAKS
- RIVER CORRIDOR IS CONNECTED TO THE SITE
- RIVER CONNECTION OF HISTORIC WERF IS CLEAR AND WELL ESTABLISHED

HERITAGE - LANDSCAPE PATTERNS

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Fig. 49 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)

Fig. 50 Diagram of agricultural mosaic depicting heritage nodes

Fig. 51 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

HERITAGE - RELATIONSHIP TO AGRICULTURE

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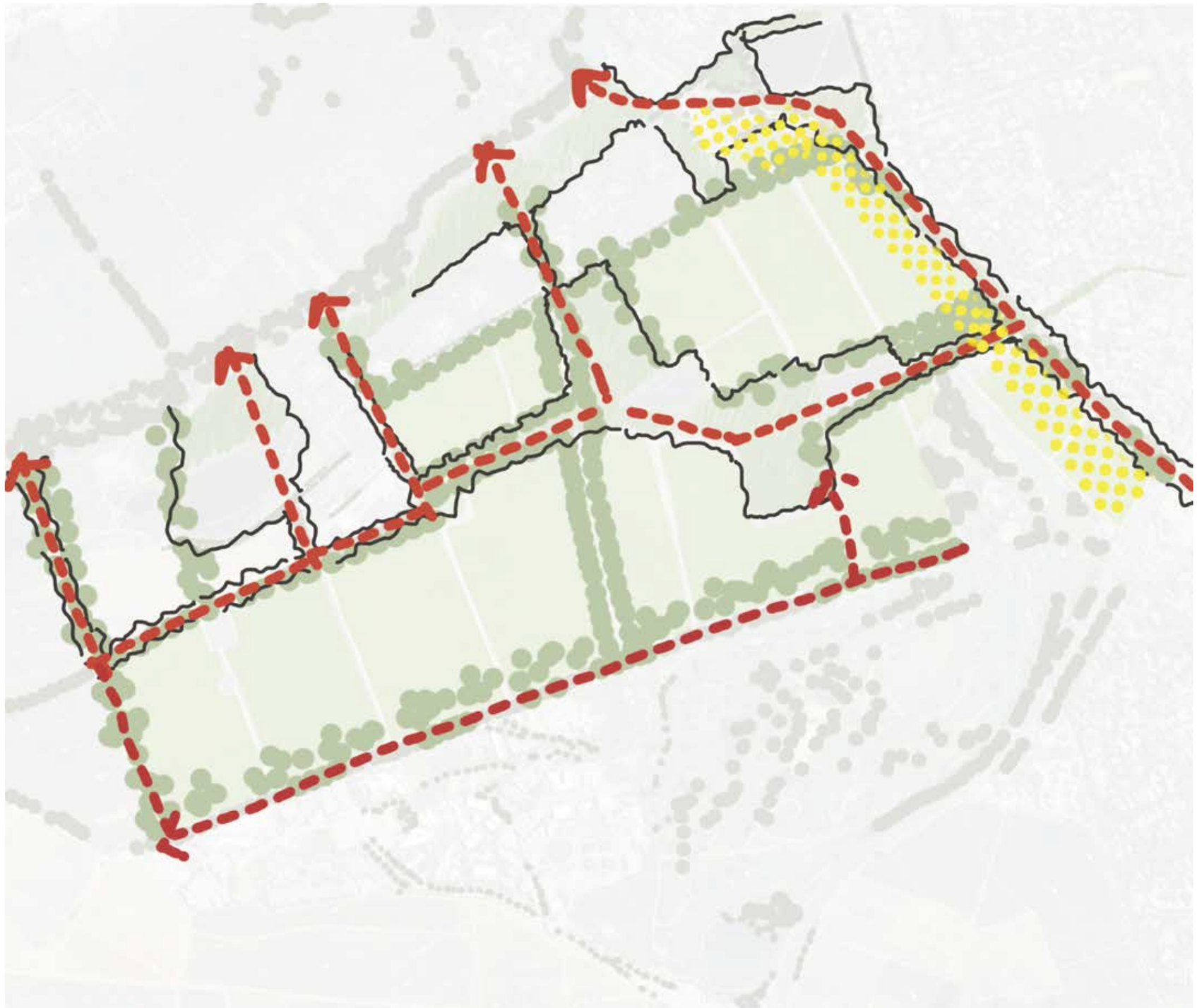

Fig. 52 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site

Fig. 53 Diagram of two different character zones on site

Fig. 54 Discussion diagram of framework plan

- ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT THE ERODED LANDSCAPE PATTERNS
- RE-CONNECT THE ECOLOGICAL CORRIDOR
- RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER

HERITAGE - RE-CONNECTION OF GREEN

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Fig. 55 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

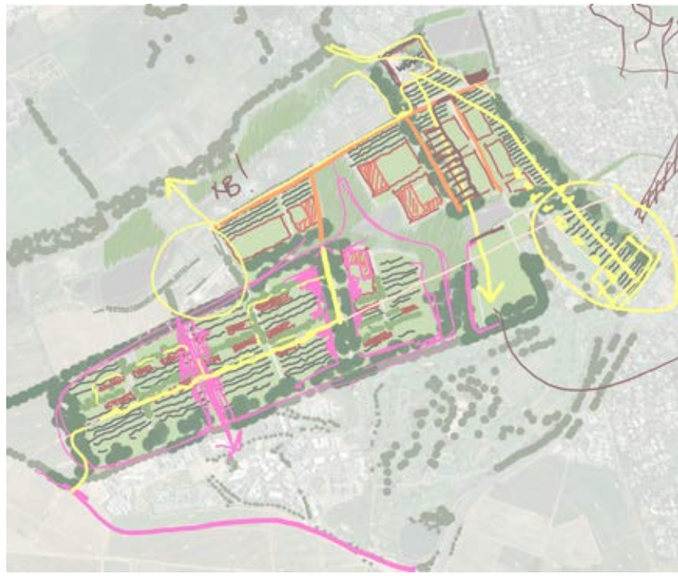

Fig. 56 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
- LINEAR DEVELOPMENT ON WESTERN PORTION OF THE SITE USING THE CONTOURS TO ESTABLISH DEVELOPMENT PATTERN
- POSSIBLE HIGHER INTENSITY DEVELOPMENT ALONG EASTERN EDGE
- RETAIN AN CLEAR LINE OF SITE FROM THE WERF TO THE SITE CONTEXT

HERITAGE - VIEWS AND VISUAL CONNECTION

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ANNEXURE 13

VISUAL IMNPACT STUDY AND VISUAL STATEMENT

FILIA VISUAL

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26-05-2022

To whom it may concern

VISUAL IMPACT STUDY AND VISUAL STATEMENT FOR THE PROPOSED DEVELOPMENT: LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

Filia Visual was appointed by Reset Properties (Pty) Ltd to prepare an independent Visual Impact Statement for the abovementioned project, to be submitted along with the Libertas development proposal for rezoning to be submitted to the Stellenbosch Municipality.

The Stellenbosch Municipality have requested more detail of the applicant regarding the potential visual impact that the proposed development may have on the existing (specific heritage) character of the area, with specific reference to the development proposal's integration with the surroundings and potential visual impacts from the local scenic routes (especially Polkadraai Road).

Figure 1: *View over Libertas Farm towards Simonsberg (URBA: Urban Design Principles document, 2021)*

The purpose of the Visual Statement is to determine the potential Visual[1] Impact of the proposed development on the visual and scenic environment; and to ensure that the visual & aesthetic consequences of the proposed project are understood and adequately considered in the land use planning process.

According to the DEA+DP Guideline and the brief provided by the project team, the service required calls for specialist involvement in the **Pre-application planning stage** (to identify scenic resources and visually sensitive areas or receptors, which may determine site selection, and layout of the project; and to determine potential fatal flaws, possible significant negative impacts and possible mitigation measures) and the **Screening stage** (to determine if a more detailed visual assessment is required).

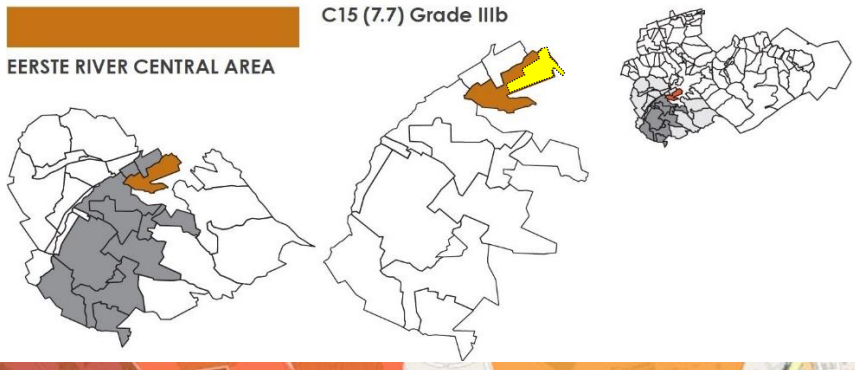
1. Desktop study

The subject site is located within the Stellenbosch municipality, outside of the Council Approved Urban Edge, and within the Eerste River Central Area Landscape Unit (C15) according to the Stellenbosch Municipality Heritage Inventory [Survey] and Conservation Management Plan (HS&CMP) (Stellenbosch Municipality, 2016). The Libertas project has the benefit of being subject to a number of previous studies relating to visual and aesthetic aspects, as well as local policy governing appropriate development within the subject site and the area.

The site is large (just under 180 Ha), with a predominantly north and northwest facing aspect (a small, isolated portion is northeast facing). The majority of the site slopes gently from a roughly east/west ridge, which slopes down consistently to the Eerste river's course. The site is currently under cultivation (vineyards), comprising some fallow land and three large irrigation dams. The subject site also houses a small complex of workers cottages and the historic Libertas Agricultural werf (Grade II).

Figure 2: *Site photograph illustrating current site and Receiving environment land uses (Smit, 2021)*

[1] *Please note the following key principles and concepts that are considered and described in terms of visual input* (Oberholzer, 2005)*:*
– 'Visual' implies the full range of visual, aesthetic, cultural & spiritual aspects of the environment contributing to sense of place;
– Both the natural and the cultural landscape and their inter-relatedness including all scenic resources, protected areas, and sites of special interest, together with their relative importance in the region are considered part of the visual resource;
– Visual studies are underpinned by an understanding of the landscape processes, including geological, vegetation and settlement patterns, which give the landscape its character or scenic attributes;
– Both quantitative and qualitative criteria are included when describing visual aspects.



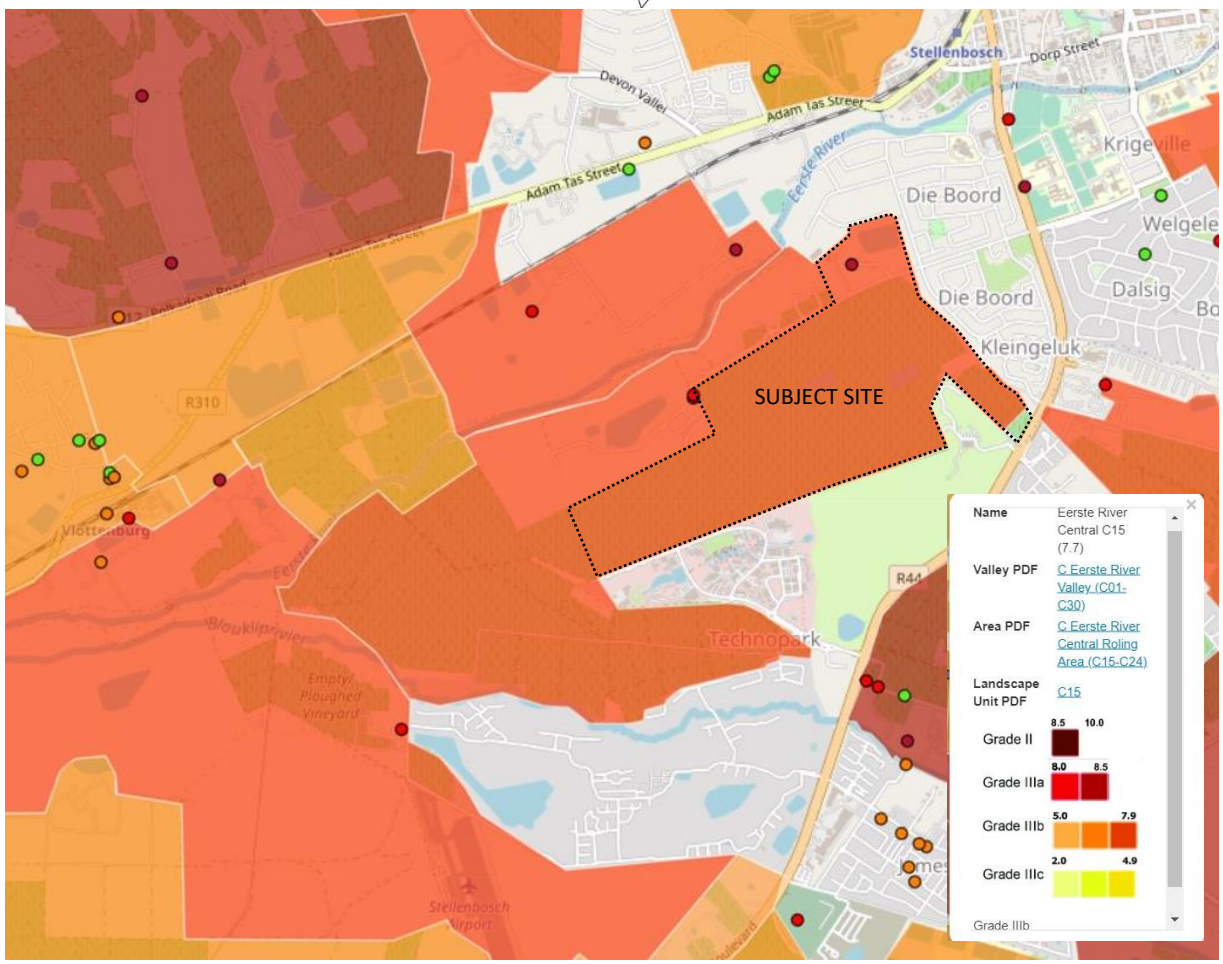


Figure 3: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing C15 Eerste River Central (Source: HS&CMP)*

Figure 4: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing photograph of the C15 Eerste River Central Landscape Unit. Note that the subject site is located to the left of the white dotted line (Source: HS&CMP)*

The site, being large (just under 180 Ha) has a number of edge conditions. Flanked on its eastern boundary by Die Boord (an established and densely treed middle-class suburb of Stellenbosch - mostly single storey residential), the urban fabric is separated from the subject site by a small tributary of the Kleingeluk river (referred to in the project documentation as the "eastern drainage edge") which in turn terminates in the irrigation dam in the north easternmost corner of the site. A narrow tarred road, Van Reede Street, runs along the northern edge of the site, taking access off Van Reede Road in Die Boord, and terminates at the SAPO trust entrance. Neighbouring private properties delineate the northern boundary (these are the private residential development of Patrysvlei, the Fleurbaix estate and historic homestead, and the business park housing the SAPO Trust). To the west, the site is flanked by the continuation of the agricultural landscape and vineyards north of Kleine Zalze. The northern boundary is shared with the Technopark and Stellenbosch Golf club property boundaries.

According to the Terra+ Visual Analysis, the receiving environment within which the site is located is "rich in cultural heritage and scenic significance" (Terra+ Landscape Architects, 2020). Additionally, the Stellenbosch HS&CMP states that "the site holds extremely high levels of historical, architectural, archaeological, landmark/scenic, aesthetic/contextual significance", contributing to the "understanding of the historic pattern of settlement" in the area and the "interplay between built environment, the rural landscape and the wilderness beyond" (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). It bears mention however that the context of the manor house is eroded (Jansen, 2020). The Heritage consultant notes that the heritage resource falls into the category 'Enhance', meaning that remedial action to restore or change the heritage resource through adaptable reuse would be an appropriate intervention.

Figure 5: *Site photograph of the Libertas werf (Jansen, 2021)*

The proposed development triggers the Green Transition Conservation Systems in terms of the HS&CMP, which recognizes that the rural landscapes of Stellenbosch are significant cultural landscapes within the context of the Western Cape (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 7). The Green Transition Conservation System "looks at the horizontal transition of development within the landscape, with the focus more on the open agrarian landscape and the transition from urban to rural, than the distant wilderness landscape" (Stellenbosch Municipality, 2019, p. 1). According to the HS&CMP any development in the C15 land unit would compromise the rural character of Stellenbosch (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). Additionally, the C15 Landscape unit features more than 70% visibility from Grade II scenic routes. According to Liana Jansen, "The only way development could be considered on this site is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric, and adheres to all the indicators of the landscape, as highlighted in the Stellenbosch Conservation Management Plan (2019)." (Jansen, 2020).

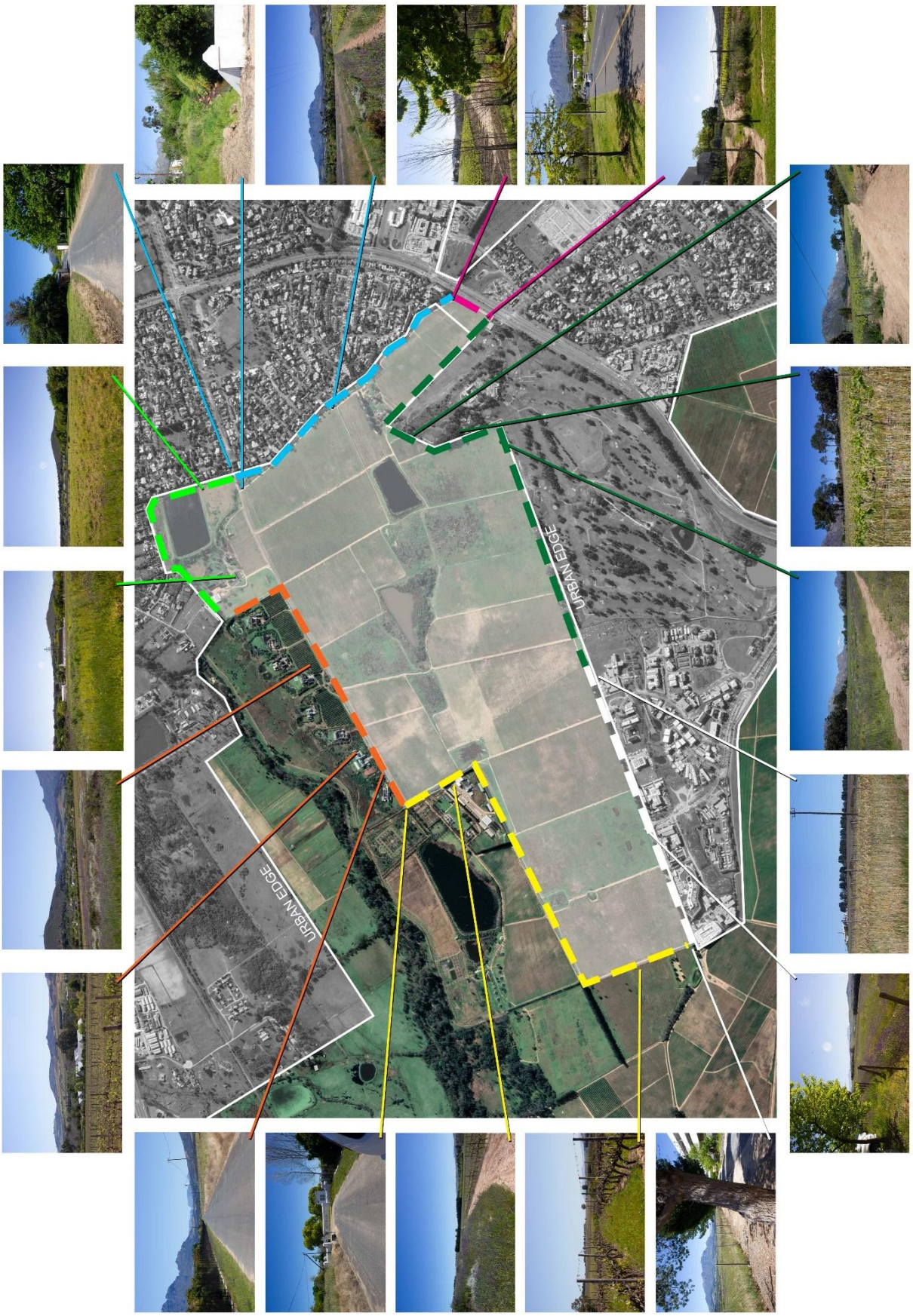


Figure 6: *Site photographs illustrating edge conditions (Smit, 2021; Aerial Source: Google Earth, 2021)*

2. Sense of place and Landscape character

Distinct rectilinear vineyards on a gradual slope contribute to the sense of place, and a key feature of the site and receiving environment is the openness of views. This is true for views from the site outward as well as from views within the Viewshed areas that affording the visual receptor "views across the predominantly viticultural landscape towards the dramatic mountains in one harmonious frame" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 5). It should however be noted that views from the receiving environment onto the subject site are often interrupted (refer to Section 00 of this report); and views are not recorded at all from within the urban edge and residential areas within 1,5km of the subject site. According to the HS&CMP, "where landscape units with a coverage of 70% or more intersect with the … Green Transition Conservation System, it heightens the importance of those landscape units for their open quality" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).

Figure 7: *Site photograph taken from the M12 at the only place along the Polkadraai road where the subject site is located directly within the line of sight of the viewer. Note that this section of the M12 is not classified as a Scenic Route. The photograph is taken just east of the entrance to the Longlands Country Estate (Smit, 2021)*

Figure 8: *Site photograph taken from the R310 overlooking Droedyke farm, Ou Stal, and the course of the Eerste River. The entire SAPO trust complex, Patrysvlei and the extensive gardens at Fleurbaix are screened by the dense vegetation in the fore- and middle ground. The avenue of trees along the Technopark and Stellenbosch Golf Club boundaries are a landmark feature in the visual field (Smit, 2021)*

The subject site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural

landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

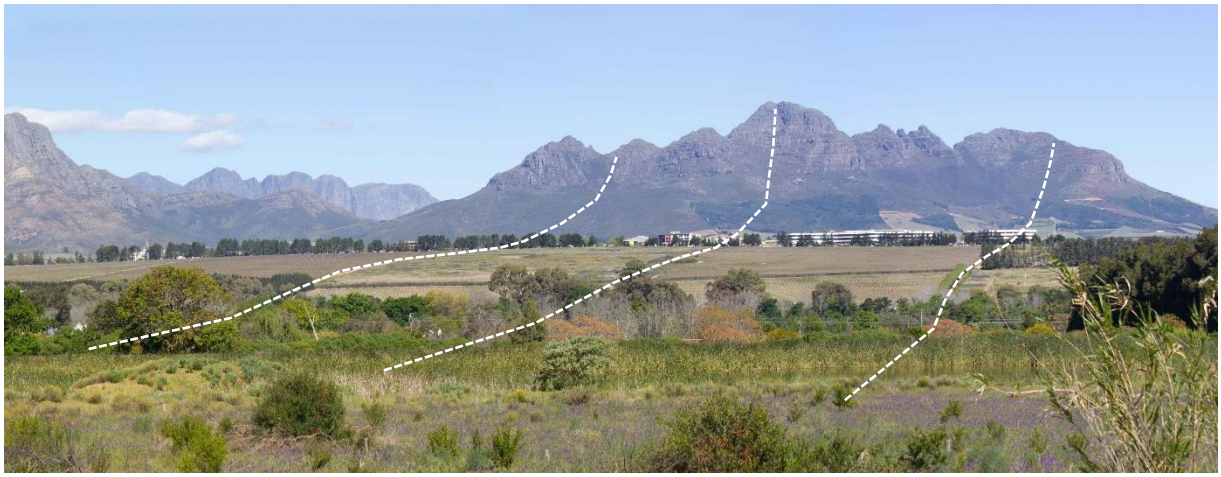


Figure 9: *Site photograph of the landscape patterns across the site created by the service roads between the vineyards that lie perpendicular to the slope (Jansen, 2021)*

The HS&CMP identifies the landscape patterns across the subject site (i.e.; the service roads between the vineyards that lie perpendicular to the slope) as a well-defined landscape feature and rural landmark entering into Stellenbosch from the Polkadraai Road. These patterns direct views towards the dramatic mountain backdrop, reinforcing the scenic experience of continuity between the "cosmic", "classic" and "romantic" landscape domain typologies comprising a complex landscape, according to the Terra+ Visual Analysis (Terra+ Landscape Architects, 2020, p. 8).

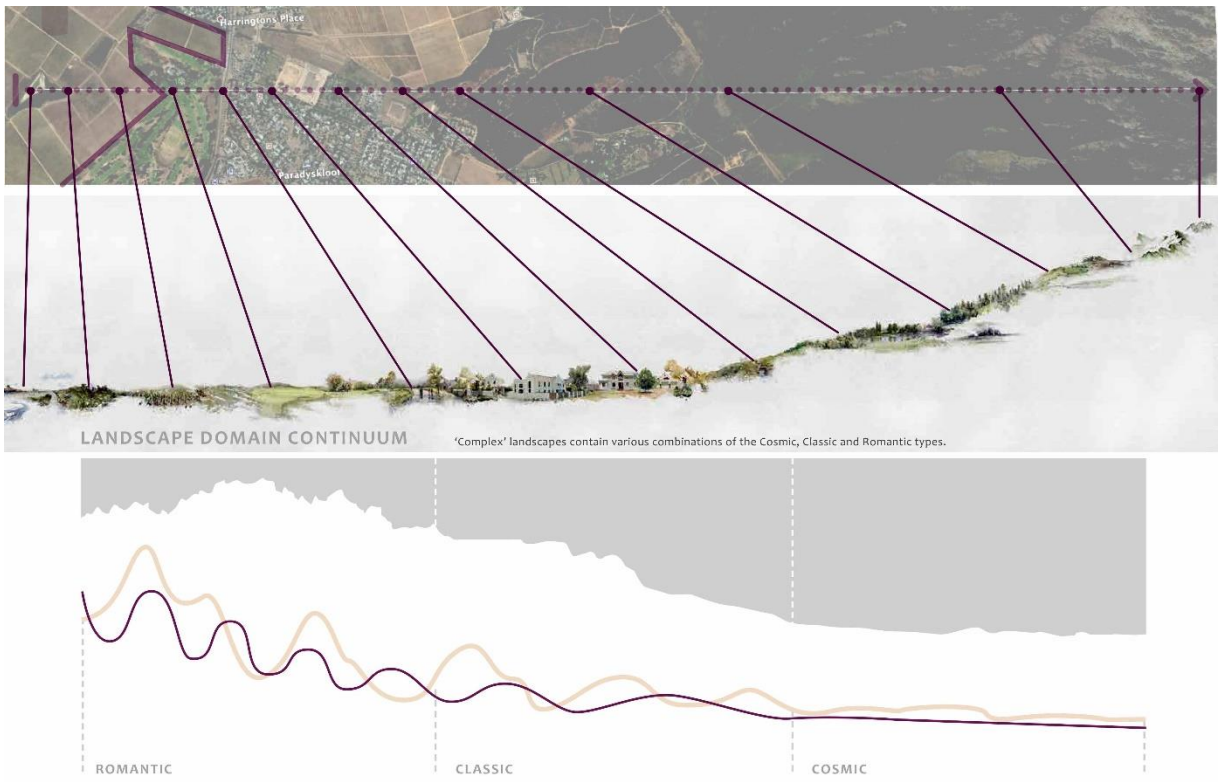


Figure 10: *Graphic illustrating the Landscape domain continuum that creates visual continuity between the natural setting, green linkages, and town edges (Jansen, 2021)*

3. Site Visit and Visibility Study

The site visit was conducted on the 14th of October 2021 under sunny and clear weather conditions. Fieldwork, Line of sight testing and visibility analysis resulted in the following observations:

- The proposed development will not generally be visible from the **south**, as it is screened by the Technopark ridge and avenue of trees.
- Views from the **east** (except at higher elevation and at distances of more than 1,5km) are limited by screening elements in the immediate foreground of viewers such as buildings and existing vegetation i.e.; views from within the urban edge are very limited.
- Views from the **north** onto the site are generally screened by foreground elements from within 2 – 2,5km of the subject site, including undulating topography. Additionally, there are relatively few sensitive receptors located to the north of site.
- Views from the **west** should be considered the most sensitive, given the aspect of the site's topography and the openness of views from Polkadraai road (M12 Scenic route) and the surrounding landscape to the north west over the subject site.
- The subject site is visible (and proposed development will be visible) from the surrounding mountains which are highly valued recreational and ecological resources. Refer to Figure 13 for a representative view from Tokara wine estate at the top of the Helshoogte pass.
- The site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes (the HS&CMP identifies the subject site as part of a Landscape unit with more than 70% visibility from Grade II scenic routes).
    - Please refer to Figures 44 and 45 for an indication of the site's visibility from surrounding Scenic routes.
- The viewshed shows that the proposed development will be visible from the majority of the surrounding urban areas, however line of sight testing during fieldwork indicated that the areas from which the proposed development will be visible are significantly fewer than illustrated (the viewshed does not take into consideration the significant screening capacity of existing buildings and vegetation for viewers 1,8m above the ground level).
- Being on the southern side of the ridge from the subject site, views from Technopark are limited to those on the property boundary itself, and no other views from within the Blouklip river valley were recorded.
- Views from the surrounding residential areas will be limited significantly by the density of the surrounding suburban vegetation together with the relatively flat or lower topography of the urban areas.
- Only a small portion of the total subject site (a small vineyard) will be visible from the R44. This vineyard is the most embedded aspect of the agricultural landscape on the site that is visible from the surrounding urban setting. The proposed buildings will be visible but screened by the existing avenue of trees. Commuters travelling south will view the proposed buildings from a slightly lower elevation, and viewers travelling north towards Stellenbosch only have perpendicular views.
- Sub-precinct B is only visible from about 100m of the R310 Scenic route but will mostly be screened by topography and vegetation in the foreground.
- Sub-precinct C is not visible from the M12 and R310 Scenic routes at all.
- The landscape viewed from west to east (travelling towards Stellenbosch along the scenic routes north of site) is more sensitive than the landscape viewed from east to west. This is because of the framed and layered views across the agricultural landscape that gains elevation and scenic value up towards the natural landscape over the encircling mountains that viewers looking east have access to. Additionally, the site is either perpendicular to or behind the viewer from any location further west than the landfill site along these roads

- Libertas itself, and the Sub-precinct B area are not visually prominent from the north and north west, which account for the most sensitive views.
- Sub-precinct A is located at the base of the most visually prominent parts of the site.
- The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.

Figure 11: *Site photograph illustrating the most visually prominent/exposed/sensitive portion of the subject site (Smit, 2021)*

The proposed development is distributed across the site in sub-precincts, leaving much of the landscape undeveloped and open, where land use and land cover will remain largely unchanged. Therefore, the visibility of the proposed development differs depending on which sub-precinct is being referred to.

i. Please see Appendix A which containing viewsheds for each sub-precinct at 1km, 5km and 10km distances.
ii. Figure 12 illustrates the combined viewshed for all aspects of the proposed development together.
iii. Figures 13 to 22 illustrate the visibility of the subject site from various distances and vantage points within a 10km radius of the subject site.

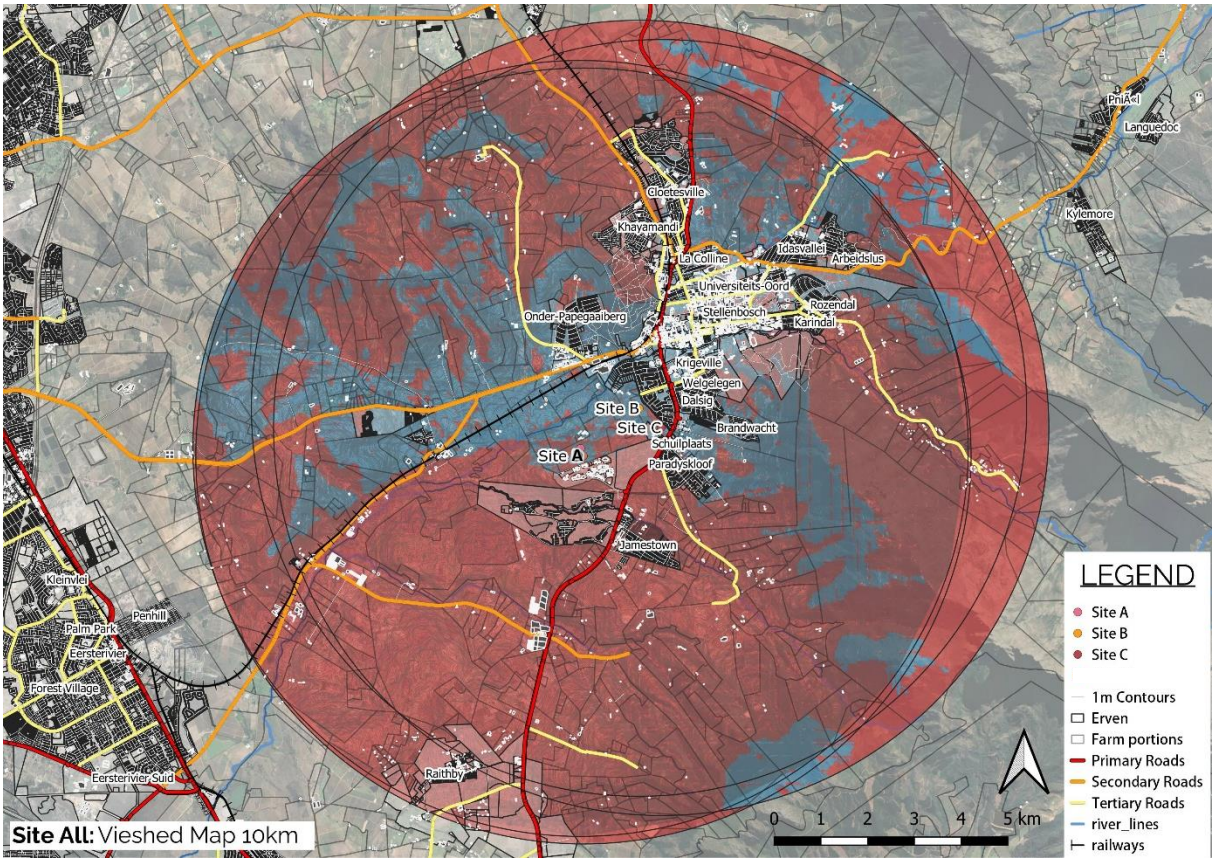


Figure 12: *Viewshed 10km radius with four transmission points representing the proposed development areas. Please note that a blue overlay indicates visibility, and a red overlay indicates areas from which the proposed development will not be visible. Refer to Appendix A for individual viewsheds (Smit, 2021)*

Figure 13: *Site visit photograph taken from Tokara wine estate at the top of Helshoogte pass at approximately 8,4km away (all measurements are taken from the centre of the subject site), looking south west (Smit, 2021)*

Figure 14: *Site visit photograph taken from the M12 Polkadraai road at approximately 8km away, looking east. Only a small sliver of the site is visible to commuters travelling towards Stellenbosch (Smit, 2021)*

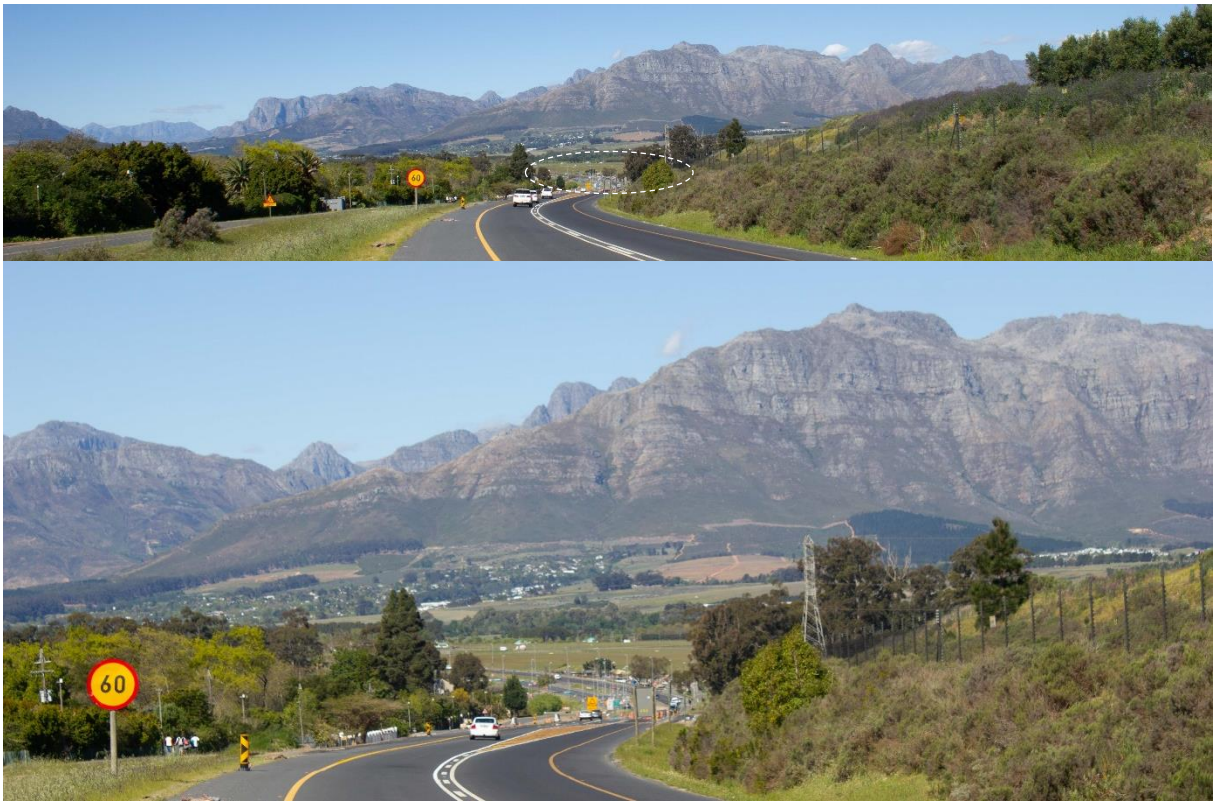


Figure 15: *Site visit photograph taken from the M12 Polkadraai at approximately 5,2km away from the centre of the subject site, looking east. Note that the vegetation patterns in the landscape run perpendicular to the viewer and are not perceptible from this vantage point. The site forms part of the middle ground agricultural landscape (Smit, 2021)*

Figure 16: *Site visit photograph taken from the entrance to Neethlingshof at approximately 3,5km away, looking east. Note the existing mature vegetation screening the westernmost portion of the site and the avenue of trees behind which the Technopark buildings are visible (Smit, 2021)*

Figure 17: *Site visit photograph taken from the R310 Baden Powell Drive. This view location marks the limits of the subject site's visibility from this scenic route, according to line of sight testing during the site visit. This view is located 3km away, looking east. Also note the proposed development the tree avenues along the subject site's westernmost edge (Smit, 2021)*

Figure 18: *Site visit photograph taken from the entrance to Asara on the R310 Adam Tas Street, at approximately 2,8km away, looking south east. Note that the vineyard-derived landscape patterns are still not particularly noticeable from this vantage point, but that the agricultural landscape nevertheless reinforces the scenic experience of continuity between the different landscape domain typologies and protects the rural/agricultural landscape setting of the entrance to the town (Smit, 2021)*

Figure 19: *Site visit photograph taken from the R310 Adam Tas Street at approximately 2km away from the centre of the subject site, looking south over the Eerste River course in the foreground. Note how the landscape patterns are now visible, running perpendicular to the slope, the R310 and the direction of travel of the viewer (Smit, 2021)*

Figure 20: *Site visit photograph taken from the R44 at the easternmost edge of the subject site (+- 1,2km from its centre) looking north west. Notice that only the vineyard on this portion of the site is visible (Smit, 2021)*

Figure 21: *Site visit photograph taken from the southern boundary of the subject site looking north east towards Simonsberg over the vineyards. Notice the density of the vegetation within the urban edge, and the urban typology that is predominantly single storey residential – invisible from this vantage point. Libertas is visible in the left of the image, and the fact that the Distell industrial complex is barely visible from this location is testament to the visual absorption capacity of the Eerste River Valley landscape (Smit, 2021)*

Figure 22: *Site visit photograph taken from within the site, looking south west up the slope towards the irrigation dams (not visible here due to topography). Note Van Reede Street in the far right and the stand of trees indicating the position of the notch in the property boundary that accommodates the Stellenbosch Golf Club (Smit, 2021)*

4. Proposed development

4.1 Previous proposals

The 2017 proposal took the approach of a business-as-usual continuation of suburban sub-division. The bubble map below earmarks the majority of the subject site for Residential estate development, with a hotel precinct surrounding the Libertas werf, extensions to Technopark's land uses along an extended Techno Avenue, as well as a Private school and University on the north and north west facing slopes. The civil engineering/proposed roadways (chiefly, a central access route) appear to drive much of the spatial design decision making, and the scheme gives the impression that much of its *raison d'etre* is based upon the assumption that the Western Bypass would be constructed.

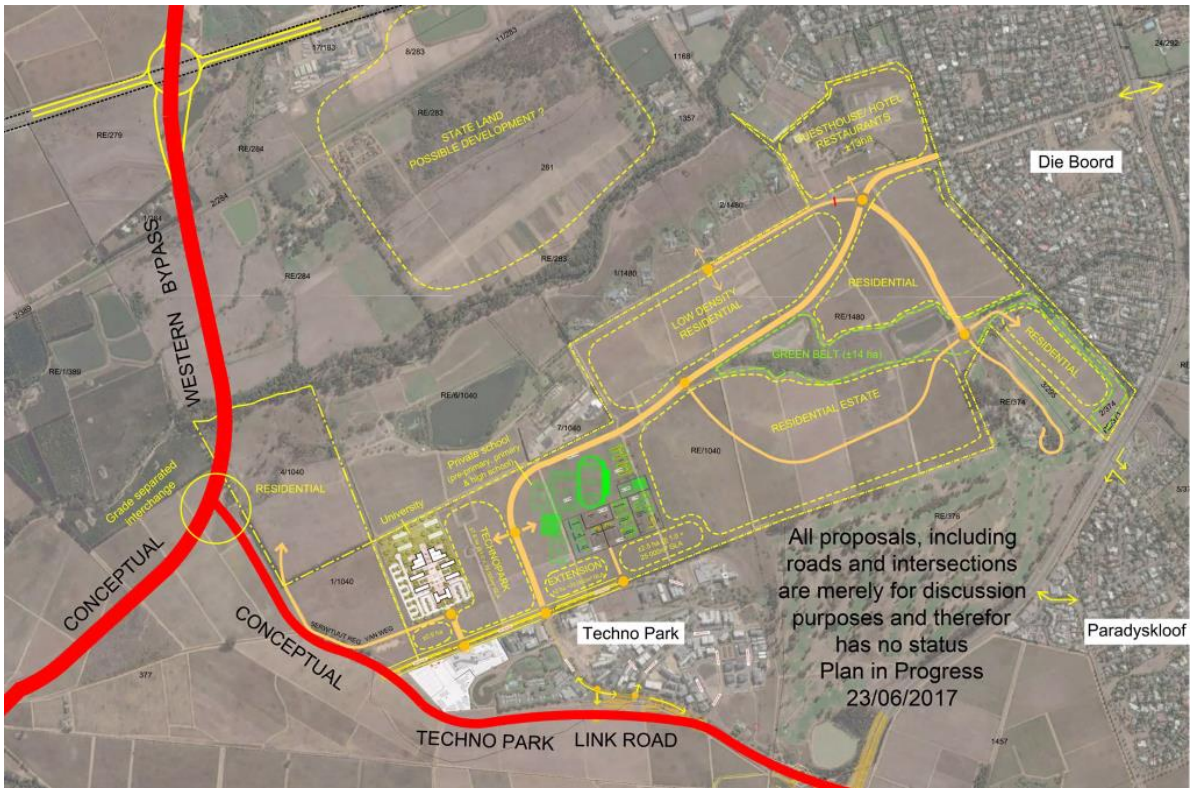


Figure 23: *2017 (conceptual) development proposal (Source: URBA, 2021, authors unknown)*

In the absence of a more detailed proposal, not much comment can be given regarding layout, massing, and architectural typology, but it is clear that this initial proposal amounts to a conventional development proposal that would erode the urban edge and add to urban sprawl. As stated in the Heritage comment letter: "… it remains questionable whether another high-density development

node is necessary that is historically, spatially, and topographically contrary to the proposals as per the SDF." (Jansen, 2020).

Figure 24: *URBA's first development proposal (URBA, 2021)*

URBA's initial proposal did away with the central road, and developed a scheme based on the idea that the whole site did not need to be (and in fact should not be) developed. The scheme proposed access and circulation that could function independently of the controversial Western Bypass. The proposal was to retain the majority of the vineyards, and cluster development along the existing urban edges – one precinct along the Die Boord suburb, and the bulk of the development directly alongside Technopark. According to URBA, the architectural resolution focused on typology and fit rather than optimizing planning parameters. Access would be taken of the adjoining urban areas, with a narrow, meandering, serpentine lower order roadway winding through the landscape.

Land use would be a mix or residential, commercial, retail, and institutional, with building massing stepping down from a high street (3 storeys) into single storey and then into agricultural landscape. Low density residential clusters at Sub-precinct A were designed to sit on plinths in the landscape, alongside low slung walls, and integrated landscaping to further mute fairly quiet architecture. The entrance precinct at Sub-precinct B would consist of three storeys walk up apartments, with some medium density residential drawn out int o the landscape alongside. Sub-precinct C would accommodate clusters of residential units within the vineyard. This proposal already vastly improved on the previous proposal in terms of scale, concept, massing, urban design approach and a more sensitive response to contextual heritage and visual sensitivities in general.

4.2 Design development and notes on conceptual approach

The proposed development has since undergone an inter-disciplinary and iterative design process informed by Urban Design, Heritage, Visual and Landscape Architectural professionals on the design team. Please refer to the Heritage Comment letter dated 3 December 2020 by Liana Jansen for a summary of the professionals who have been approached to provide input, comment and

professional opinions (Jansen, 2020), as well as page 2 of the Urban Framework document (URBA, 2021).

The **conceptual approach** was to formulate a sensitive response the elements of the cultural landscape identified both within the site and the surrounding context. The URBA team's understanding of the role of the site within the scenic environment is communicated in the conceptual diagram below indicating the conceptual design response in the foreground, middle ground, and background. The layering of landscape and architectural elements aim to result in a development that is built in and not on the landscape. According to the Visual Analysis that accompanied this design phase, the proposed development aims to create a point of orientation and contextual significance in the landscape to establish a unique identity and sense of place, especially for views from the R310.

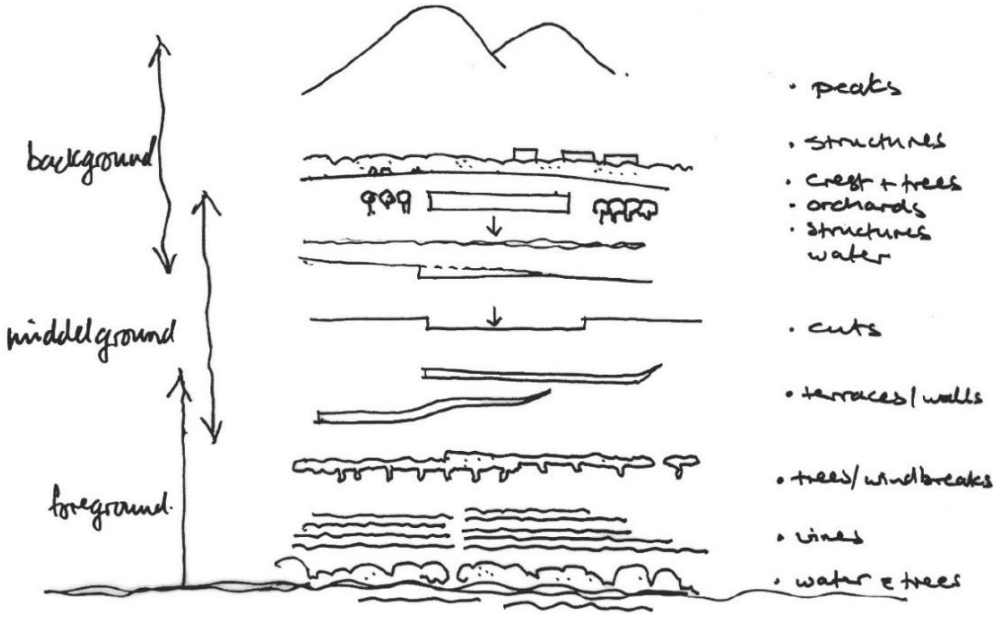


Figure 25: *URBA Conceptual approach diagram (URBA, 2021)*

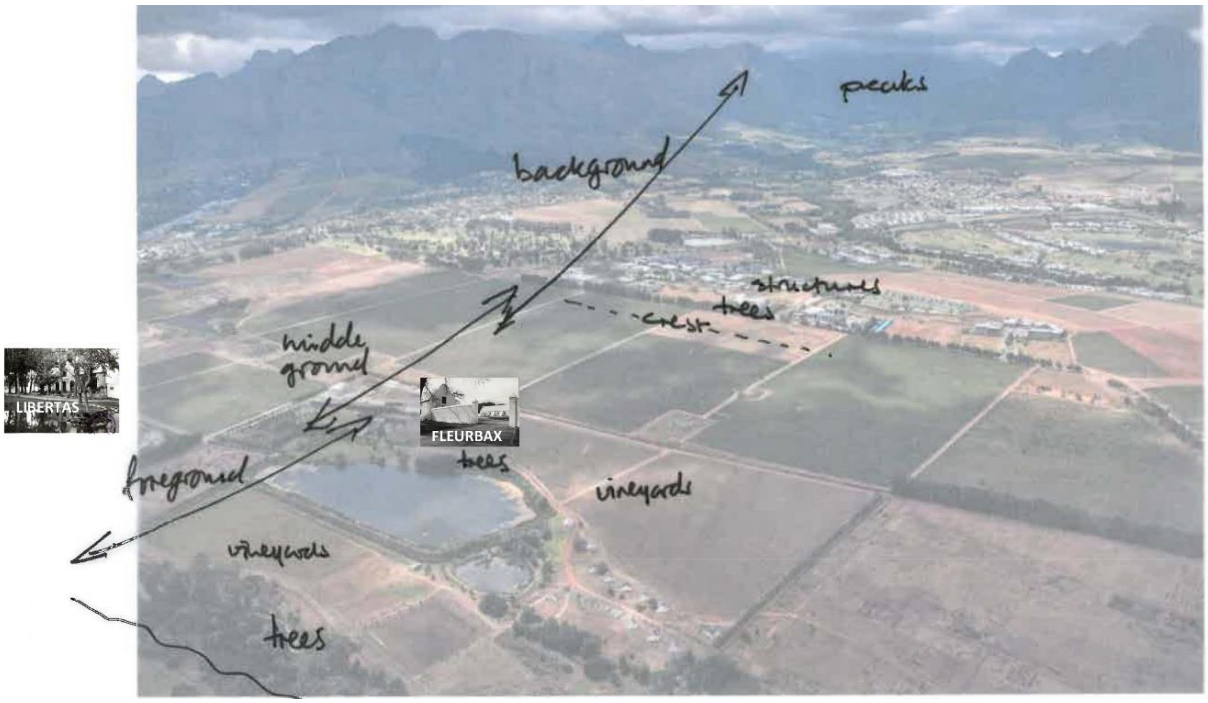


Figure 26: *URBA Elements of the Cultural Landscape (URBA, 2021)*

4.3 Current proposal

Following an investigation into social, historical, and cultural significance, URBA reworked the proposal to incorporate these findings. The current proposal is localised in two areas of the site:

- Sub-precinct A in the western portion, parallel to the northern boundary of Technopark;
- and Sub-precincts B & C in the east, adjacent to the Die Boord neighbourhood and the R44.

The development proposal consists of 1 241 residential opportunities, 12 138 m2 retail/offices, and 9 408 m2 cultural/institutional facilities. In this proposal, integrated heritage, visual and cultural landscape, and other spatial patterns are more legible as primary structuring mechanisms in the design and layout. The high street model for Sub-precinct A was dialed back in terms of massing and function and moved further down the slope to ensure that the most visible upper part of the subject site on the ridge crest would be less impacted.

FIGURE 6.01: PUTTING IT ALL TOGETHER: The masterplan and its elements

1. Access from future planned eastern bypass
2. Winding route through vineyards
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Links to Techno Park
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

Figure 27: *URBA's current development proposal (URBA, 2021)*

The architectural mix of buildings and typologies was also changed to be more fluid, more responsive to landscape and reminiscent of a farm village typology. Sub-precinct B also shows a more considered response to the existing edge, with buildings stepping down from 3 storeys along the river, to two storeys, to single storey buildings as the topography rises and the agricultural landscape resumes. Sub-precinct C's units were consolidated, shifted back up the slope and sunk behind low stone walls that connect the landscape and the houses to one another, minimizing visual intrusion.

Building footprints and heights were reduced to achieve a finer grain, so that views from surrounding scenic routes would not perceive continuous and large buildings. This approach maintains the view cone from Libertas to the encircling mountains and makes better use of the natural visual absorption capacity of the receiving environment. The Landscape proposal uses banks of trees to stitch the built fabric back into the landscape to visually break up the development and blend it into its surroundings using existing landscape patterns and materials.

Figure 28: *3D sketch of URBA's current development proposal (URBA, 2021)*

a. Roads alignment study

Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site (connecting Die Boord and Techno Park). See below the EMME modelling undertaken as part of the Traffic Impact Assessment.

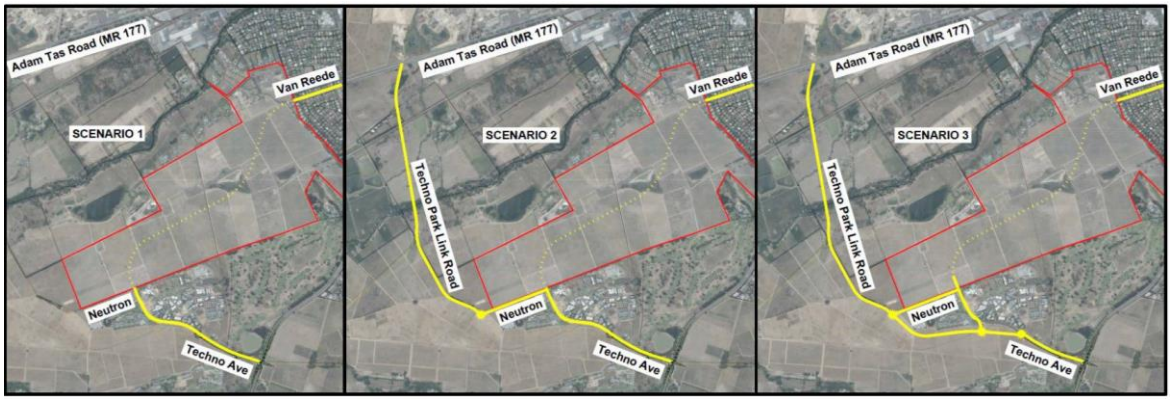


Figure 29: *Diagram 2, TIA, showing modelling of the Techno Park Link Road through and around the subject site (UDS Africa, 2022)*

In the 2021 URBA proposal, the sub-precincts were linked by a narrow meandering road, where access and circulation within the development proposal relied mostly on the existing roads, with the aim of maintaining and strengthening the existing landscape patterns. Various access points negated the need for a central circulation route, allowing all roads to be reduced in scale and order, which resulted in no one major traffic link between Techno Park and the Libertas development.

As the Municipality's Engineering Department were in support of the through road (which will be a class 4 road with two lanes - one per direction), Filia Visual was tasked with undertaking a brief study to identify the suggested route with lowest visual impact.

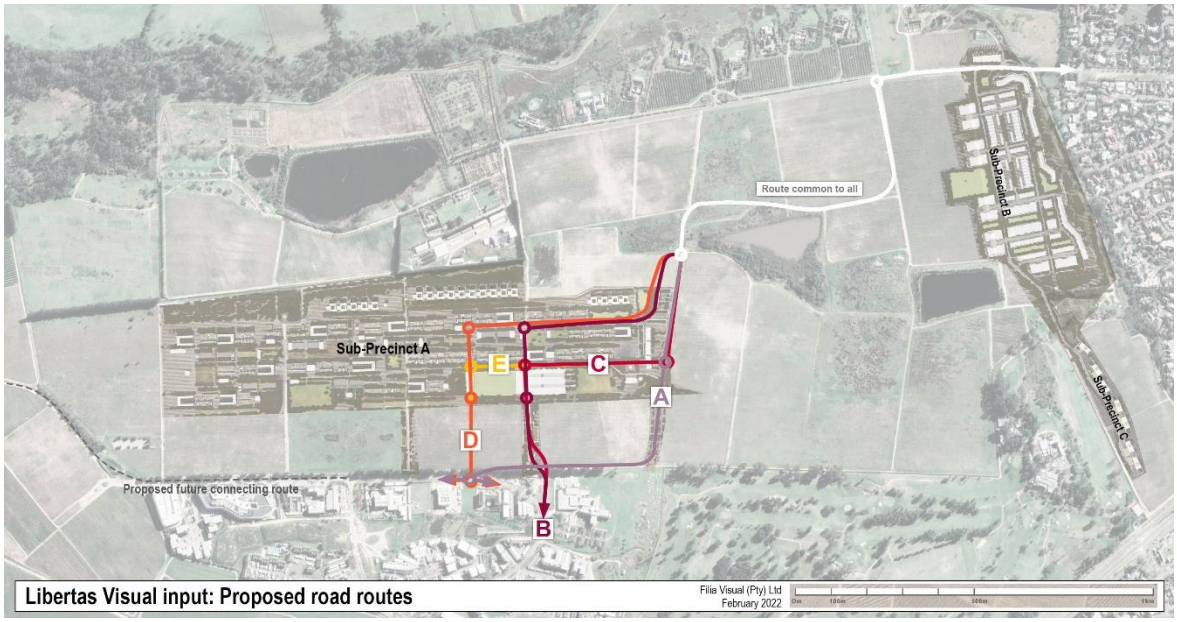


Figure 30: *Initially, Filia Visual was tasked with assessing 5 road alignment options, illustrated above (Smit, 2022,; Sources: URBA, 2022)*

Figure 31: *All five (5) initial road alignment options, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*

Figure 32: *All five (5) initial road alignment options, view from Tokara (Smit, 2022)*

Indicative "Simulation" graphics were generated to understand the position of various road layouts when viewed by the public. The site photograph in Figure 31 was chosen not necessarily for an accurate representation of typical views from the scenic route, but to show the proposed new road routes in the landscape with the least amount of foreground screening as possible. Figure 32 illustrates the routes from higher elevation overlooking the receiving environment generally.

Observations and findings from the initial comparative road alignment study were as follows:

- The five proposed routes are identical from the entrance at Sub-Precinct B up to the second circle.
    - Traffic circles would represent a node of higher visibility along the proposed routes but are expected to be less visually intrusive than a traffic lights.
    - The use of traffic circles rather than traffic light intersections is supported pending the findings of the Simulations anticipated in the VIA.
- In terms of overall visibility, based on site topography and the nature of the receiving environment:
    - A would be the most visible option;
    - B and C are comparable;
    - D and E are comparable, and will have slightly lower impact than B and C.
- The placement of the portion of the route that is identical to all the proposals could be improved if the route avoids cutting through the agricultural areas midslope.
    - If possible, the route should hug the northern boundary, following the existing road until it must turn south to run along the eastern edge of Sub-precinct A (indicated in a blue dotted line in Figures 34 – 36).
- Proposals that route the new road through any portions of Sub-precinct A will generally have a lower visual impact because the buildings and vegetation of the proposed development will absorb the roadway, streetlights etc. visually from the vantage point of sensitive viewers (the Scenic route, specifically).
    - Routing any road along the southern edge of Sub-precinct A would be similarly screened from the Scenic route and other sensitive receptors to the north.
- In reference to the above, all of the options are routed through Sub-precinct A at some point, so their potential visual impact is dependent almost entirely on how the section between the southern edge of Sub-precinct A and the northern edge of Technopark is routed.
- Any roadway that runs perpendicular to the site contours and crosses the “buffer area” at the crest of the hill (between Sub-precinct A and the northern edge of Technopark) will be visible from Adam Tas Scenic route and increase the visual impact of the proposed development overall, especially at night due to streetlights (static, continuous light source) and car headlights (moving, short duration but noticeable).
    - Currently all the route proposals include a portion of the proposed road that does so. Therefore, none of the five proposed routes were supported outright by the visual specialist.

The “buffer area” illustrated in Figure 33 is the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape (as described in Appendix 3: Conservation Systems of the CMP) and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban).

According to the Heritage practitioner, this buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side[2].

Figure 33: *Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)*

Figures 34 to 36 illustrate the suggested route with lowest potential visual impact, and two acceptable alternatives, based on the findings of the fieldwork and sensitivity analysis undertaken to date.

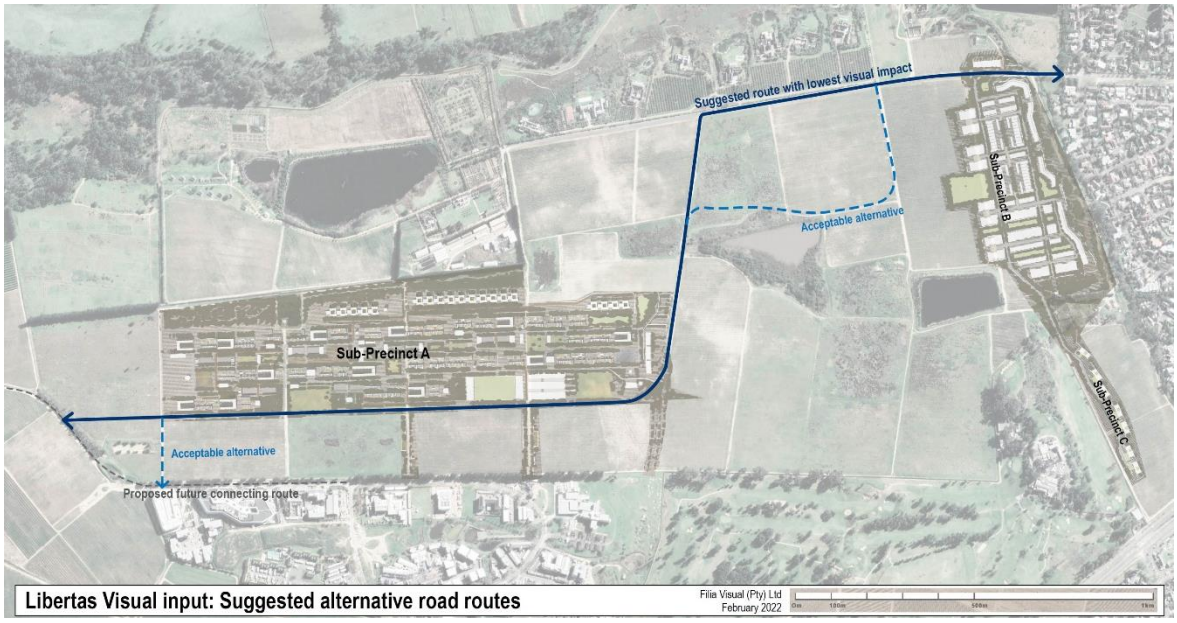


Figure 34: *Graphic illustrating the suggested route with lowest potential visual impact and two acceptable alternatives form a visual impact point of view (Smit, 2022; Sources: URBA, 2022)*

[2] As the Heritage Practitioner has pointed out previously, there should perhaps never have been development on the Techno Park ridge, and erosion of the receiving landscape any further will cause the cumulative visual impact to spill over to this valley too, beyond the Technopark ridgeline.

Initial findings and observations:

i. The potential visual impacts described above would be largely avoided if the proposed road were to be routed along the southern edge of Sub-precinct A, exiting the property along the western boundary of the site (areas which are slightly less sensitive visually).
ii. The possibility of linking up with the future Techno Park Link Road should remain an alternative to all the current and future proposals which propose vehicular connection to Technopark across the most visually exposed parts of the site.
iii. There is also a short route perpendicular to the contours on the far western side of the site (over the most visually sensitive parts of the site) that may be considered as an alternative. Topography and existing vegetation screen this part of the site a little more than areas more to the east.

Figure 35: *Suggested and acceptable alternative routes, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*

Figure 36: *Suggested and acceptable alternative routes, view from Tokara (Smit, 2022)*

b. Current Road alignment proposal

According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road.

The proposed route crosses the “buffer area” further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 38 and 39 below).

Figure 37: *Diagram 7, TIA, showing Proposed road link between Die Boord and Techno Park traversing the subject property (UDS Africa, 2022)*

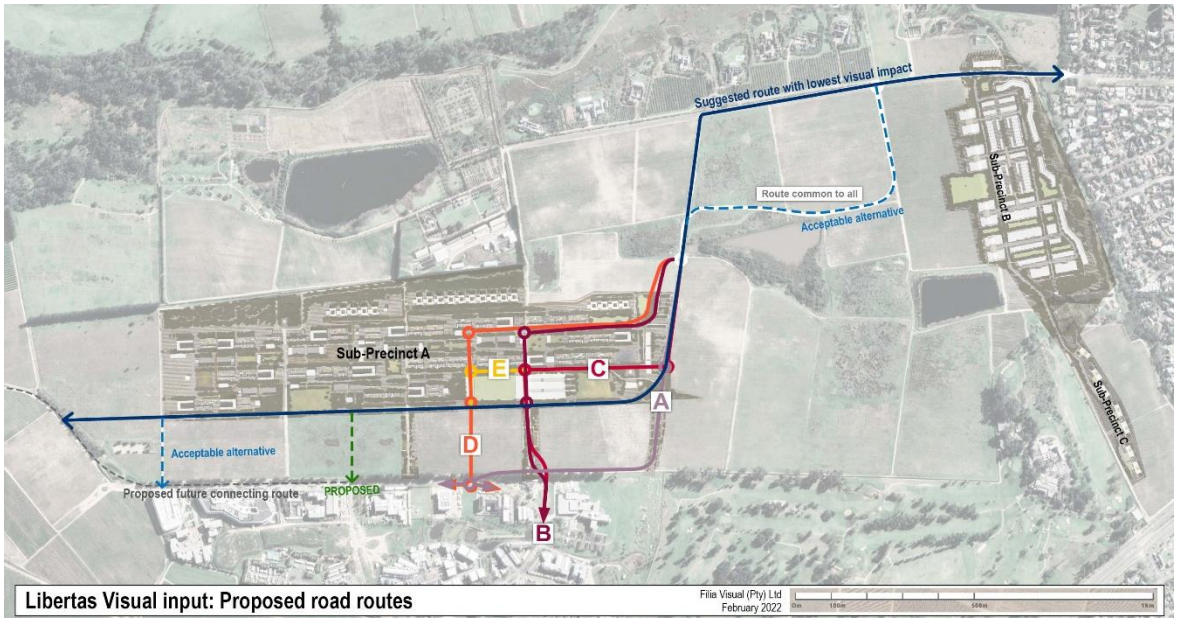


Figure 38: *Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)*

Figure 39: *Enlarged illustration of the proposed route, showing the previously identified acceptable alternative routes (Smit, 2022)*

4.4 Simulations

Simulated photomontages use photographs of an actual scene modified by the insertion of an accurate representation of the visible changes brought about by the proposed development (The Landscape Institute, 2011). The visual simulations thus enable 'before' and 'after' comparisons of the proposed development within the receiving environment (Oberholzer, 2005, p. 18). 3D modelling allows the specialist to navigate through the 3D environment with a visual representation of the height, massing and building configuration of the proposed development in its three-dimensional context. This enables more accurate identification of sensitive views, viewers, and view corridors before fieldwork, to be tested and verified during and after the site visit is undertaken. Understanding the scale and potential visibility of the proposed development in relation to its context enables more accurate simulation and impact assessment.

Site photograph: Receiving environment - photograph taken from the Adam Tas Road (R310) scenic route, 2.5km from the property boundary at Sub-precinct A.

Simulation: Development proposal - architectural proposal modelled as white massing model **only**.

Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 40: *Simulation A (Smit, 2021)*

The Simulations were selected to represent typical views onto the project site from the locations of potentially sensitive viewers, and where the proposed development would be likely to have notable visual impact. Please note that the proposed roadway has not yet been simulated[3].

Site photograph: Receiving environment - photograph taken from the Thelema Country Vineyard avenue above Tokara at the top of the Helshoogte pass, looking west over Stellenbosch, the agricultural landscape and the Cape Flats towards the Peninsula.

Simulation: Development proposal - architectural proposal modelled as white massing model **only**.

Figure 41: *Simulation B (Smit, 2021)*

[3] To be simulated as part of the VIA.

Site photograph: Receiving environment - photograph taken from the R44 Strand Road, less than 50m from the property boundary at Sub-precinct C.

Simulation: Development proposal - architectural proposal modelled as white massing model **only.**

Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 42: *Simulation C (Smit, 2021)*

5. Responsiveness to development criteria and sensitivities of the receiving environment

The current proposal now tabled has responded to a number of visual indicators and visual sensitivities in the Receiving Environment that are both site and context specific. This finding is in agreement with the Heritage practitioner, who found that "the proposed development positively responds to many of the Development Criteria as per the Stellenbosch Conservation Management Plan (2019)" (Jansen, 2020).

<u>Key responses are:</u>

- The conceptual approach and design principles:
    - densify in clusters and with an appreciation of the specifics of the historic farm (cultural landscape and natural features), rather than adopting a blanket sub-divisional approach.
    - Recognition and integration of the greater cultural, ecological, and scenic landscape in the design response.
    - Preference for low rise, medium density housing as the dominant land use type rather than high density and commercial etc. land uses and typologies.

  - Typologies that act as urban rooms that offer enclosure and continuity with landscape rather than individual and competing forms dotted throughout the landscape.
  - The emphasis on liveability and walkability of the spaces between buildings.
- The logic of the landscape is incorporated into the design by retaining vineyards and reinforcing existing breaks and patterns that contribute to the character and sense of place.
- Mixed of uses and carefully considered three dimensional built form giving attention to appropriate heights and density in response to context as well as careful massing and footprint/grain considerations evident in the proposal.
- The strong conceptual move away from traditional sub-divisional urban sprawl and infill resulting from wall-to-wall development proposals.
- Placement of higher density proposals along the already developed Die Boord urban edge (least sensitive visually), where topography and existing vegetation absorb parts of the development from most viewers.
- Proposal for Sub-precinct C is appropriate in scale, form, and character, without detracting from the agricultural character of the vineyard.
- The clear direction that the layout of the design takes from the strongly defined, linear landscape patterns and blocks of vineyards, which are a landmark feature of this Landscape Unit according to the HS&CMP.
- The landscape, existing natural corridors and a continuous "green system" permeates the proposed built form.
- Overall, the proposed development does protect 'visual permeability' and 'openness' within the receiving environment, as well as 'physical permeability' between the (sub)urban areas and their agricultural and wilderness surrounds.
- The proposal has avoided construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests. However, the new road alignment proposal does propose the routing of a Class 4 road over an exposed ridgeline/hillcrest.

Considering that the CMP document states the concern that any development within the C15 Landscape Unit's would compromise the rural character of Stellenbosch, the proposed development must be responsive to the specific guidelines provided in the Stellenbosch HS&CMP to determine the extent to which the character of the Receiving environment will be compromised.

Criteria	**Response**
Being proposed within a Green Transition Conservation area, does the proposed development:	
At Town scale:	
Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes?	*The proposed development does not affect views from within the Stellenbosch settlement node/residential areas.* *While the proposed development will have a visual impact on the rural character of Stellenbosch, the potential visual impacts have been addressed and reduced throughout the evolution of the proposal. Magnitude and significance of the visual impacts should be determined during the VIA to identify specific mitigation measures where necessary.*
Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town?	*The question is: can the proposed development be described as "large-scale development that constitutes urban sprawl?".* *While the development itself is large in scale, it has been pared down significantly to ensure that the landscape as a container for development is preserved, retaining*

	large tracts of viable agricultural land undeveloped and undisturbed. Higher density and building heights are grouped along the Die Boord urban edge, minimizing the visual and physical impact of Sub-precinct B to a limited footprint in an area with high VAC and lower visual sensitivity from the receiving environment (specifically, from scenic routes). *While Sub-precincts A & C do not adhere to the urban edge (as was the case in the first URBA proposal), the decision to redesign and move the proposed sub-precinct A further down the slope was taken with visual, cultural landscape and heritage amenity sensitivity in mind.* *The current proposal will erode the purity of the agricultural landscape unit, but not necessarily to negative effect, because of the nature of the proposal. Over time, and by virtue of the proposal's emphasis on integration and embeddedness with the landscape (in terms of building placement on slope, landscape pattern emulation, material, and typology choice), the proposal will most likely become an integrated feature of the landscape and prevent further urban sprawl/inappropriate future development in this sensitive landscape based on the development limitations it will be subject to.*
Maintain a clear transition between the townscape and its surrounding rural landscape?	*Sub-precinct B achieves this. Sub-precinct A and B take an innovative conceptual approach, and the proposal argues that the chosen form of development will evolve and enhance the special heritage character and sense of place of the subject site, as well as that of the greater landscape unit (in a positive way).*
Protect a diverse range of heritage values, not only the tangible heritage sites?	*The project team undertook to uncover and understand various social, cultural, historical visual etc. indicators. The application of this knowledge is evident in the evolution of the proposed development, from a visual and aesthetic point of view.* *Refer to Heritage practitioners' comments for further detail. Public access to the site is also prioritized, and the road network will accommodating a public transport shuttle service.*
Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed?	*It is unclear whether the subject site would be considered a greenfields of brownfields site. Being outside of the urban edge, the proposed development is not generally in line with this criterion.*
Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life?	*The proposed development makes provision for pedestrian routes and puts a great deal of emphasis on the quality of both natural and urban open space, as well as walkability and cyclability through the proposal.* *"The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site." (URBA, 2021, p. 8)*

Development Criteria according to the C1 Land Unit Guidelines. Does the proposed development:	
Prevent construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests.	*Due to the careful placement of the proposed buildings (especially Sub-precinct A), the proposed development will only have an effect on the Eerste River Valley, by avoiding the upper slopes of the site, and the interruption of the ridge line beyond from most viewers within the receiving environment.* *Visual impact of the overall development is likely to increase as a result of the proposed road alignment over the visually sensitive "buffer area". The development criteria do however only specify that buildings should be avoided and does not provide further guidance on roads.*
Retain the integrity of the distinctive and predominantly agricultural landscape character.	*"A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi-rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Techno Park." (URBA, 2021, p. 8)* *"The trees' structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site." (URBA, 2021, p. 8)* *The proposed development will bring about changes to the rural agricultural landscape character. These changes appear to have been spatialized very carefully by the project team to (a) prevent the interruption of cultural landscape patters and (b) enhance existing key elements of the character and sense of place of the subject site and its Landscape unit.* *These key elements include a sense of openness from within and across the site, strong landscape patterns within the agricultural landscape, an uninterrupted hierarchy of views and view cones across the land unit from rural to wilderness vistas.* *The internal road network was previously described as "consciously meandering and of limited width to support a semi-rural character and prevent rat-running through the site". The current road proposal will be of a higher order, and although it still meanders through the landscape somewhat and will largely support the semi-rural character, this is likely to become an important route connecting the various Stellenbosch urban areas to one another. See TIS for further information.* *The VIA must provide specific mitigation measures the roadway, should the routing option that crests the ridge be supported and approved.*

Encourage mitigation measures (for instance the reinforcement of existing windbreaks and planting of new ones) to "embed" existing over-scaled buildings the surrounding landscape. The maintenance, reinforcement, and "thickening" of the windbreak between this landscape unit and Teknopark is particularly important.	*The proposed development demonstrates a positive response to this criterion, although it could give more attention to the specific recommendation to maintain, reinforce and "thicken" the windbreak between this landscape unit and Teknopark.*
Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.	*New built form provides optimal density in three primary clusters nested within the logic of the wider open space system.* *Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network.* *The retention and protection of the upper slopes as undeveloped landscape (free of buildings) maintains this balance in the larger landscape context. The "buffer area" must be preserved as a matter of significant importance, and the design and construction of the proposed road over the crest of the hill must be carefully designed to limit visual impact.*
Avoid insensitive 'dominating' developments that erode the agricultural continuum and rural character of the landscape unit. In this context, dominating development would include gated residential estates, large-scale infrastructure, suburban development, and industrial developments.	*It is my opinion that the proposed development is not an example of an insensitive 'dominating' development.* *While any development within the subject site will inevitably erode the agricultural continuum and rural character of the landscape unit, it is most likely to be successful in "giving back" as much as it takes away. This balance should be further investigated during the recommended VIA.*
Traditional planting patterns should be protected by ensuring that existing treed avenues, tree alignments and dense planting along the river corridors, and copses are not needlessly destroyed, but reinforced or replaced, thereby enhancing traditional patterns with appropriate species.	*The proposed development demonstrates a positive response to this criterion.*
It is recommended that visual permeability should be maintained towards mountains, valleys and across open fields. (a) Discourage the use of solid walls around areas in public view and along scenic routes. (b) Views should be framed and enhanced by development wherever possible.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*
Ensure that new developments within rural contexts are in sympathy with the topography and unique genus loci of the place/landscape unit.	*The proposed development demonstrates a positive response to this criterion.*
The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*

Care should be taken that vineyards and orchards are not needlessly destroyed and replaced by nonagricultural development. The potential agricultural use of the land should be retained for the future.	*The proposed development demonstrates a positive response to this criterion, limiting the potential area of disturbance, especially when considered in comparison to the 2017 conceptual proposal.* *Future development proposals should elaborate on the intended use and management of the existing vineyards and agricultural amenities.*
The proliferation of non-agricultural uses, particularly in visually prominent locations, should be avoided. This is in order to protect the predominantly agricultural character of the landscape.	*The proposed development proposed non-agricultural use in a visually prominent location. However, the development proposal has undergone an iterative and professionally-informed design process to ensure that the predominantly agricultural character of the landscape is acknowledged and enhanced.* *The need for further protection and visual mitigation measures should be determined during the VIA.*
The subdivision of farms fundamentally erodes the agricultural character of the landscape and should be discouraged. Rather, maintain larger unified land areas to protect larger landscape continuums that display a unified scenic character.	*The proposed development demonstrates a positive response to this criterion.*
Promoting Rural Character: Guidelines	
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	*The proposed development will have a visual impact on significant views, vistas, and landmarks.* *However, the current development proposal does not constitute a significant negative threat to the scenic resources.* *The current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.* *Impacts associated with the proposed road are mitigable.*
Relating to Quality of life: Guidelines	
Encourage access to opportunity, as an example, by promoting cycle routes as alternative option to get to places of employment.	*The proposed development demonstrates a positive response to this criterion.*
Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	*The proposed development demonstrates a positive response to this criterion.*
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	*The proposed development demonstrates a positive response to this criterion.*

6. Findings and potential Visual impacts

Based on the findings of his report, the proposed development will result in impacts on visual receptors and scenic resources. Because of the nature of the development proposal, different areas and sub-precincts will result in different visual impact implications.

The visual impacts are likely to be:

6.1 Change to the rural agricultural character of the site and receiving environment:

While the HS&CMP states that any development in the C15 land unit would compromise the rural character of Stellenbosch, the findings of this report suggest that the proposed development will certainly impact on the rural character, but not necessarily compromise[4] it. The proposed development is motivated as a development that seeks to strengthen and enhance the inherent character and sense of place (albeit through non-agricultural development) and retains at least half of the in-situ land uses, as well as the entirety of the remnant natural systems on the subject site.

The C15 Landscape Unit's main aim (as a "Well-defined feature on the southwestern edge of Stellenbosch") is to Conserve and Enhance the existing character of the landscape unit (Stellenbosch Municipality, 2019). The proposed development not only protects and maintains significant buildings, trees, avenues of trees and other landscape elements such as vineyards but has actually structured the development proposal around the enhancement of these elements.

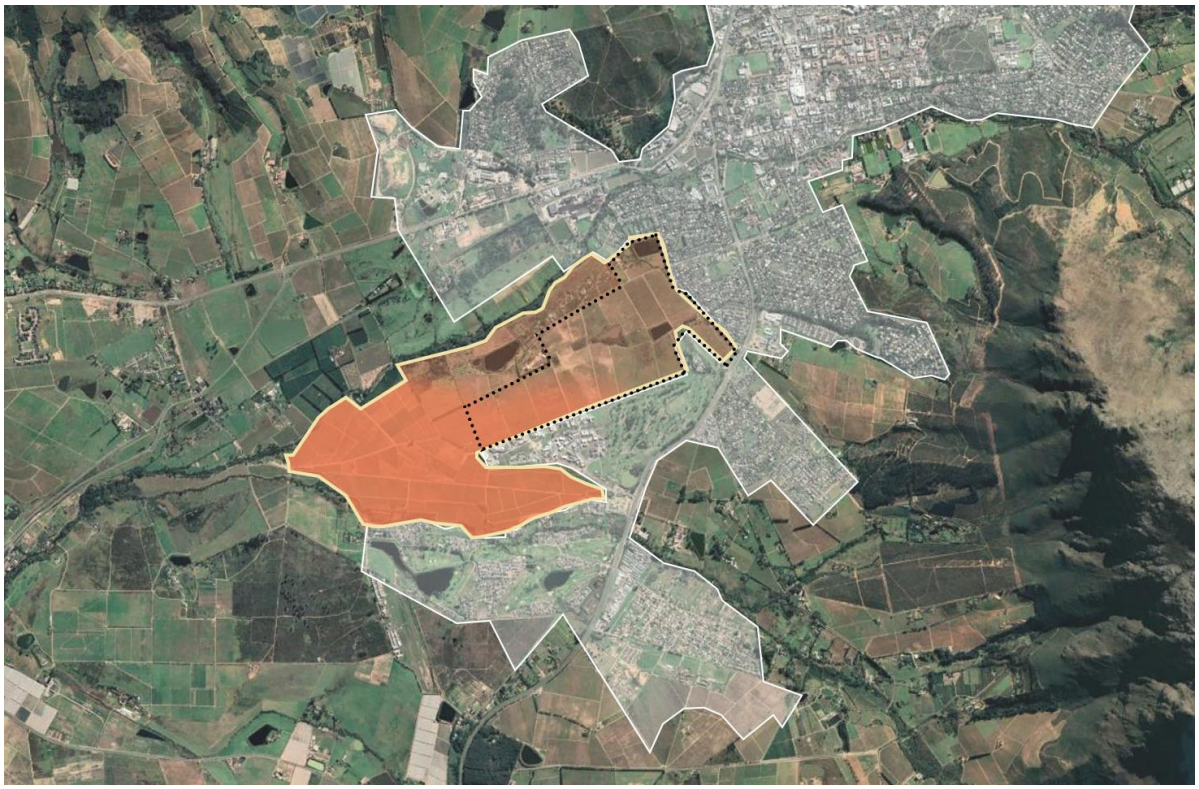


Figure 43: *Graphic illustrating the portion of the C15 landscape unit that contributes most legibly to the creation of a rural agricultural setting for the town of Stellenbosch purely from a visibility point of view (Smit, 2022)*

The position of the "green finger" that the site is located on in the wider landscape context (in-between Technopark and the Distell/Onder Pappagaaiberg semi-industrial area) reduces the site's sensitivity to change somewhat. The greater agricultural landscape west of the avenues of trees that articulates the subject site's westernmost edge (see Figures 16 and 17) is far more sensitive to change than the subject site, which is encircled by a mix of land uses. For views across the C15 Landscape

[4] Compromise /ˈkɒmprəmʌɪz/ (verb) : "a change that makes something worse and that is not done for a good reason"; "to cause the impairment of"; "weaken or harm"; "cause to become vulnerable or function less effectively". (Merriam Webster Dictionary, 2021)

unit, the landscape to the west of the subject site (consisting of vineyards, fields, and tree avenues) makes a notably more significant contribution to the creation of a rural agricultural setting for the town of Stellenbosch. This is especially true for receptors viewing the landscape unit from the west and north west generally (the most sensitive views with highest visibility/exposure – see Figures 4, 8, 11, 16, 17, 18 and 19 for representative views).

It should be noted that while the proposal for the re-development of the historic Libertas complex is still in its infancy, the Urban Design Principles indicate that this historic place within in the landscape will receive appropriate design attention, and the proposal has already undertaken to identify appropriate management and regeneration of the greater heritage environment to become more inclusive and accessible in the future. This includes the maintenance of the green and open agricultural character of this landscape unit, at a site-wide scale.

The proposed roadway alignment and subsequent construction is most likely to result in high visual impact, given the sensitivity and the role of the "buffer area" in the surrounding cultural landscape. These visual impacts are however mitigable and may reduce the visual impact in relation to the proposed road's effect on the rural agricultural character of the site and receiving environment. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address:

i. Road level (cutting the roadway into the hill may visually absorb both the road surface where it crests the ridgeline, as well as screening the associated light impacts at night (both street lighting and car's headlights);
ii. Landscaping (detailed landscaping proposals that deal with the treatment of the road section as this relates to pedestrian and NMT movement; as well as tree planting, screening with vegetation, rehabilitation of disturbed soil after construction and greening of embankments);
iii. Design and specification of outdoor lighting (limitations and specific guidance on the design and specification of general, street, and outdoor lighting associated with the roadway).

In conclusion, the proposed development will result in a change to the landscape and scenic character of the site and for some key views across the site from within the receiving environment. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development proposed demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it is my professional opinion that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit). The nature, extent, duration, magnitude, probability, and significance of the potential visual impacts on the rural agricultural character of the site and receiving environment should nevertheless be addressed in the VIA.

6.2 Visual impact on scenic routes

While the subject site does not fall within the Scenic Drive Envelope (i.e.; the carriageway, the road reserve, the land directly adjacent to it), the proposed development is located within the Viewshed of the following Scenic Routes:

i. Adam Tas Street (R310) Grade IIIa
ii. Baden Powell Drive (R310) Grade IIIa
iii. Polkadraai Road (M12) Grade IIIb
iv. Stellenboschkloof Road Grade II
v. Devon Vallei Road Grade IIIb
vi. Unnamed road Grade II

Please refer to Figures 44 and 45 for a graphic illustration of the sections of the Scenic routes affected.

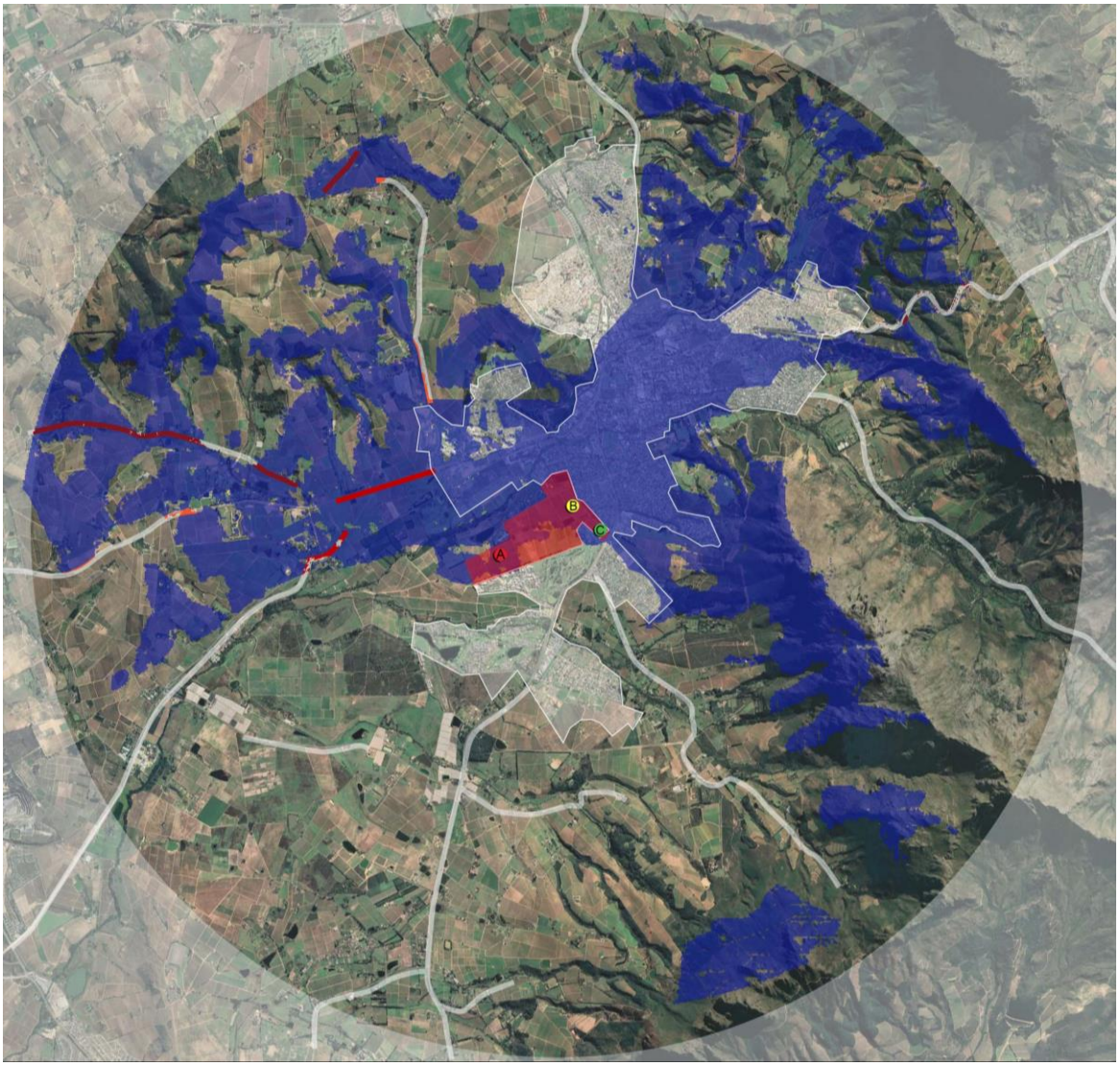


Figure 44: *Graphic showing sections of the Scenic routes affected (10km radius), according to the viewshed (Smit, 2021)*

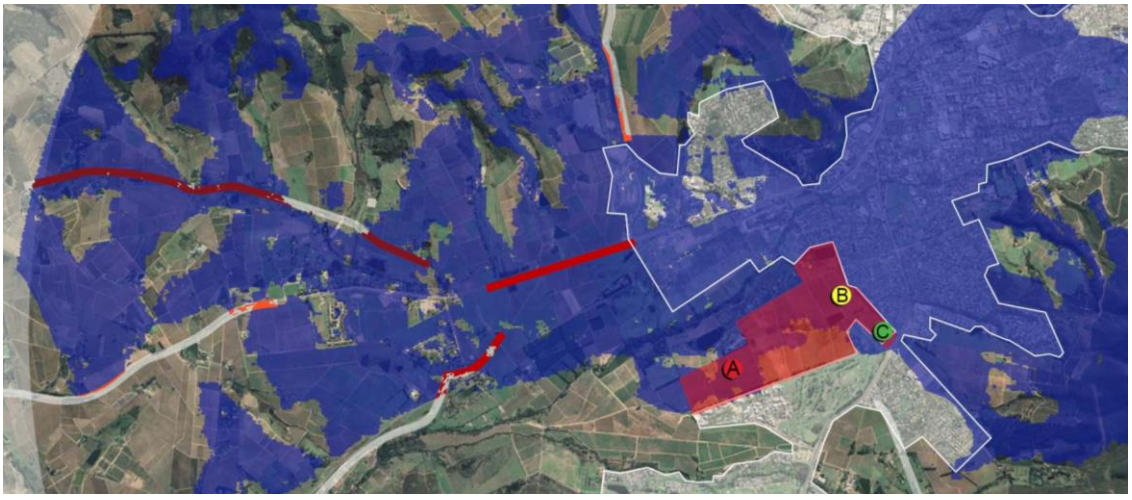


Figure 45: *Enlargement of graphic showing sections of the Scenic routes affected (Smit, 2021)*

Fieldwork showed that most views from the roads iv – vi listed above were at least partially screened by vegetation, and visibility diminished with distance due to topographical features not picked up in the viewshed analysis' data set. The sensitivity of views in terms of distance zones are summarised below. These distance zones are however subject to site-specific conditions such as the elevation and framing of views within the Viewshed of the scenic route.

i. Foreground views (from within 500m) are the most sensitive. There are no Scenic routes with Foreground views of the proposed development.
ii. Views from scenic routes affected by the development are moderately sensitive (as Middleground views (500m – 3km)).
iii. Views further than 3km (background views) are generally least sensitive.

The proposed roadway alignment and subsequent construction is most likely to result in moderate to high visual impact for sensitive viewers along the Scenic route (Adam Tas, specifically). This visual impact is likely to be mitigable to an extent which will be determined by the VIA. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address the same aspects as listed in section 6.1 (i – iii) above.

Being the channels through which we perceive the cultural landscape, the erosion of scenic quality for a visual receptor moving along a Scenic route is a considered a negative impact. The VIA must therefore determine whether or not (and to what extent) the proposed development detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route.

6.3 Access – a potential positive impact

According to the High Level Landscape Framework, the proposed development is designed in such a way that "the parks, river corridors and other "green systems" running through the townscape units create secondary public access and ecological networks, connecting the surrounding green transitions systems through urban areas", thereby becoming " the driver for green infrastructure development". In the Landscape proposal, Non-hierarchical movement and fuzzy edges support an inclusive approach to access and transit, and the street verges will play a crucial part in the green connectivity.

Although the proposed development is perhaps a little more urban a development than the Green Transitions Conservation System envisioned, a potential positive visual impact will be the increased public access both physically and visually to the site itself, supporting visual continuity between the various scenic resources on and surrounding the site and the CMP's various Conservation Systems. This outcome is upheld as a positive impact/outcome by the HS&CMP, especially in cases where the experience of scenic and heritage resources was previously more or less inaccessible to the public, or when the proposed development restores historical access.

7. Conclusion and Recommendations

The subject site is located outside of the urban edge, within a Landscape Unit graded Grade IIIb and within a Green Transition Conservation System area. The receiving environment is valued for its scenic, heritage and cultural resources, and maintains a high level of intactness and integrity, with relatively few discordant elements within the study area to erode the sense of place or temper its sensitivity to change. Given the sensitivity of the Receiving environment is very high, the pre-cautionary approach suggested by the Heritage and Scenic Resource Inventory and Policy Framework (Western Cape Government, 2013) should be adopted.

The visual sensitivities identified by Terra+, URBA, the heritage practitioner and others were confirmed during the site visit. Urba's 2021 revision to the proposed layout and urban design proposal that followed the visual analysis and heritage input have significantly and measurably reduced the potential visual impact of the proposed development on scenic resources and sensitive viewers, when compared with the previous proposals. This investigation did not discover any fatal flaws or significant negative visual impacts that were not already or could not be successfully addressed (avoided or mitigated) by the project team. While the proposed roadway alignment is not an exception to this statement, it bears repeating that the project team must give particular attention to the mitigation of visual impacts related to the construction and establishment of a Class 4 road that traverses the most visually sensitive portion of the subject site.

The placement of the proposed development within the agricultural domain should continue to be carefully considered to minimise visual impact on the character of the landscape and the visual amenity from scenic routes.

i. While these concerns have been addressed by the current proposal to a large extent, a formal VIA is necessary to methodologically assess the various visual impacts and should also include visual impact mitigation per precinct, as necessary.
ii. This recommendation is supported by the Heritage Practitioner (Jansen, 2020) as well as the Stellenbosch HS&CMP Guidelines which state that any development proposal within a Landscape Units with coverage of more than 70% from Grade II scenic routes should undergo a visual impact assessment (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).

Based on the project information at hand, and according to the DEA&DP Guideline for involving visual & aesthetic specialists in EIA processes, the proposed development is for a **Category 4[5] and 5[6]** development within an **Area or route of high scenic, cultural, historical significance**. A Level 4 visual assessment is appropriate for what is expected (before assessment) to be potentially High to Very High Visual impact[7] according to Table 1 and Box 3 of the DEA&DP Guideline (Oberholzer, 2005, pp. 5-6).

The findings of this visual statement suggest that Moderate Visual Impact may in fact be the result of the proposed development overall, based on the following categorization of issues (to be confirmed during the VIA).

Moderate visual impact expected:

i. Potentially some effect on protected landscapes or scenic resources;
ii. Some change in the visual character of the area;
iii. Introduces new development or adds to existing development in the area.

It should be noted that, if left unmitigated, the proposed establishment of the road linking die Boord to Techno Park (via Techno Avenue/Neutron Road over the crest of the hill illustrated in Figure 39) will most likely result in at least this aspect of the proposed development having High Visual impact, described below as:

High visual impact expected:

i. Potential intrusion on protected landscapes or scenic resources;

[5] Category 4 development: e.g., medium density residential development, sports facilities, small-scale commercial facilities / office parks, one-stop petrol stations, light industry, medium-scale infrastructure.
[6] Category 5 development: e.g., high density township / residential development, retail and office complexes, industrial facilities, refineries, treatment plants, power stations, wind energy farms, power lines, freeways, toll roads, largescale infrastructure generally. Large-scale development of agricultural land and commercial tree plantations. Quarrying and mining activities with related processing plants.
[7] Based only on the nature of the development and the nature of the receiving environment.

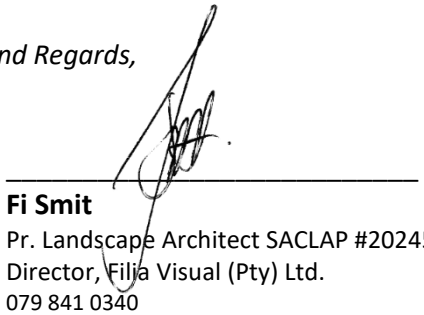
ii. Noticeable change in visual character of the area;
iii. Establishes a new precedent for development in the area.

The VIA must guide the project team in drafting enforceable visual and aesthetic Guidelines for each sub-precinct. Special attention should be given to Sub-precinct A which is the largest and most visible element of the proposed development (both during the day and at night), and the proposed road design and construction, which must be addressed with specific mitigation measures, and modelled to demonstrate the potential positive effects of the mitigations proposed.

Visual impacts for the Construction and Operational phases should also be determined, and mitigation measures dealing with the evolution and maturity of living landscape elements should be put in place to ensure that the proposed development achieves "embeddedness" in the landscape as soon as possible after construction, without detracting from the open agrarian landscape character.

Please do not hesitate to contact us should you have any queries or questions.

With Kind Regards,



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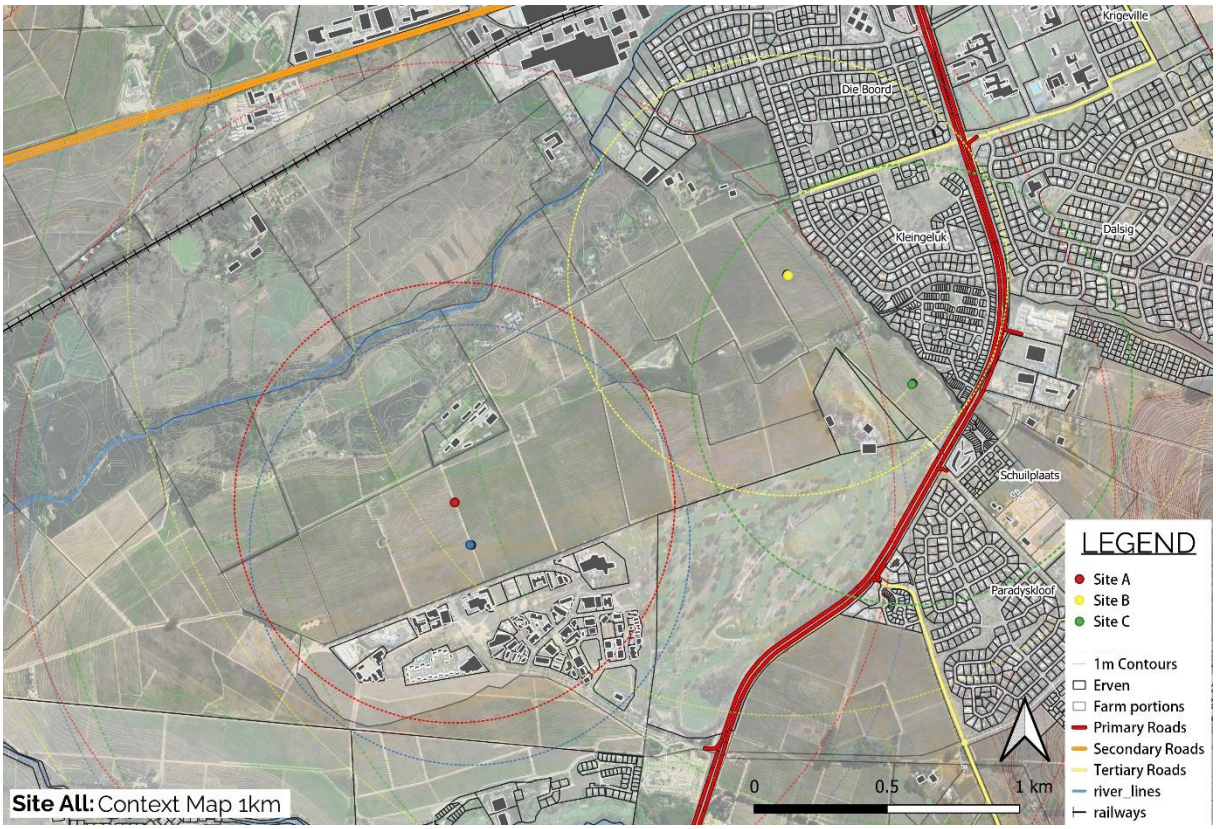
APPENDIX A

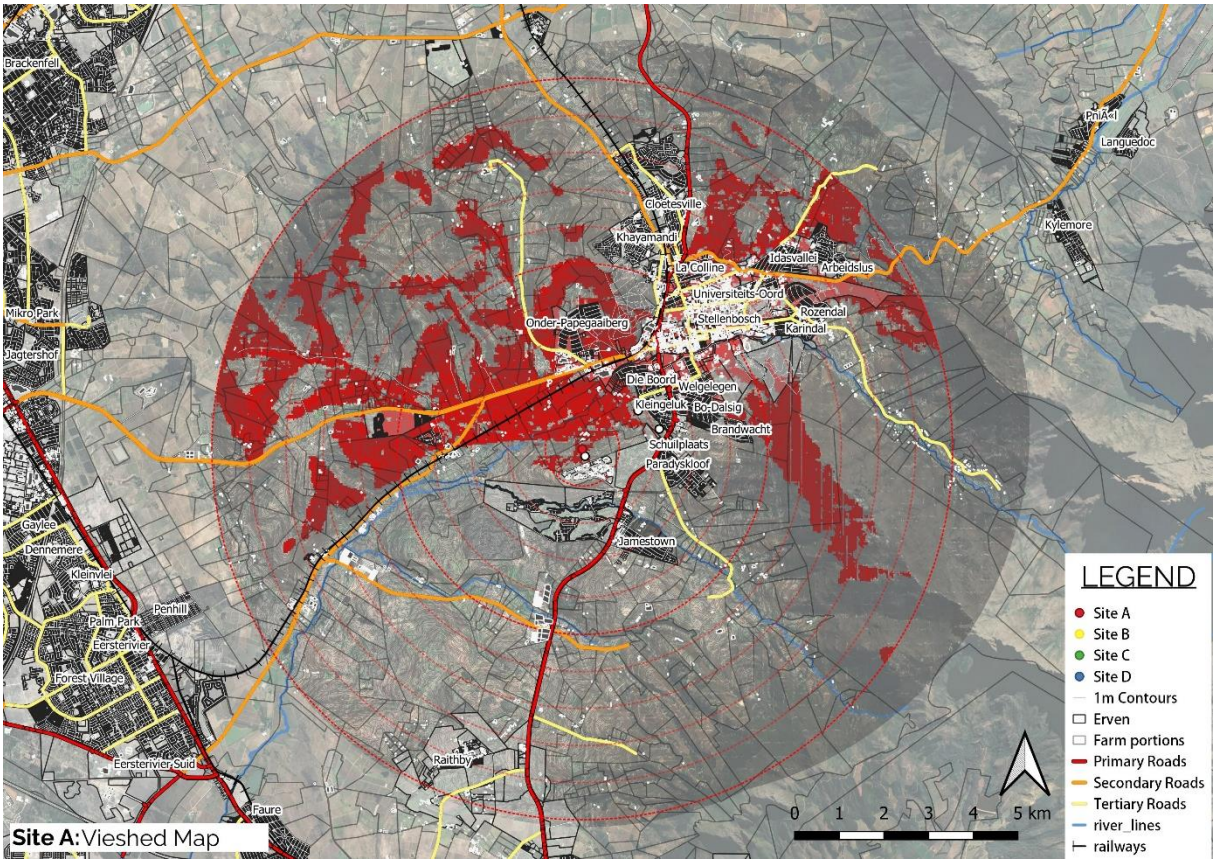


Appendix Figure 1: *Viewshed transmitter Sub-precincts A, B, C and at the approximate location of the proposed road connector route (van der Merwe, 2021)*

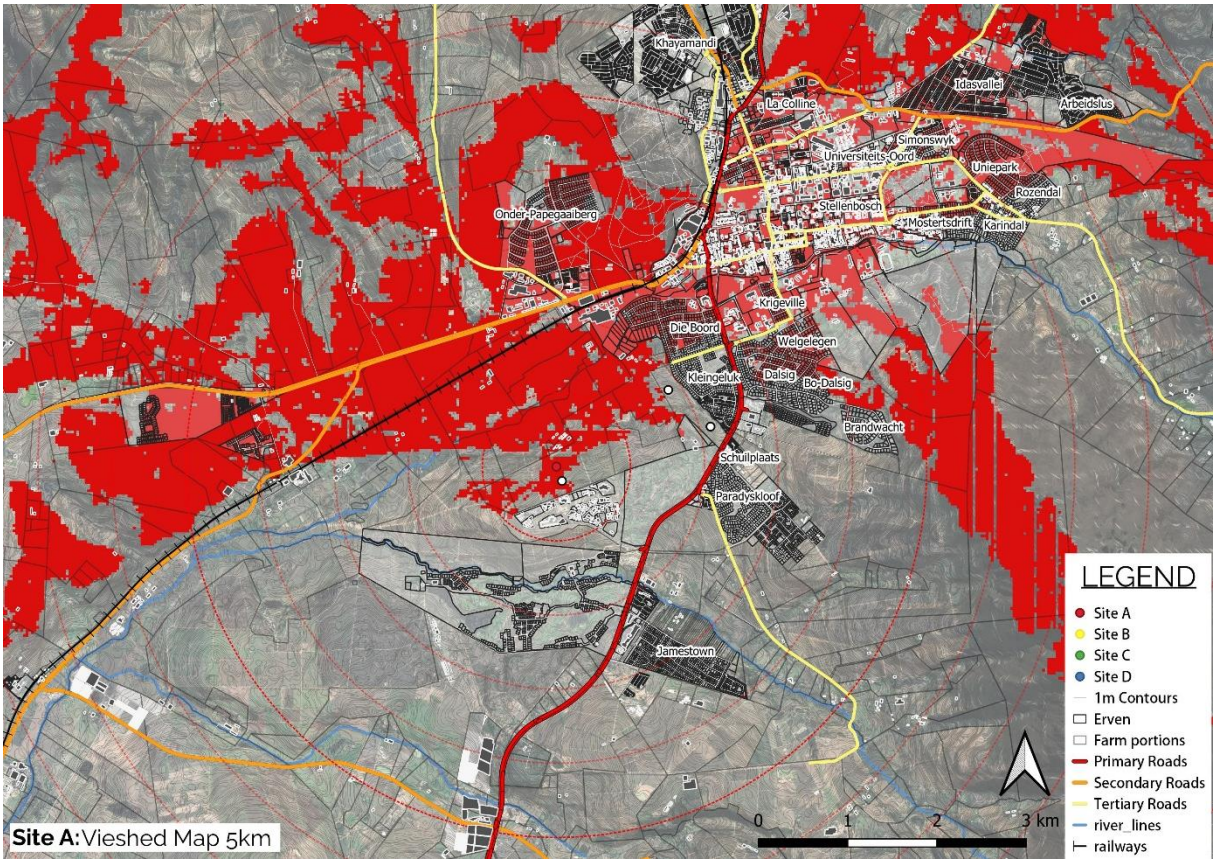
Appendix Figure 2: *Graphic overlay indicating the sub-precincts that transmitter sites A, B and C represent according to the URBA Urban Design Principles document (Source: URBA, 2021)*

Site (Sub-precinct) A

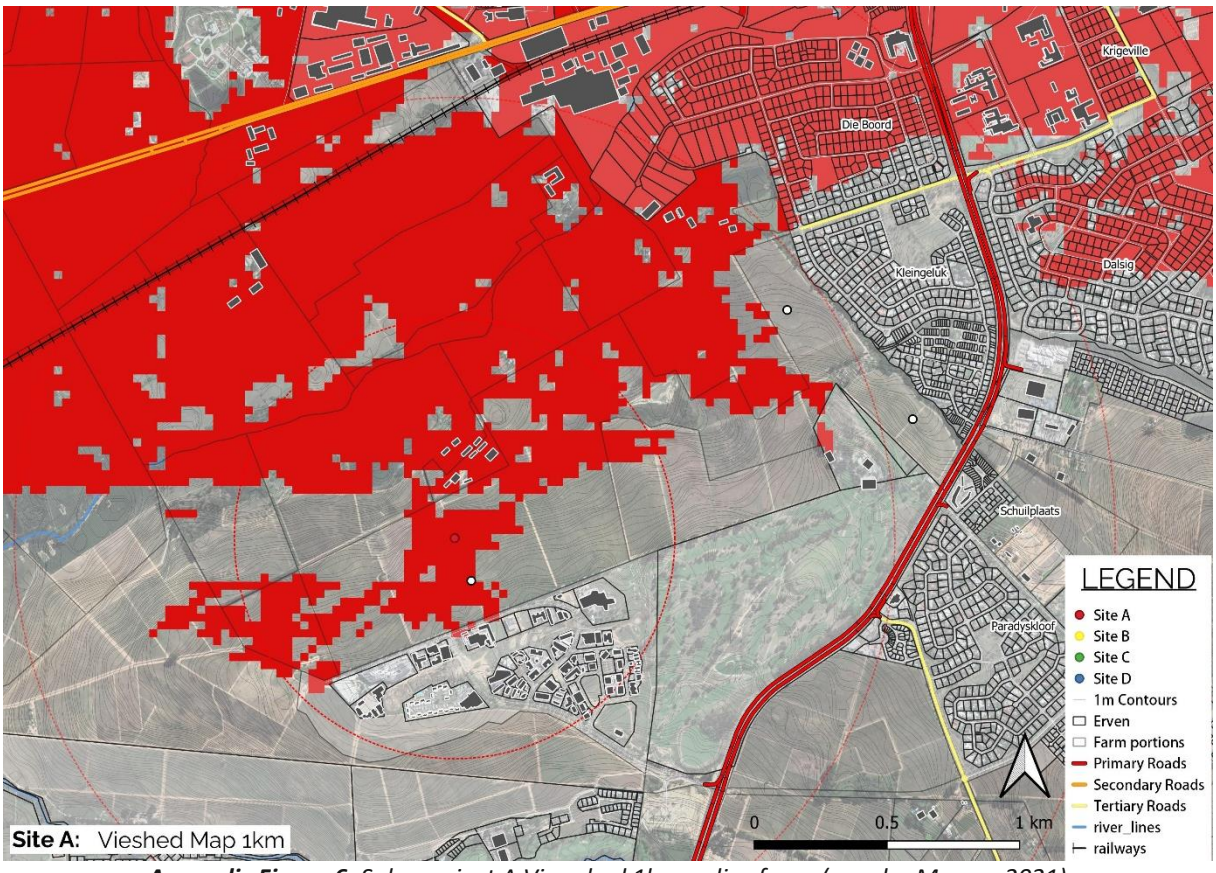
Appendix Figure 3: *Sub-precinct A (URBA, 2021)*



Appendix Figure 4: *<u>Sub-precinct A</u> Viewshed 10km (van der Merwe, 2021)*



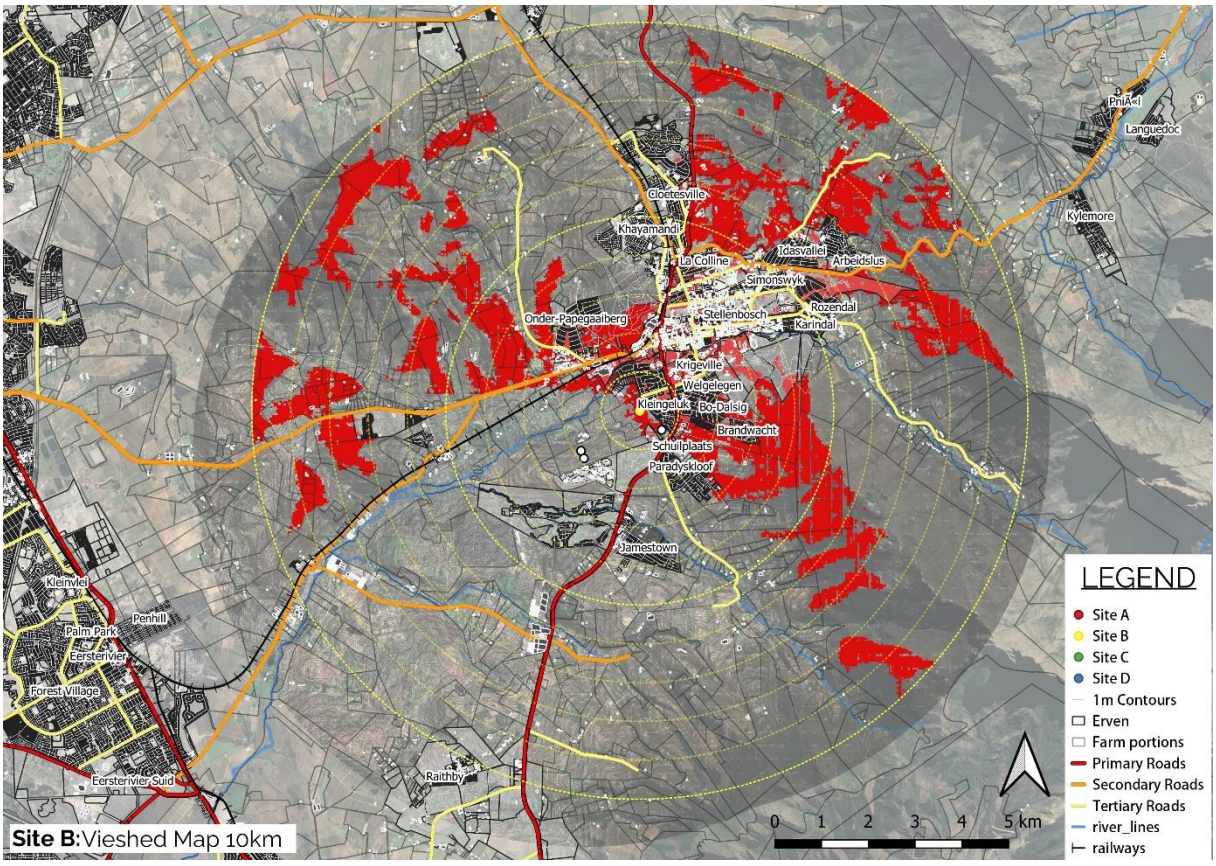
Appendix Figure 5: *Sub-precinct A Viewshed 5km radius focus (van der Merwe, 2021)*



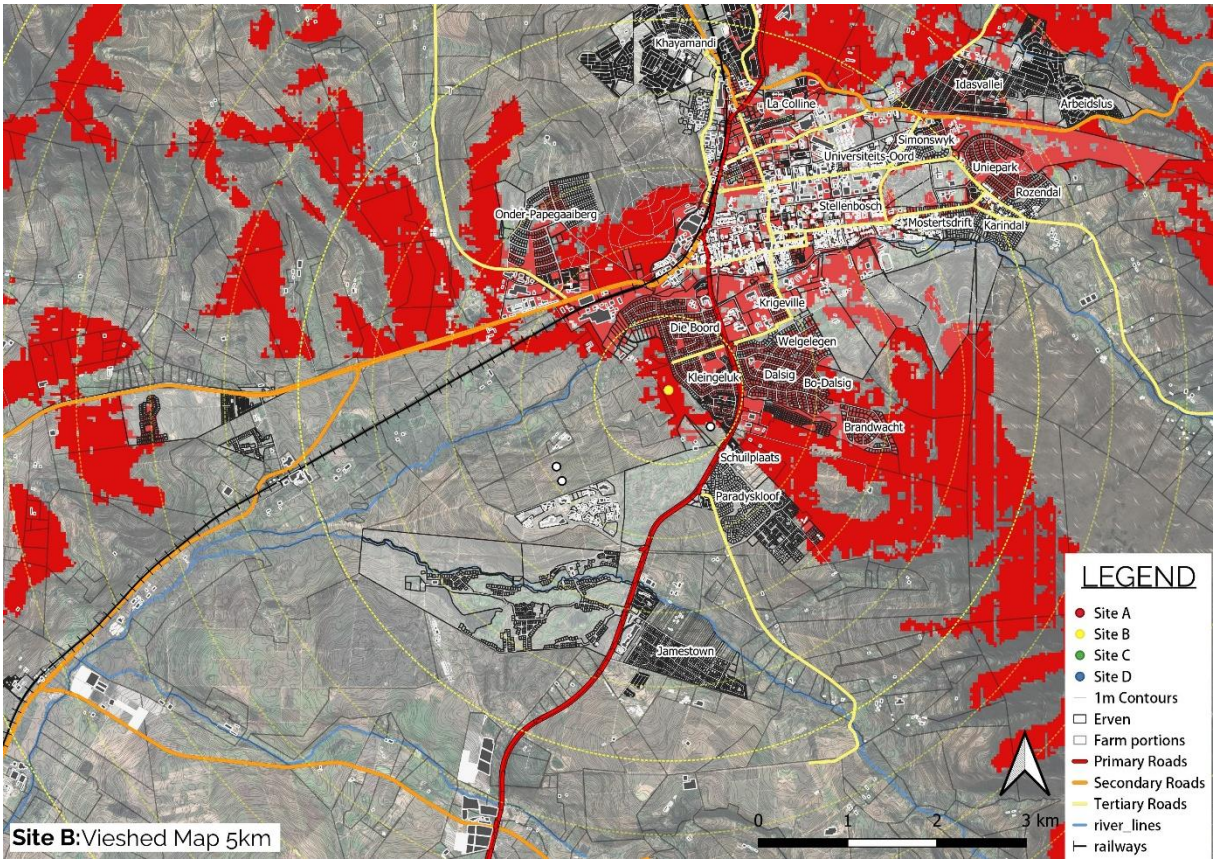
Appendix Figure 6: *Sub-precinct A Viewshed 1km radius focus (van der Merwe, 2021)*

Site (Sub-precinct) B

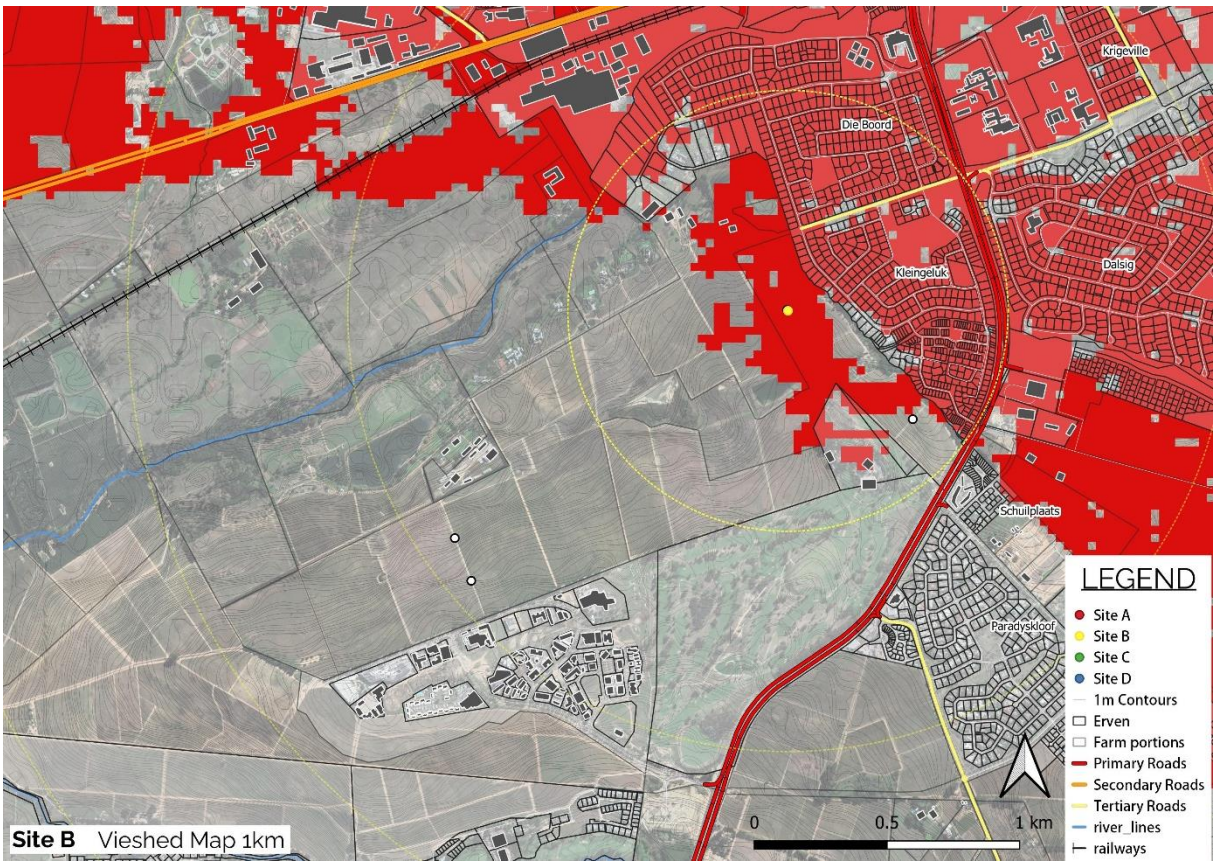
Appendix Figure 7: *Sub-precinct B (URBA, 2021)*



Appendix Figure 8: *Sub-precinct B Viewshed 10km (van der Merwe, 2021)*



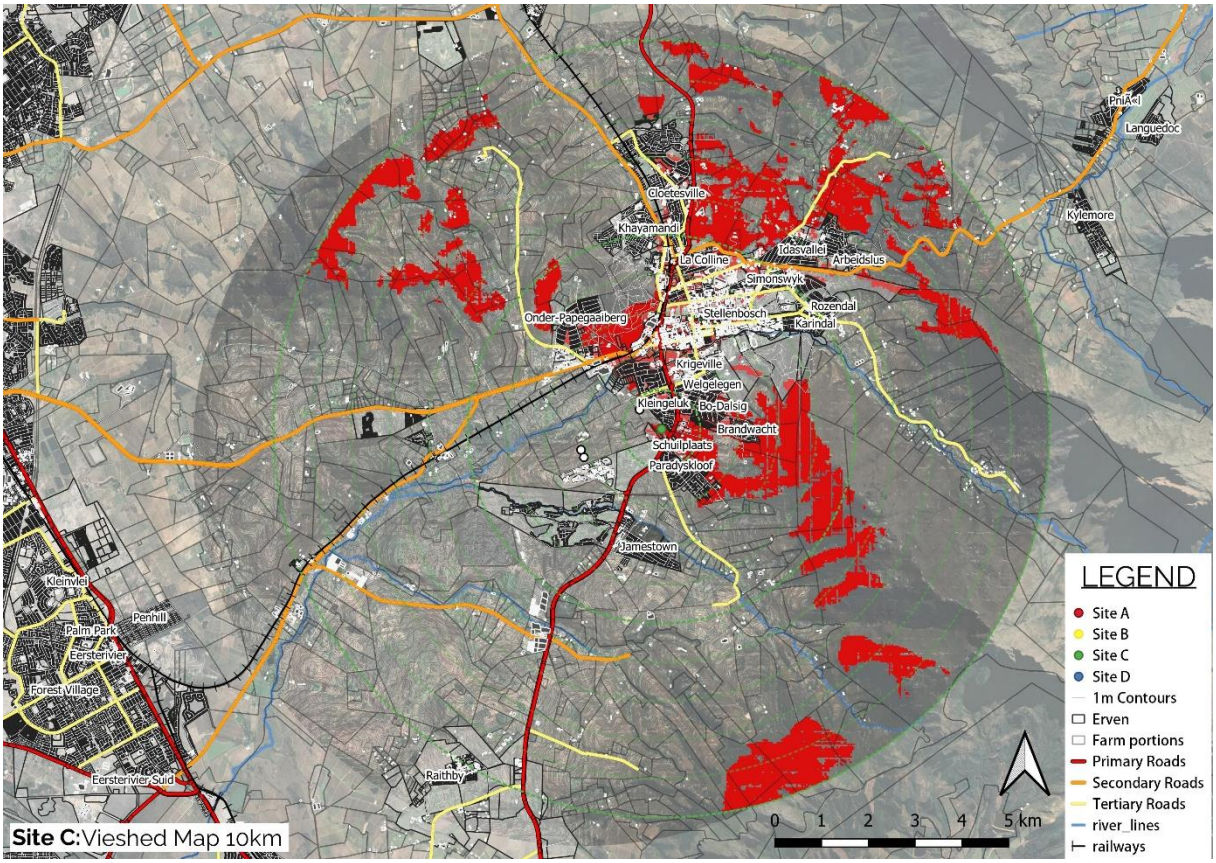
Appendix Figure 9: *Sub-precinct B Viewshed 5km radius focus (van der Merwe, 2021)*



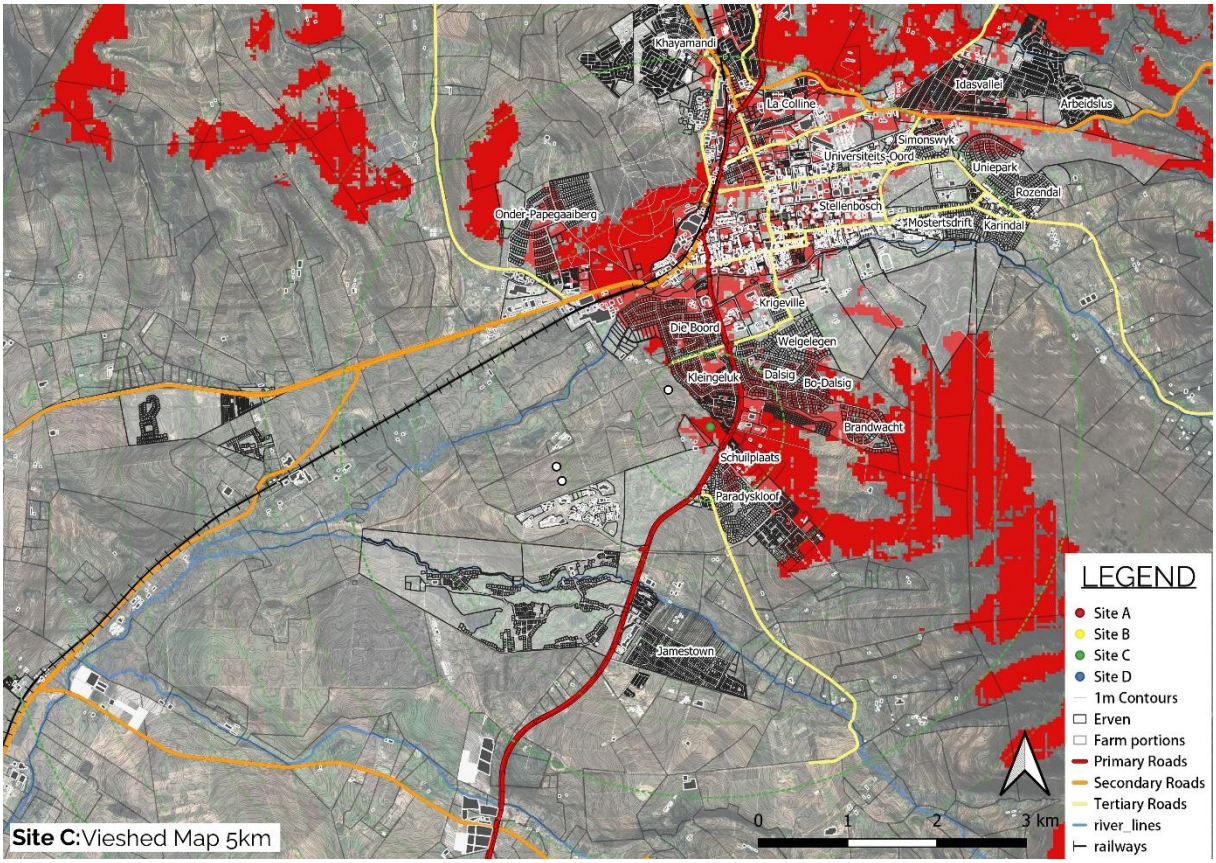
Appendix Figure 10: *Sub-precinct B Viewshed 1km radius focus (van der Merwe, 2021)*

Site (Sub-precinct) C

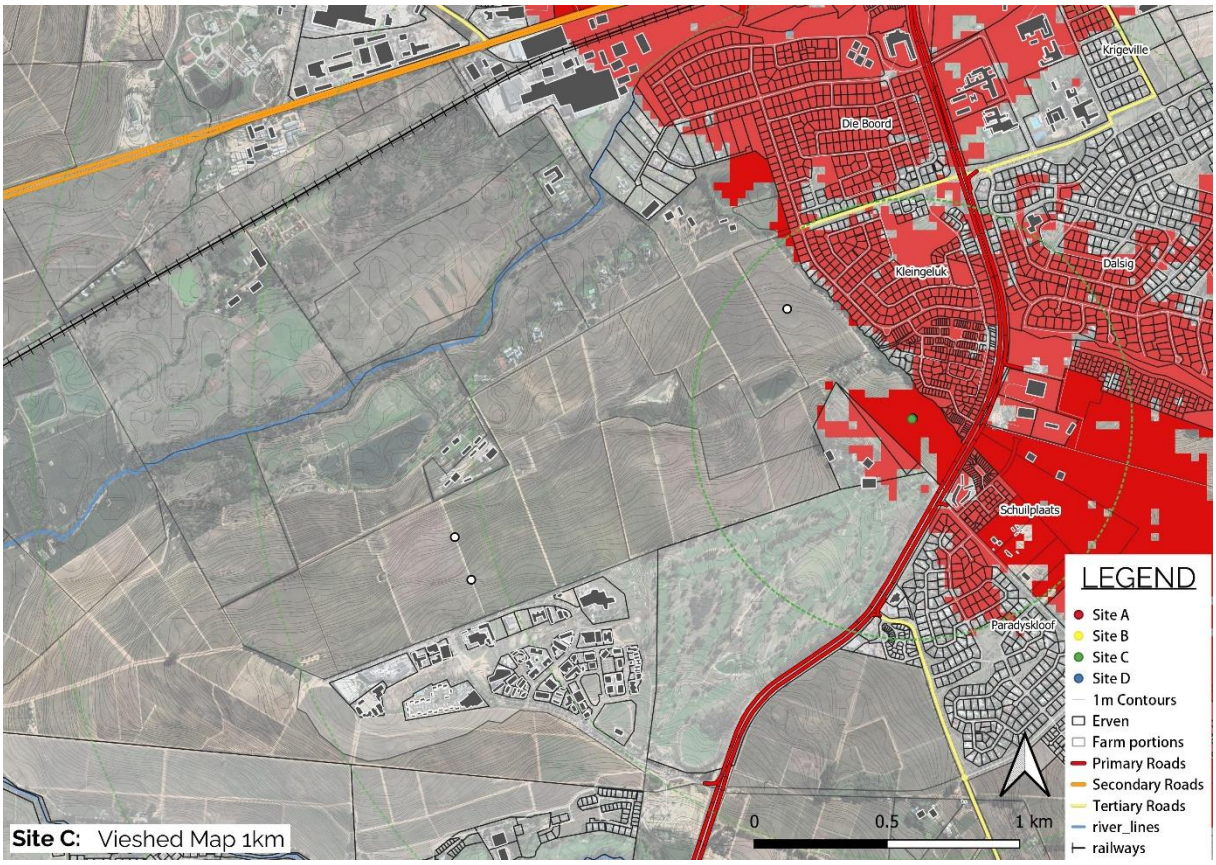
Appendix Figure 11: *Sub-precinct C (URBA, 2021)*



Appendix Figure 12: *Sub-precinct C Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 13: *Sub-precinct C Viewshed 5km radius focus (van der Merwe, 2021)*



Appendix Figure 14: *Sub-precinct C Viewshed 1km radius focus (van der Merwe, 2021)*

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ANNEXURE 14

TRAFFIC IMPACT STATEMENT AND LETTERS REGARDING LINK ROADS

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urban development solutions

Date: 25 January 2023

Our Ref: UDS414/Reports/TIS/Rev03

First Plan Town and Regional Planners
P.O. Box 15865
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ATTENTION: Ms Christine Havenga

Dear Madam,

APPLICATION FOR REZONING TO SUBDIVISIONAL AREA AND SITE SPECIFIC DEVIATION FROM URBAN EDGE FOR REMAINDER FARMS 1040 AND 1480, FARM 371 PORTION 2 AND FARM 374 PORTION 2, STELLENBOSCH: UPDATED TRAFFIC IMPACT STATEMENT

This company was appointed by *Foundation Capital* to prepare a Traffic Impact Statement (TIS) for the proposed mixed-use development on Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch, with regard to the abovementioned application.

1. BACKGROUND AND LOCALITY

The subject property is situated between Techno Park (to the south/southwest), Stellenbosch Golf Course (to the south/southeast) and Die Boord residential area (to the east), Stellenbosch. See the attached ***Locality Plan***. The proposed development is referred to as *Libertas*.

The properties currently accommodate vineyards, dams, etc., and is currently situated to the outside of the Urban Edge. The intention of this application is therefore to investigate the possible inclusion thereof.

A TIS was previously prepared for the abovementioned application. Following submission thereof, discussions/meetings were held with the engineering- and planning departments of Stellenbosch Municipality with regard to the future road connection between Die Boord and Techno Park, traversing the subject property. Further input regarding the visual impact of the road link was also obtained. This report is thus an update of the previous TIS submitted.

This updated TIS accompanies the Application for Rezoning to Subdivisional Area and Site Specific Deviation from the Urban Edge for Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch.

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development will be of mixed-use nature. At this stage, the development proposal consists of 1 257 residential opportunities, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. See the attached ***Zoning Plan*** prepared by *nuvorm*.

A high level urban design layout is available at this stage, with the development proposal still being workshopped. The development clusters proposed is currently in the order of the schematic layout below (extract of urban design layout), portions 1, 2 and 3:

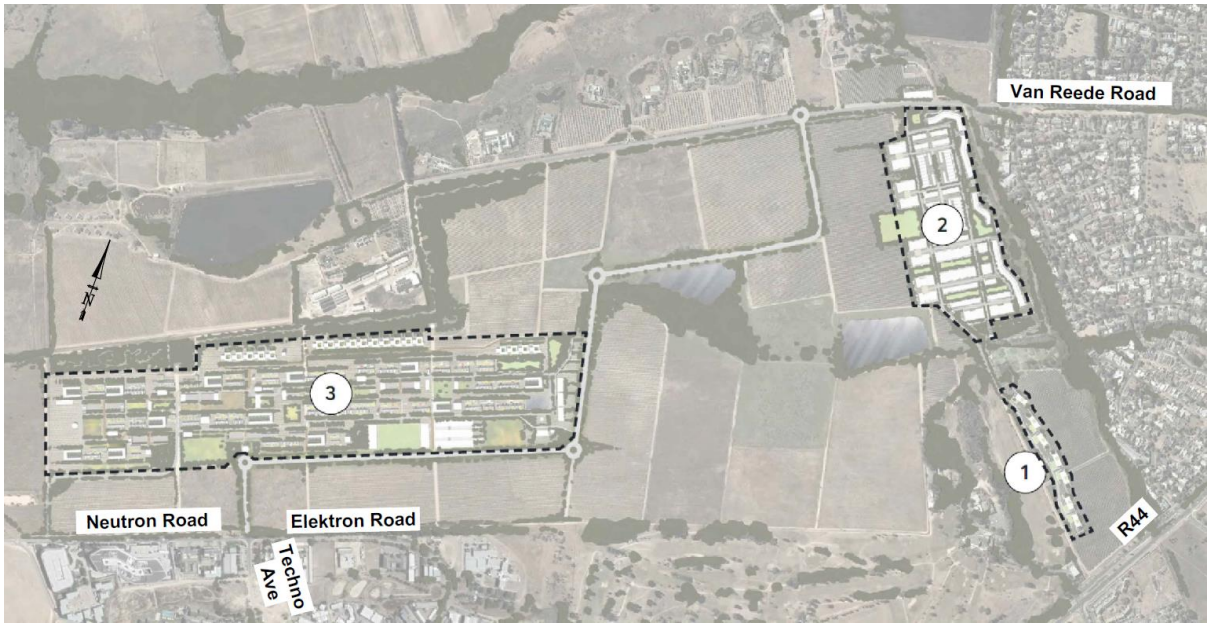


Diagram 1 : Schematic development clusters/portions proposed on subject property

2.2 Access to the Property

Access to the subject property is currently obtained from the extension of Van Reede Road, which intersects the R44 from the west, as indicated on the attached ***Locality Plan*** and/or ***Diagram 1*** above. Future access is anticipated to be via the said section of Van Reede Road to the R44, and via Techno Avenue/Neutron Road, which will provide further access to the R44, as well as to Adam Tas Road via the future Techno Park Link Road. Further detail on access will be discussed in *paragraph 4* below.

3. TRAFFIC

3.1 Previous Traffic Modelling Information

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject property at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m^2 Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m^2 GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Diagram 2*** below:

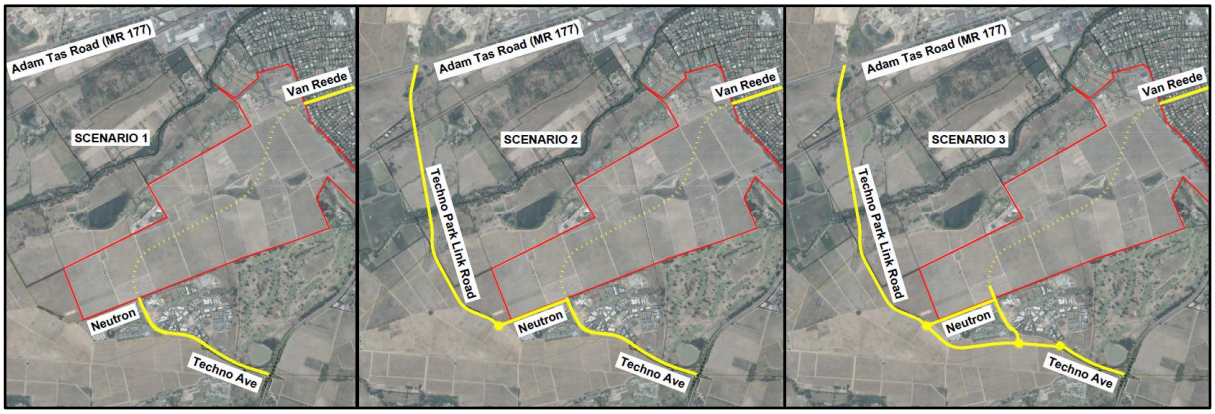


Diagram 2 : EMME modelling scenarios tested

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Diagram 3*** below. The said link is currently a pending requirement, which will be discussed in *paragraphs 3.2 & 4* below.

Diagram 3 : EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)

3.1 Traffic Generation

The current development concept being workshopped includes 1 257 residential units, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. However, for the purpose of trip generation calculations, some more detail is required. Therefore, the scenario assessed assumed the following:

- That the areas quoted are Gross Leasable Area (GLA);
- That the retail/office area mentioned would be 50/50 retail/office; and
- That the area cultural/institutional would be a tertiary education facility such as a university, accommodating approximately 380 students.

During further applications, TIA/TISs will be compiled to assess the development scenario eventually applied for – these assumed development figures are thus considered illustrative for the purpose of trip generation calculations in this report.

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* was consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The TMH17 suggests the following applicable trip generation rates:

	AM Peak Hour		PM Peak Hour	
	Rate	Split (in/out)	Rate	Split (in/out)
Single Dwelling	1,0 trip per unit	25/75	1,0 trip per unit	70/30
Office	2,1 trips per 100 m^2 GLA	85/15	2,1 trips per 100 m^2 GLA	20/80
University/College	0,2 trips per student	80/20	0,2 trips per student	30/70
Retail*	1,9 trips per 100 m^2 GLA	65/35	10,9 trips per 100 m^2 GLA	50/50

**Based on the TMH17 Shopping Centre formulas:* $0{,}6 \times \left[1 + \frac{6}{1+m^2/3500}\right]$ & $3{,}4 \times \left[1 + \frac{6}{1+m^2/3500}\right]$

Furthermore, the TMH17 suggests trip adjustment (reduction) factors for mixed-use developments. The following are suggested for the abovementioned land uses:

Residential	10%	University	20%
Office	20%	Retail	10%

Based on the above (including reduction factors), the proposed development will have the potential to generate the following peak hour traffic:

	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	**In**	**Out**	**Total**	**In**	**Out**
Residential (*1 257 units*)	1 131	283	848	1 131	792	339
Office (*6 000 m^2 GLA*)	101	86	15	101	20	81
University (*380 students*)	61	49	12	61	18	43
Retail (*6 000 m^2 GLA*)	104	68	36	590	295	295
Total	**1 397**	**486**	**911**	**1 883**	**1 125**	**758**

These potential peak hour trips are lower than the potential trip generation used in the previous EMME modelling.

3.2 Existing Traffic Conditions

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available, as will be discussed in *paragraph 4* below.

As mentioned in *paragraph 2.2* above, access will, inter alia, be possible via Techno Avenue. Currently, Techno Park only consists of one access, i.e. R44/Techno Avenue intersection. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): *Department of Transport and Public Works*, during the approval process of the *Capitec Head Office* recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and *"will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m"*, which *"will be more than enough to cover the construction costs for the link road"*. The approval letter for the Capitec-development received from WCG (26 February 2018), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal, which is noticeably smaller than the previous proposal, the possible DCs payable can be expected to be considerably lower than the figure quoted above.

It is thus not expected that sufficient capacity will be available for the full proposed development along the R44, with the existing road network.

3.3 Overview Impact

As briefly mentioned above, the potential peak hour trip generation, based on the available development information at this stage, compares well with the previous EMME modelling conducted. Based thereon, it is anticipated that sufficient capacity would exist to accommodate the proposed development with the Techno Park Link Road (between Techno Park and Adam Tas Road) in place.

According to preliminary comment received from Stellenbosch Municipality: *Infrastructure Services (Roads, Transport, Stormwater & Traffic Engineering)* on the proposed development, there would be capacity for development, without overloading the road network, once the extension of Van Reede Road and the western link between Techno Park and Adam Tas Road are in place.

Detail on road reserves, road layouts/cross-sections, intersection lane layouts, etc. will be addressed during further design stages.

4. GEOMETRY

As mentioned above, access to the subject property is currently obtained from an extension of Van Reede Road, which intersects the R44. With the development of the subject property, access to the west will also be required. Access to the proposed development in terms of the existing- and future road networks will be discussed hereafter.

4.1 Existing Road Network

As mentioned in the previous paragraphs, minor improvements have been implemented/are currently being implemented where funding is available. The most recent road upgrades in the vicinity of the subject property are *a)* the dualling of Techno Avenue (between the R44 and Proton Street) which includes the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and *b)* the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn movements to/from the golf course only, and limits the Paradyskloof Road-approach to left-turn movements only). The construction of both of these projects have been completed.

With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years. However, as mentioned, the Techno Park Link Road (as second access to Techno Park) was identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022.

As previously mentioned, access to the subject property is currently obtained via Van Reede Road. The first section of the said access road, to the west of the existing Die Boord residential area, is currently a servitude providing access to the abutting properties – see ***Diagram 4*** below.

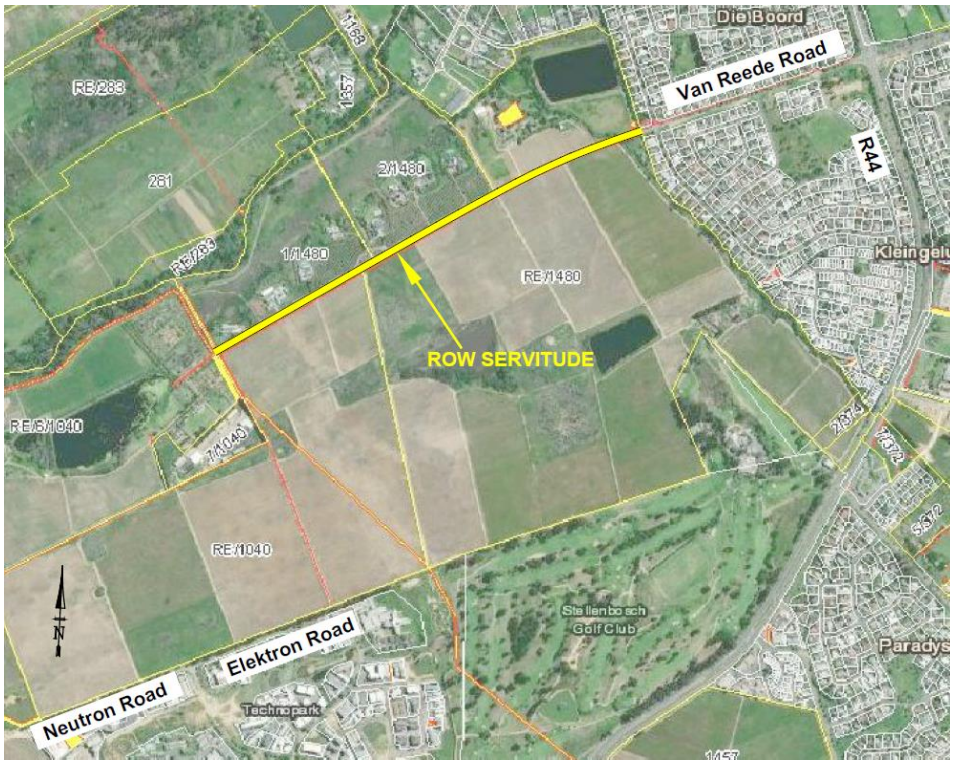


Diagram 4 : *Cape Farm Mapper* extract (with notes) – Right of Way (ROW) Servitude (yellow line)

4.2 Future Road Network

The ultimate future road network in the area, includes some additional link roads and potential bypass-roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation. The short- to medium-term links are as follows, and indicated in ***Diagram 5*** below:

Techno Park Link Road: This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely initially be a signalised intersection.

Eastern Link Road: This road link is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

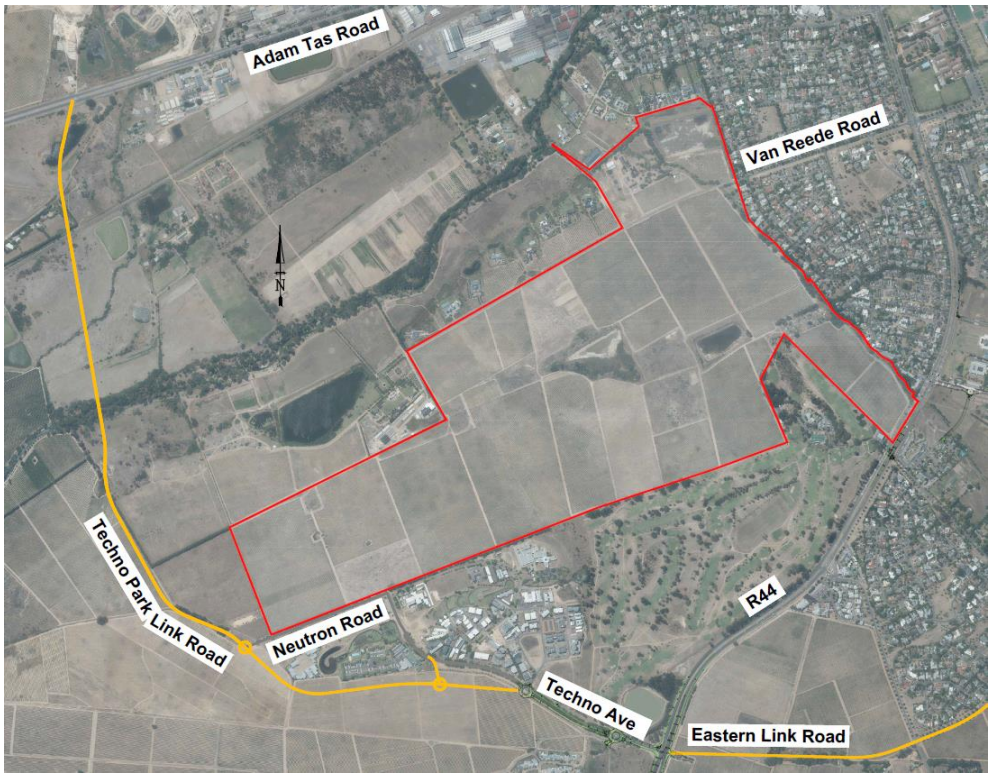


Diagram 5 : Future road network in vicinity of subject property

The abovementioned roads are also included in the Stellenbosch Municipality's Roads Master Plan. See an extract below:

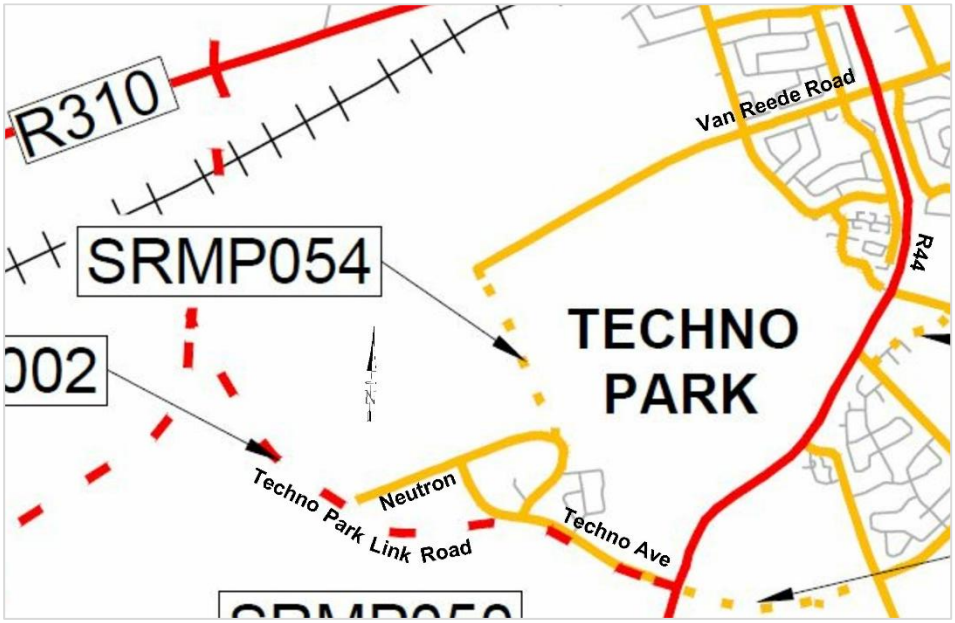


Diagram 6 : Stellenbosch Municipality's *Draft Road Master Plan* extract (with notes)

4.3 Proposed Development Access/Roads

As previously mentioned, access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road).

A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/portions.

According to information, Van Reede Road is classified as a Class 4-road. The Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 metres (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts/portions should thus adhere to these guidelines, details of which will be addressed during further design stages. Similarly, the cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following the discussions with the Municipality as mentioned in *paragraph 1* above, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the engineering department provided in principle support. The proposed alignment, in the context of the proposed development portions, is schematically indicated in ***Diagram 7*** below. The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

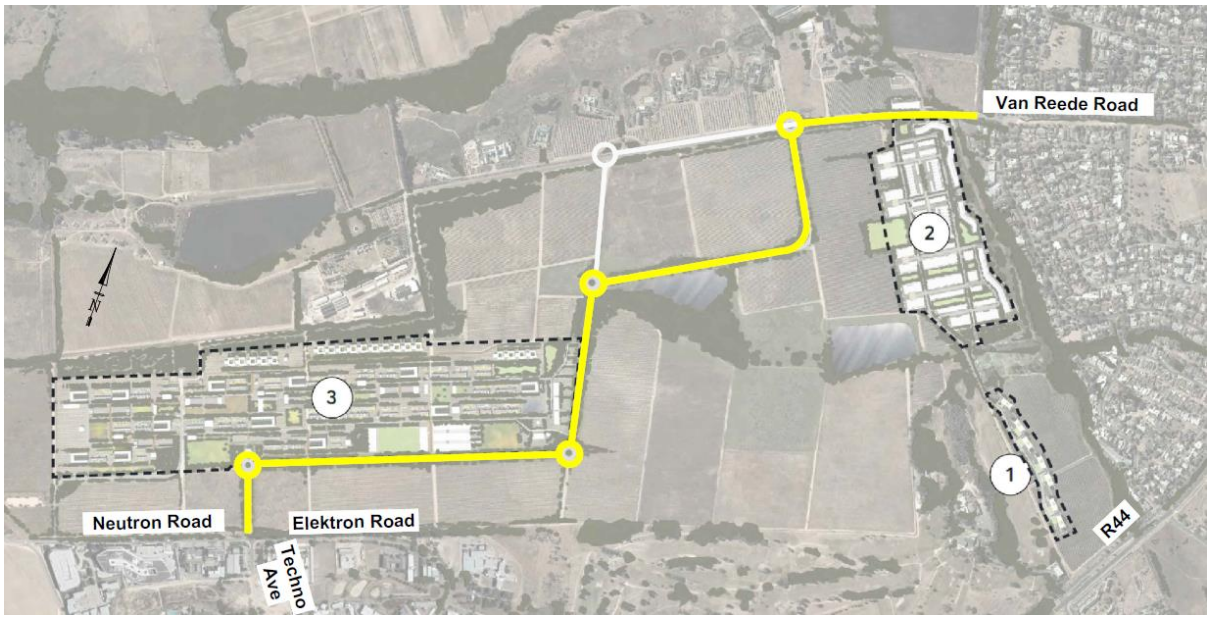


Diagram 7 : Proposed road link between Die Boord and Techno Park traversing the subject property

Detail on the road width, lane layout, etc. will be determined during further design stages.

5. PARKING

Parking will be addressed during further design stages, but will be provided in line with the requirements of Stellenbosch Municipality.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

As mentioned, detail on the layouts will be addressed during further design stages. However, it is anticipated that public transport embayments will be required along the road traversing the subject property, especially at the intersections of the accesses to the development clusters/portions.

Similarly, accommodation for non-motorised transport (NMT) is anticipated to be required along at least the road traversing the property. The NMT provided traversing the site will also be linked to the surrounding facilities in line with the proposals included in the NMT Master Plan of Stellenbosch Municipality. An extract of the said plan is indicated below, with the green lines traversing the subject property (between Van Reede Road and Techno Park) indicating proposed Class 2-NMT routes:

Diagram 8 : Stellenbosch Municipality's *NMT Master Plan* extract (with notes)

As per the abovementioned NMT Master Plan Report, the following is applicable to Class 2 routes: *"Path which is located within the road reserve, located adjacent to the road way on the same alignment, but separated from the road way by level difference and / or kerb and reserved for either cyclists only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path"*.

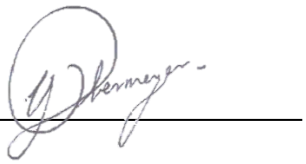
7. CONCLUSIONS

From the above it can be concluded that, with the Techno Park Link Road (between Techno Park and Adam Tas Road – currently a pending requirement to be implemented by Stellenbosch Municipality) in place, sufficient capacity would exist to accommodate the development of the subject property.

During further development applications, TIA/TISs will be required to address detailed road upgrades required, based on a refined development proposal for the subject property.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,



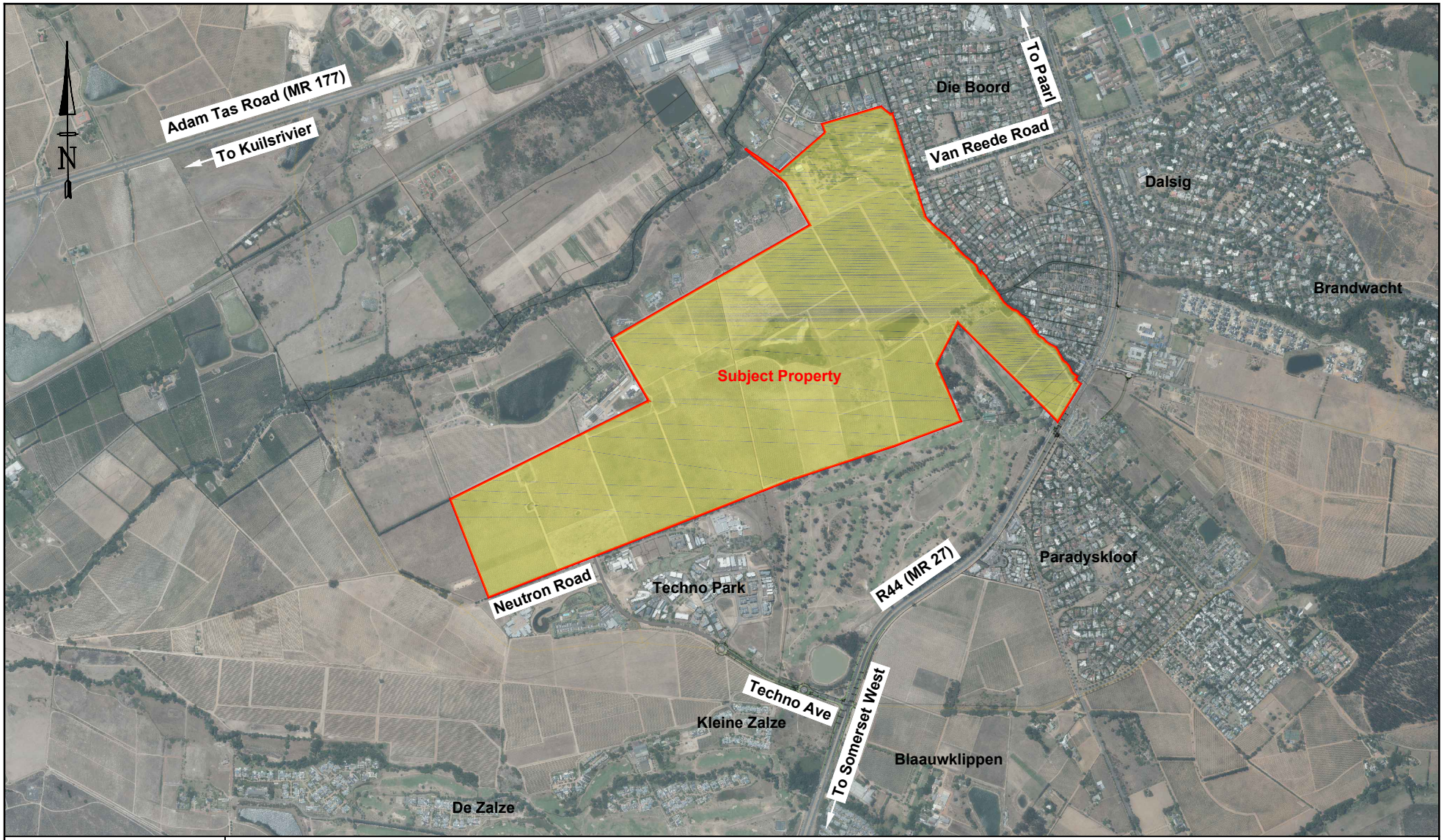
Compiled by: Yolandi Obermeyer (B Eng)

UDS AFRICA

Attachments:

Locality Plan

Zoning Plan (*nuvorm*)



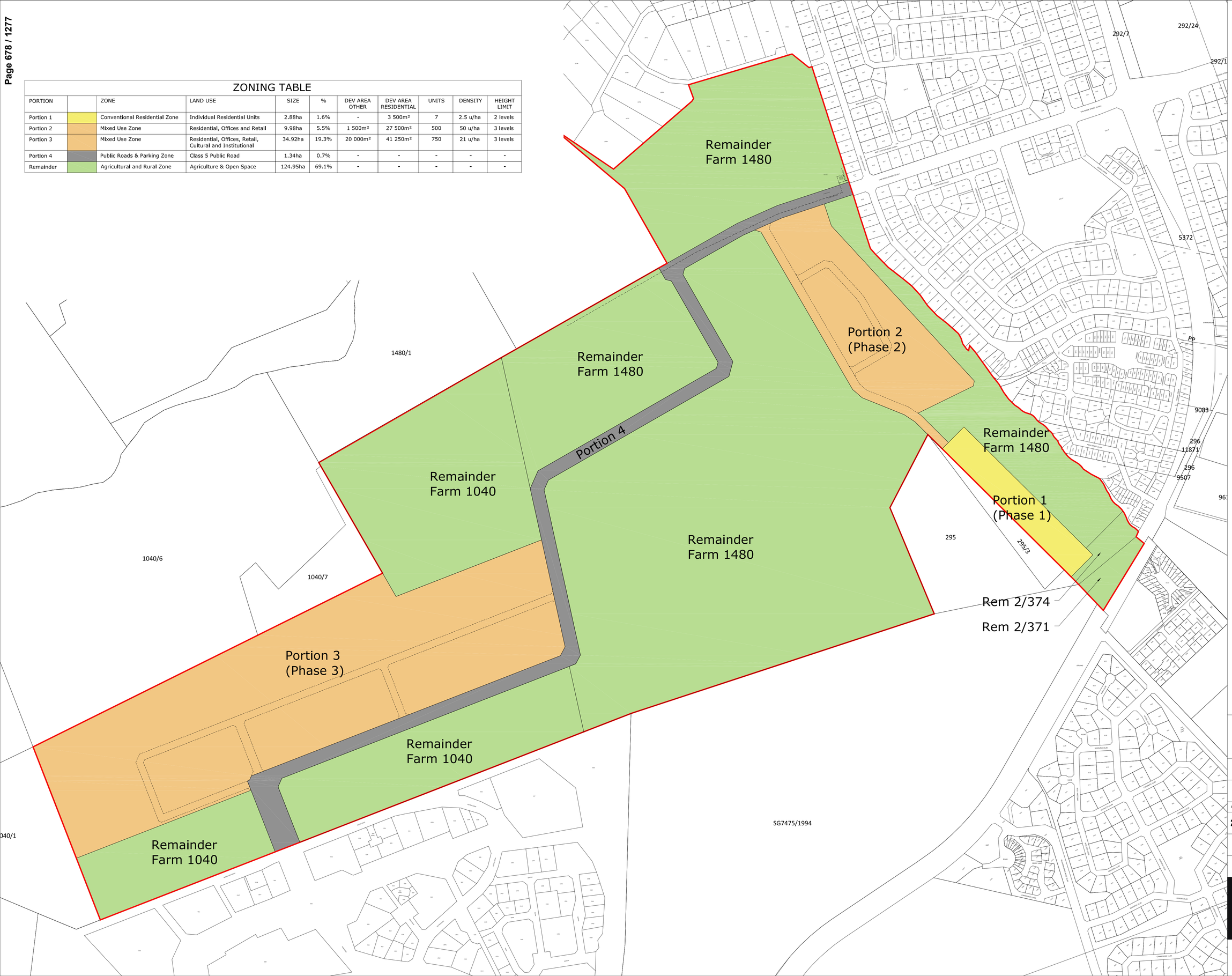
HEAD OFFICE:
SUITE 5
WILLIAM GARDNER AVENUE
SOMERSET WEST
TEL: 021 851 7188

Tel. 021 851 7188
e-pos / e-mail: cobus@udsafrica.co.za

Locality Plan

ZONING TABLE

PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		MIxed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



REVISIONS

REV	DATE	DESCRIPTION
A	2022.12.12	ISSUED FOR INFORMATION
B	2023.01.10	ISSUED FOR INFORMATION
C	2023.01.15	ISSUED FOR INFORMATION

LIBERTAS
FOUNDATION CAPITAL

REMAINDER OF FARM 1040, REMAINDER OF FARM 1480, PORTION 2 OF FARM 374, PORTION 2 OF FARM 371

ZONING PLAN

CODE	PHASE	DISCIPLINE	NUMBER	REV
22AM	01	UD	1000	C

STELLENBOSCH

DRAWN BY:- nuvorm DATE: 2022.12.12 SCALE: NTS - A1

nuvorm
26 Mountain View Road, Stellenbosch, 7600
studio@nuvorm.com
nuvorm (Pty) Ltd - Reg no. 2021 / 815005 / 07

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

INNOVATION CAPITAL

☎ 021-808 8203
🖷 021-883 9874

Directorate: Engineering Services
Direktoraat: Ingenieursdienste

epos/email:
John.muller@stellenbosch.gov.za

Our Ref/Ons Verw: 16/3/4/2
Your Ref/U Verw: 16/9/6/1-25/226 (Job 25303)

Date : 1 December 2017

Department of Transport and Public Works
P.O.Box 2603
Cape Town
8000

Attention: Mr M Watters

Dear Sir

CAPITEC HEADQUARTERS DEVELOPMENT APPLICATION: ERVEN 9190,9211 AND 13166, TECHNOPARK, STELLENBOSCH

Your letter to us on the above matter dated 27 November 2017 refers.

We take note of your concern and can confirm that we have started planning for the link road between Technopark and the Polka Drive Road, providing for an additional access to Technopark. The proposed link road will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m. This money will be more than enough to cover the construction costs for the link road. The municipality has already started with the planning of the alignment, which has already been fixed.

In addition to the construction of the proposed link road, we also plan the upgrading of the intersections along the R44 through Stellenbosch. These working drawings have already been finalised and the municipality is expecting support from the province for the further improvement of these intersections as part of the extension of the upgrading of the R44 between Somerset West and Stellenbosch. A meeting held between our Mayor, Director: Infrastructure Services, and Mr Len Fourie of your Department last week confirmed that we must make proposals for the upgrading of the intersections along the R44 through Stellenbosch as part of the R44 upgrade.

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We would also like to request a further meeting with Mr Fourie who is aware of the new upgrading requests for the R44. I trust you find this in order.

Please do not hesitate to contact us should you require any further information.

Yours faithfully

John Muller PrEng
MANAGER : TRANSPORT ROADS AND STORMWATER

Tel: +27 21 808 8025 | Fax: +27 21 808 8026
Physical Address: Plein Street, Stellenbosch, 7600 | Postal Address: PO Box 17, Stellenbosch, 7599 | Website: www.stellenbosch.gov.za

Western Cape Government
Transport and Public Works

ROAD NETWORK MANAGEMENT
Email: Grace.Swanepoel@westerncape.gov.za
tel: +27 21 483 4669
Rm 335, 9 Dorp Street, Cape Town, 8001
PO Box 2603, Cape Town, 8000

REFERENCE: 16/9/6/1-25/226 (Job 25303)
ENQUIRIES: Ms GD Swanepoel
DATE: 26 February 2018

Director: Planning and Economic Development
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Mr U von Molendorff

Dear Sir

ERVEN 9190, 9211 AND 13166, TECHNOPARK, STELLENBOSCH: APPLICATION FOR SUBDIVISION, CONSOLIDATION AND DEPARTURES

1. The following refer:

1.1 Letter 3421-P, Application no. LU/6562, dated 6 September 2017 from Clifford Heys of TV3 Architects and Town Planners, with attached application;

1.2 This Branch's letter 16/9/6/1–25/226 (Job 25303) dated 27 November 2017 to Stellenbosch Municipality;

1.3 Meeting held between the Provincial Minister of Transport and Public Works and officials, the Executive Mayor of Stellenbosch, the Municipal Manager and officials on 2 February 2018;

1.4 Your letter 16/3/2 to Minister Grant of this Department, for attention Mr M Watters, received on Thursday 22 February 2018.

2. The application is to enable a new development on Technopark Erven 9190, 9211 and 13166, Stellenbosch.

3. This application is for the following:

3.1 Subdivision of Erf 9190 into Portion A (the area between Erven 9211 and 13166) and Remainder Erf 9190;

3.2 Subdivision of Erf 13166 into Portion B and Remainder Erf 13166;

3.3 Consolidation of Portion A, Portion B and Erf 9211 to create one property;

3.4 In respect of the unregistered consolidation property:

3.4.1 A permanent departure to increase permissible coverage from 30% to 37%;

3.4.2 Permissions to increase building height and number of storeys above currently permitted limits;

3.4.3 Approval of the Site Development Plan.

4. A Traffic Impact Assessment (TIA) was prepared by iCE Group, their report dated July 2017. This report considers traffic impacts within the road network of Technopark as well as at the intersection of Techno Avenue (currently the sole access to Technopark) with Main Road 27 (the R44). This Branch in our letter of 27 November 2017 (see paragraph 1.2 above) expressed serious concern at the potential impacts on Main Road 27, not only at the intersection of Techno Avenue, but between Technopark and the centre of Stellenbosch.

5. Following the meeting referred to in paragraph 1.3 above, the letter from Mr J G Louw, Director: Infrastructure Services at Stellenbosch Municipality to Minister D Grant of the Department of Transport and Public Works (see paragraph 1.4 above) sets out Stellenbosch Municipality's commitments to road construction to meet the Department's requirements for improved access to the Technopark area in general and to the subject properties in particular. The letter notes *inter alia* the following:

5.1 Stellenbosch Municipality recognises the need to address the current high levels of congestion being experienced at the intersection of Main Road 27 (the R44) with Quantum Road (eastern entrance to Techno Park). Accordingly it is planning, as a first phase, to widen Quantum Road from Main Road 27 to the intersections with Proton and Electron Roads, as well as adding more lanes on Main Road 27. It is planned that implementation of this project will start in September 2018 and be completed in early 2019, in time for the completion of the planned development on erven 9190, 9211 and 13166 as per the current application.

5.2 Stellenbosch Municipality has also commenced with the planning of an additional access to Techno Park through a link with Main Road 177 (Polkadraai Road), as the second phase of upgrading access to Techno Park;

5.3 Stellenbosch Municipality has every intention to have the additional link road completed within a period of four years;

5.4 The time frame for completion of this additional access is linked to development contributions related to development adjacent to Techno Park, which would be sufficient for completion of the alternative access. However if, for whatever reason, progress on the further development is delayed, Stellenbosch Municipality will liaise with the DTPW on a revised solution to the additional access to Techno Park;

5.5 Stellenbosch Municipality shall obtain all necessary approvals for any planned work to be done on the Main Road 27/Techno Park entrance as well as the Main Road 177/Techno Park entrance well in advance of the commencement of construction work.

6. In light of the above, this Branch offers no objection to the subdivisions of erven 9190 and 13166; the consolidation of portions thereof with erf 9211; the granting of departures in respect of coverage and height and the approval of the Site Development Plan, subject to the following:

6.1 The widening of Quantum Road from Main Road 27 to the intersections with Proton and Electron Roads, as well as the provision of additional lanes on Main Road 27 as envisaged in the Traffic Impact Assessment (TIA) for the proposed development (iCE Group, July 2017) and also the implementation of all other recommendations in the TIA, in consultation with the Manager: Transport, Roads and Stormwater of Stellenbosch Municipality and the Design Directorate (Ms M K Hofmeyr 021 483 5713) of this Branch;

6.2 The timeous planning, design and implementation of an additional access to Techno Park through a link with Main Road 177 (Polkadraai Road), as the second phase of upgrading access to Techno Park and as set out in letter 16/3/2 dated 22 February 2018 from Stellenbosch Municipality;

6.3 The Applicant shall appoint an appropriately registered person to prepare detailed geometric, drainage and road pavement design drawings and details, to be submitted to the Design Directorate of this Branch for approval in respect of the intersections of Quantum Road with Main Road 27 and the new link road with Main Road 177;

6.4 The Applicant shall appoint an appropriately registered person to submit detailed construction drawings and proposals for traffic accommodation during construction for approval to the District Roads Engineer prior to construction;

6.5 The Applicant's consultant shall accept the handing over of the site in writing from the Road Authority prior to construction;

6.6 After completion of the construction phases, the Road Authority shall accept in writing the handing over of the site from the Applicant's consultant;

6.7 As built drawings shall be sent to this Branch (Ms GD Swanepoel), the District Roads Engineer (Mr S Buthelezi - 021 863 2020) and the Roads Department of Cape Winelands District Municipality (Mr ACA Stevens - 086 126 5263).

7.0 In terms of the Advertising on Roads and Ribbon Development Act 21 of 1940, this Branch approves the subdivision of erven 9190 and 13166.

Yours faithfully

For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT

ENDORSEMENTS

1. Stellenbosch Municipality

   Attention: Mr Ulrich von Molendorff (e-mail)
   Mr Deon Louw (e-mail)

2. TV3 Architects & Town Planners

   Attention: Mr Clifford Heys(e-mail: Clifford@tv3.co.za)

3. iCE Group

   Attention: Mr Piet van Blerk (e-mail: pit@icegroup.co.za)

4. Mr C Roos (e-mail)

5. Mr ML Watters (e-mail)

6. Mr H Thompson (e-mail)

7. Mr B du Preez (e-mail)

8. Ms M Hofmeyr (e-mail)

9. Planning section

ANNEXURE 15

CIVIL ENGINEERING REPORT

FLEURBAAI (PTY) LTD

DEVELOPMENT OF FARMS
FLEURBAAI 1040 AND LIBERTAS 1480
STELLENBOSCH

CIVIL ENGINEERING SERVICES REPORT – REVISION 1

C 20 001
18 MAY 2021

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING

FARMS FLEURBAAI 1040 AND LIBERTAS 1480, STELLENBOSCH

CIVIL ENGINEERING SERVICES REPORT – REVISION 1

CONTENTS

1. INTRODUCTION 3
2. PROJECT DESCRIPTION AND DEVELOPMENT PROPOSALS 3
3. SITE GEOMORPHOLOGY AND GEOLOGY 3
4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS 4
5. ROADWORKS 4
5.1. Traffic Impact Assessment 4
5.2. Internal roads 4
6. POTABLE WATER 5
7. SEWERAGE 6
8. ELECTRICITY 7
9. STORM WATER 7
10. CONCLUSION 8

Appendix 1 – DRAWINGS

C 20 001 / 130 / A Bulk Sewer Connections
C 20 001 / 120 / A Bulk Water Connections

1. INTRODUCTION

Fleurbaai (Pty) Ltd appointed INTEGRATE Structural and Civil Engineering (Pty) Ltd as the Consulting Engineers for the proposed development of Farms Fleurbaai 1040 and Libertas 1480, Stellenbosch and to compile a Civil Engineering Services Report.

The services report has been compiled based on the Site Development Plan as prepared by FIRSTPLAN Town and Regional Planners with Urban Design input from URBA as well as the following specialist studies that have been commissioned to assess the suitability of the site for the intended development from an Engineering perspective:

- Traffic Impact Assessment by ICE Consulting Engineers.
- Electrical Infrastructure Services Report by CKR Consulting Engineers.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage.

The above studies are contained in separate reports and forms part of the main rezoning application.

2. PROJECT DESCRIPTION AND DEVELOPMENT PROPOSALS

The project consists of the rezoning of Farms Felurbaai 1040 and Libertas 1480 from Agricultural and Rural Zone to Subdivisional Area to allow for a Mixed-Use Zone. The Development Proposals will include 1241 Single and Group Housing Residential Opportunities as well as other development opportunities such as Offices and Retail with a footprint of 13 138 m2 and Cultural and Institutional facilities with a footprint of 9 408 m2. [2]
.

The proposed approximate positioning of the development proposals are indicated on the Site Development Plans compiled by FIRSTPLAN Town and Regional Planners and is contained in the main rezoning application document.

3. SITE GEOMORPHOLOGY AND GEOLOGY

A comprehensive Geotechnical Investigation will be undertaken by Professional Geologists and the findings will guide the foundation and structural design of the buildings as well as the design of the Civil Infrastructure. No adverse underground conditions are expected.

4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS

The internal and external civil infrastructure will be designed to comply with the minimum standards contained in the "Guidelines for Installation of Engineering Services in Residential Areas", also known as the "Blue Book", as well as, standards and requirements of the Department of Water Affairs (DWA), the Stellenbosch Municipal Guidelines and Standards, and the Provincial Roads Engineer.

All construction drawings will be subject to approval by the Stellenbosch Municipality prior to construction.

5. ROADWORKS

5.1. Traffic Impact Assessment

A comprehensive Traffic Impact Assessment (TIA) was undertaken by the ICE Group (Pty) Ltd. and is contained in the main rezoning application document.

5.2. Internal roads

Internal roads will be surfaced with a combination of tar, paving and cobbling to suite the architectural theme. The road widths will be determined by the expected generated traffic and traffic calming measures will be implemented throughout to create an environment safe and inviting for pedestrians and cyclists.

6. POTABLE WATER

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the Raw Water Supply, Water Treatment, Potable Water Storage and Conveyance Systems to supply the development. The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 120 / A, Bulk Water Supply Layout.

The Annual Average Daily Demand (AADD) of the proposed development is calculated as 1,04 M ℓ /day with an Instantaneous Peak Flow of 57 ℓ/ s . The development will be supplied by two pressure zones from the Paradyskloof Reservoir with a TWL of 191,8 MSL and the Papegaaiberg Reservoir with a TWL of 137,1 MSL .

7. SEWERAGE

The Annual Average Daily Wet Weather Flow (AADWWF) of the development is calculated as 0,94 Mℓ / day .

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of sare capacities in the external sewerage system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the External Bulk Sewage Conveyance System as well as the Sewage Treatment Works to serve the proposed development.

The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 130 / A, Bulk Sewer Connections.

The connection points are described as follows;

- The existing malfunctioning Baltron Sewage Pumpstation in Technopark will be abandoned and effluent will be diverted to connect with the proposed internal reticulation under gravity.
- A gravity connection will be made onto the existing Kleingeluk Gravity System.
- A gravity connection will be made to onto the existing Die Boord Gravity System.
- A new Pumpstation will be built on the lowest portion of the site to serve portions of the development that cannot gravitate to either the Kleingeluk or Die Boord gravity systems. The rising main will cross the Eerste River, either by attachment to an existing bridge crossing or via trenchless crossing at depth and will be installed in the existing servitude registered for the recently installed 355 mm dia De Zalze Sewer Rising Main. The approximate performance figures of the proposed pumpstation is as follows;
- Peak Incoming Flow : 35 ℓ/ s
- Pumping Rate : 45 ℓ/ s
- Starts / Hour : 5
- Rising Main Diameter : 250 mm

The performance figures will be finalized once the development proposals have been fixed.

8. ELECTRICITY

An Electrical Engineering Services Report has been compiled by CKR Consulting Engineers, and forms part of the main rezoning application.

9. STORM WATER

Stormwater run-off upto the 5 year storm event from hardened areas will be collected via catchpits and inlet grids and conveyed via a combination of open concrete channels and underground concrete pipework. The existing farm dams will be utilized as retention ponds to not exceed the predevelopment runoff rates, intercept solids and provide water polishing prior to release to the Eerste River. Adequate escape avenues exists for storms exceeding the 5 year event.

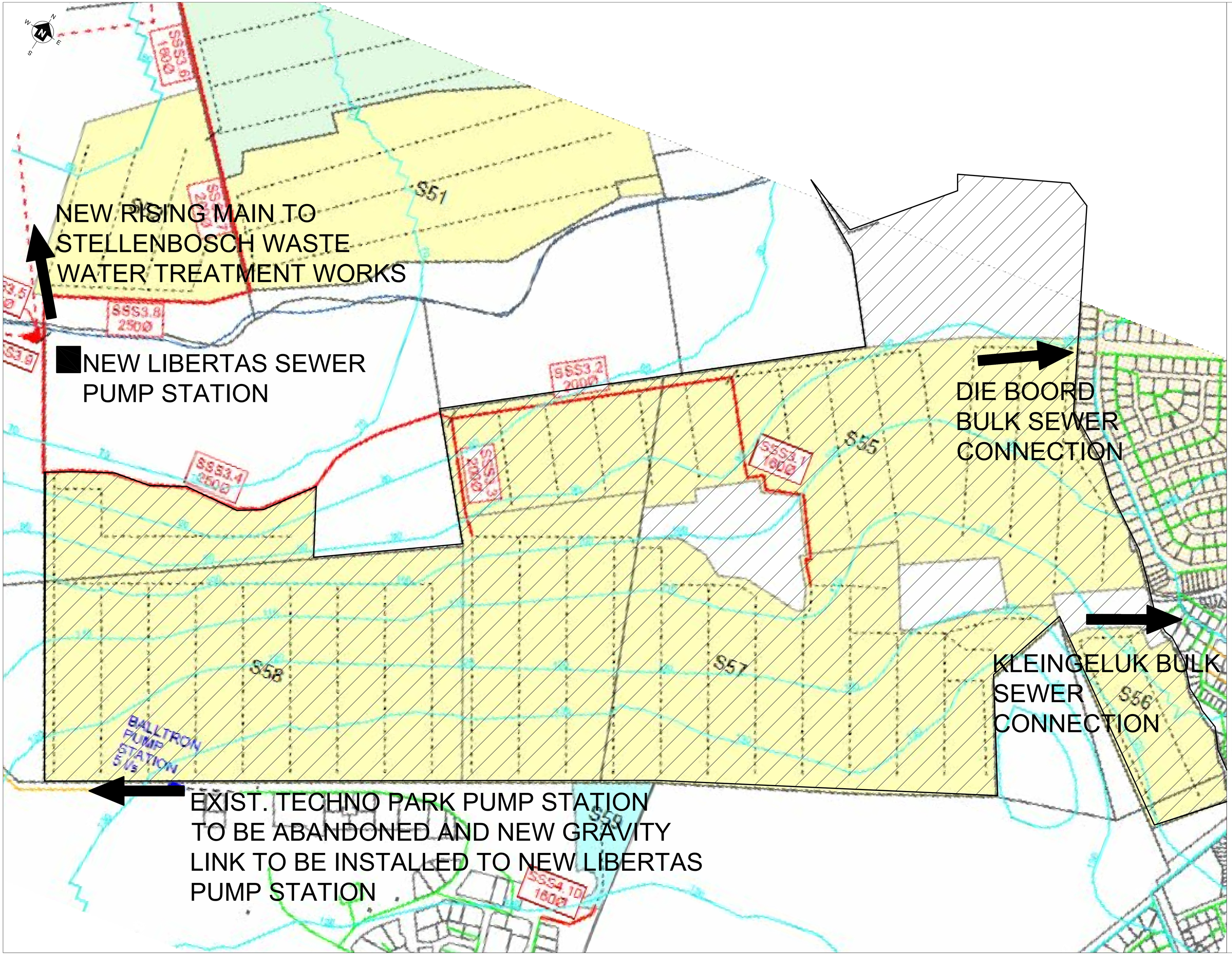
10. CONCLUSION

INTEGRATE has investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.

AJ BURROWS
For INTEGRATE Structural and Civil Engineering (Pty) Ltd

Appendix 1

Drawing Nr. C 20 001 / 130 / A Bulk Sewer Connections
Drawing Nr. C 20 001 / 120 / A Bulk Water Connections



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NOTES
1: See general construction notes drawing No. C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL
R	DATE	ISSUED TO	BY

A	23.11.20	FOR INFORMATION	PL	LL
R	DATE	REVISION	BY	CHKD

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING
VINEYARDS OFFICE ESTATE
99 JIP DE JAGER, BELLVILLE
PO BOX 5733
TYGER VALLEY 7536
TELEPHONE : 021 913 7353
FACSIMILE : 021 913 2020
E-MAIL : info@isce.pro
INTERNET : www.isce.pro

DRAWING
BULK SEWER CONNECTION LAYOUT

STAND/ERF No,
LIBERTAS, STELLENBOSCH

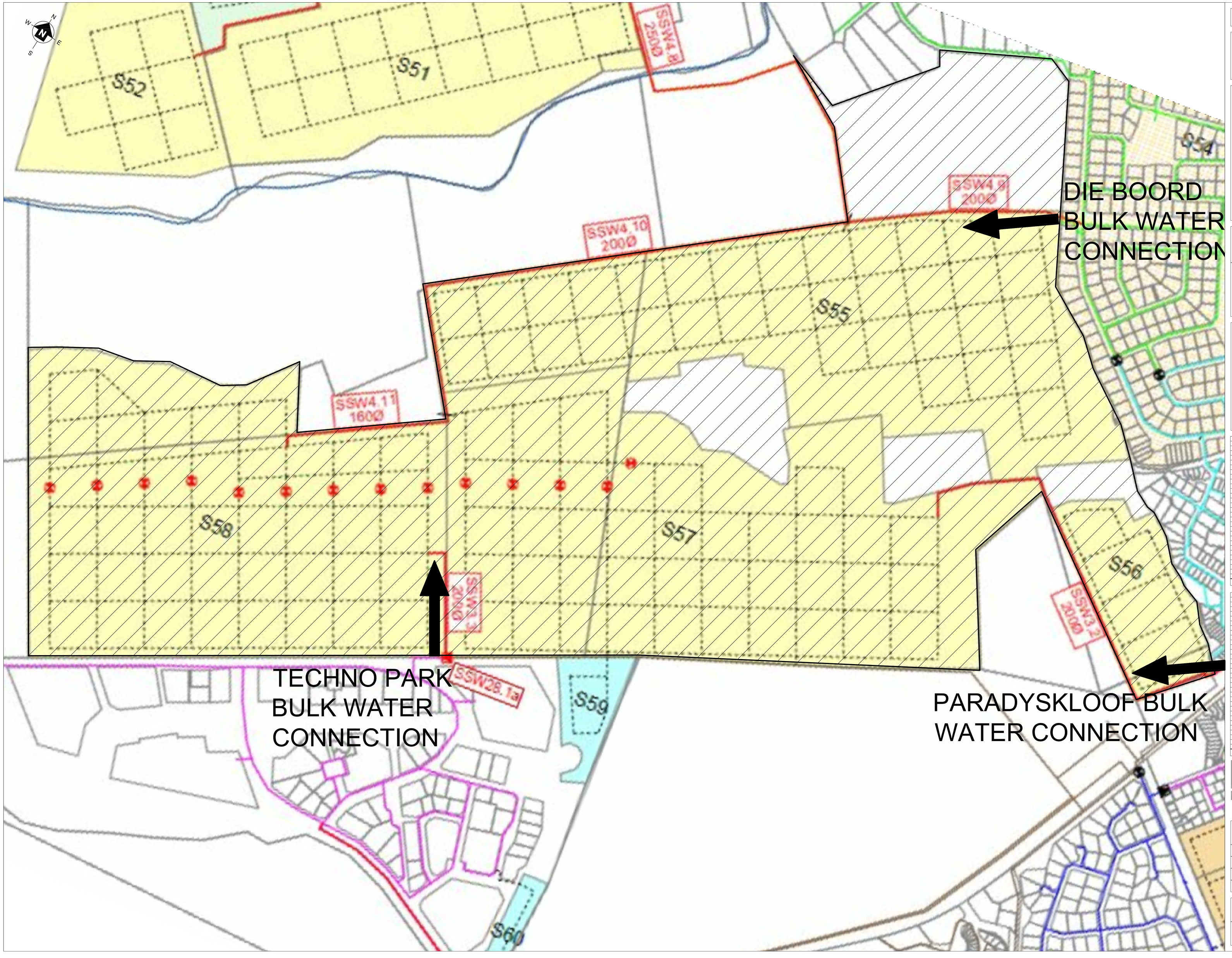
SCALE:	DATE:	DRAWN:
1 : 2500 ON A0	NOVEMBER 2020	PL

ARCHITECT:
URBA

VERIFIED:	APPROVED:

JOB No.
C 2 0 0 0 1 /

DRAWING No.
1 3 0 - 0 0 REV. A



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NOTES
1: See general construction notes drawing No. C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL
R	DATE	ISSUED TO	BY

A	23.11.20	FOR INFORMATION	PL	LL
R	DATE	REVISION	BY	CHKD

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STRUCTURAL AND CIVIL ENGINEERING
VINEYARDS OFFICE ESTATE
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PO BOX 5733
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TELEPHONE : 021 913 7353
FACSIMILE : 021 913 2620
E-MAIL : info@isce.pro
INTERNET : www.isce.pro

DRAWING
BULK WATER SUPPLY LAYOUT

STAND/ERF No.
LIBERTAS, STELLENBOSCH

SCALE:	DATE:	DRAWN:
1 : 2500 ON A0	NOVEMBER 2020	PL

ARCHITECT:
URBA

VERIFIED: APPROVED:

JOB No. C 2 0 0 0 1 /

DRAWING No. 1 2 0 - 0 0 REV. A

ANNEXURE 16

GLS ANALYSIS

From: Andre Burrows <andreb@isce.pro>

Sent: Monday, October 2, 2023 9:53 AM

To: 'Gideon Roos' <gideon.roos@firstplan.co.za>

Cc: christine.havenga@firstplan.co.za

Subject: FW: FLEURBAAI 1040 AND LIBERTAS 1480 - CONFIRMATION OF BULK WATER AND SEWER CAPACITY - CLARIFICATION AND SUPPLEMANTARY INFORMATION

REZONING OF FARMS FLEURBAAI 1040 AND LIBERTAS 1480 STELLENBOSCH

CAPACITY ANALYSIS OF THE BULK WATER AND SEWER INFRASTRUCTURE

CLARIFICATION AND SUPPLEMENTARY INFORMATION

CONFIRMATION OF BULK WATER AND SEWER INFRASTRUCTURE

This short report provides supplementary information and elaboration on the analysis undertaken by GLS Consulting Engineers on behalf of the Stellenbosch Municipality dated 31 July 2023 . A copy of the analysis is appended.

The annotations and cost estimates correspond with those supplied by GLS.

All amounts shown are based on 2022/2023 year values and exclude VAT.

BULK WATER

To accommodate precinct 1, precinct 3 and the higher lying erven in precinct 2 and to comply with the minimum standards of the Red Book the following link services fed from the Paradyskloof 1 reservoir will have to be installed at the Developers cost;

- New Item ; Pressure Reducing Valve R 372 000.00
- SSW3.2 ; 45 m x 200 mm dia New Supply Pipe and R44 crossing R 405 000.00
- SSW3.3 ; 495 m x 200 mm dia New Supply Pipe R 1 018 000.00
- SSW3.4 ; 1 100m x 200 mm dia New Supply Pipe R 2 226 000.00
- SSW3.7 ; Pressure Reducing Valve R 372 000.00

To accommodate the lower lying erven within precinct 2 and to comply with the minimum standards of the Red Book the following link service fed from the Papegaaiberg reservoir will have to be installed at the Developers cost;

- SSW4.10 ; 285 m x 250 mm dia New Supply Pipe R 697 000.00

The existing main 225 mm dia water feeder pipeline from the Papegaaiberg reservoir serving Die Boord is at peak capacity and requires upgrading to operate within the Red Book guidelines and to accommodate future developments. To achieve this the following upgrade to the network is proposed and will be funded by the Developer via the Bulk Infrastructure Connection Fees and Levies [BICELS] generated by the development;

- SSW4.1 ; 440 m x 700 mm dia New Supply Pipe R 7 304 000.00

Various Master Plan Items have been identified to bolster the Water Reticulation and Bulk Storage System in the Greater Stellenbosch area to comply with the minimum standards of the Red Book. These items are not essential for the development to comply with the Red Book but the Municipality may enter into a Service Agreement with the Developer and request the Developer to fund and implement some of the items via the BICELS generated by the development;

- SSW.B21 ; New Papegaaiberg 20 Ml reservoir R 60 000 000.00
- SPW.B7 ; New Supply Pipe from Vlottenburg reservoir to Papegaaiberg reservoir R 36 300 000.00
- SSW.B1, SSW.B2, SSW.B5, SSW1.1 and SSW1.2 ; Jamestown System upgrade R 31 600 000.00
- Helshoogte System
- SSW6.8a, SSW6.8b, SSW.B10, SSW.B11, SSW.B19, SSW.B20 and SSW.B35 to SSW.B38

Total Cost Estimate > R 100 000 000.00

- SSW.B37 and a portion of SSW.B20 R 40 000 000.00

However, the Paradyskloof System has sufficient spare capacity and pressures to also serve the lower lying erven within precinct 2 in the current system and it is proposed that the entire development be fed by the Paradyskloof 1 reservoir until the above Master Plan Items have been implemented, provided that the Pressure Reducing Valve, New Item , is installed.

SEWER

Precincts 1 and 2 of the proposed development can connect to the existing gravity sewer system in Die Boord without any upgrades to the system.

Precinct 3 however will require the implementation of the following Master Plan items to be funded by the Developer via BICELS generated by the development. These items will also serve new development areas to the west of Die Boord and areas adjacent to the Eerste River;

- SSS3.9 ; New Fleurbaai Bulk Sewer Pumpstation R 9 982 000.00
- SSS3.4 ; 1 275 m x 250 mm dia New Outfall Sewer R 3 511 000.00

IN CONCLUSION;

INTEGRATE confirms that Bulk Water and Sewer Capacity is in place to serve the proposed Development and the costs incurred by the Developer on the upgrading of the Bulk Infrastructure will bolster the water and sewerage infrastructure serving the greater Stellenbosch area.

Kind Regards,

André Burrows

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING

ANDRE BURROWS
C/o Techno and Electron Street, Techno Park, Stellenbosch

Sippel & de Lange Building

PO Box 3004, Matieland, 7602
Mobile +27 (0)83 300 8963
Fax +27 (0)21 880 1434
andreb@isce.pro

GLS

Infrastructure planning

31 July 2023

Integrate
Sippel & de Lange Building
C/o Techno and Electron Street
Techno Park
STELLENBOSCH
7600

Attention: Mr André Burrows

Dear Sir

DEVELOPMENT OF FARMS 1040 (FLEURBAAI) & 1480 (LIBERTAS) IN STELLENBOSCH: CAPACITY ANALYSIS OF THE BULK WATER & SEWER SERVICES

Your request regarding comments on the bulk water and sewer supply to the proposed development (mainly residential development on Farm Fleurbaai 1040 and Farm Libertas 1480, Stellenbosch), refers.

This document should inter alia be read in conjunction with the Water Master Plan (performed for the Stellenbosch Municipality) dated June 2023 and the Sewer Master Plan dated June 2023.

Future development areas S55, S56, S57 & S58, which includes the proposed development, was conceptually taken into consideration for the recently completed master plans for the water and sewer networks.

1. WATER DISTRIBUTION SYSTEM

1.1 *Distribution zone*

The master planning indicated that phase 1, phase 3 and the higher lying erven of phase 2 of the proposed development area should be accommodated in the existing Paradyskloof reservoir no. 1 water distribution zone, and the lower lying erven of phase 2 should be accommodated within the existing Papegaaiberg reservoir water distribution zone.

The connection to the existing system should be done to the existing 300 mm diameter pipe on the eastern side of the R44 Main Road for phase 1 and the higher lying erven of phase 2 of the development, to the existing 160 mm diameter pipe on the corner of Van Reede Road and Lovell Avenue for the lower lying erven of phase 2 of the development and to the existing 200 mm diameter pipe on the corner of Techno Avenue and Neutron Road for phase 3 of the development, as shown on Figure 1 attached.

The proposed development is situated inside the water priority area.

1.2 *Water demand*

The original water analysis for the master plan was performed with a total annual average daily demand (AADD) for the proposed development area (portions of future development areas S55, S56, S57 & S58 in the June 2023 water master plan) of 662,6 kL/d.

For this re-analysis of the master plan, the total AADD and fire flows for the proposed development were calculated as follows:

Phase 1:

• 7 Single residential erven @ 2,0 kL/d/erf [(1)]		=	14,0 kL/d
	Sub-total	=	14,0 kL/d

Phase 2:

• 500 Residential units @ 0,40 kL/d/unit [(1)]		=	200,0 kL/d
• 1 500 m^2 offices & retail area @ 0,65 kL/d/100 m^2 [(1)]		=	9,8 kL/d
	Sub-total	=	209,8 kL/d

Phase 3:

• 750 Residential units @ 0,60 kL/d/unit [(1)]		=	450,0 kL/d
• 20 000 m^2 offices & retail area @ 0,65 kL/d/100 m^2 [(1)]		=	130,0 kL/d
	Sub-total	=	580,0 kL/d
	Total	=	803,8 kL/d

[(1)] As per Table J.2 from Section J - Water Supply of "The Neighbourhood Planning and Design Guide" (so called "Red book").

- Fire flow criteria (Moderate risk) = 25 L/s @ 10 m

1.3. *Present situation*

1.3.1 Network capacity

Paradyskloof no. 1 reservoir zone

The existing Paradyskloof no. 1 network is supplied under gravity from the Paradyskloof no. 1 reservoir with a Top Water Level (TWL) of 191,8 metres above mean sea level (m a.s.l.) There is sufficient capacity in the existing water reticulation network to accommodate phase 1, phase 3 and the higher lying erven of phase 2 of the proposed development.

The following link services items will however be required to connect the proposed development to the existing reticulation network of the Paradyskloof no. 1 reservoir zone and to regulate water pressure at the development:

Link services

• Item 1	: New pressure reducing valve	R	372 000 *
• SSW3.2	: 45 m x 200 mm Ø new supply pipe & R44-crossing	R	405 000 *
• SSW3.3	: 495 m x 200 mm Ø new supply pipe	R	1 018 000 *
• SSW3.4	: 1 100 m x 200 mm Ø new supply pipe	R	2 226 000 *
• SSW3.7	: New pressure reducing valve	R	372 000 *
	Total	R	4 393 000 *

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).

Take note that the routes of the proposed pipelines are schematically shown on Figure 1 attached, but have to be finalised subsequent to detail pipeline route investigations.

Papegaaiberg reservoir zone

The existing water network in Die Boord suburb is supplied under gravity from the Papegaaiberg reservoir with a TWL of 142,9 m a.s.l. The reticulation network within Die Boord has sufficient spare capacity to accommodate the lower lying erven of phase 2 of the proposed development.

The main 225 mm diameter supply pipeline from the Papegaaiberg reservoir to the network is however at capacity (flow velocity during peak demand exceeds 1,75 m/s) and should be upgraded to a larger diameter in order to accommodate additional development within the supply area.

The following link services item will be required to connect the lower lying erven of phase 2 of the proposed development to the existing 160 mm diameter pipe on the corner of Van Reede Road and Lovell Avenue:

Link services

- SSW4.10 : 285 m x 250 mm Ø new supply pipe R 697 000 *

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).

Take note that the route of the proposed pipeline is schematically shown on Figure 1 attached, but has to be finalised subsequent to a detail pipeline route investigation.

1.3.2 Water pressure

The existing Papegaaiberg reservoir can supply water to development up to ± the 110 m contour line (static pressure will be ± 3.0 bar and peak pressure will be above 2.0 bar, depending on the head loss through the system). Phase 2 of the development is located roughly between the 90 m and 115 m contour lines and water pressure at the higher lying erven will be below 24 m water pressure at ground elevation during peak demand. The proposed height limit for the buildings for phase 2 is 3 storages and the higher lying areas of phase 2 of the proposed development can therefore not be accommodated within the Papegaaiberg reservoir zone.

Phases 1 of the development is located roughly between the 110 m and 125 m contour lines and Phases 3 between the 90 m and 125 m contour lines. The TWL of the Paradyskloof no. 1 reservoir is 191,8 m, resulting in static pressures of above 80 m and above 100 m for phases 1 and 3 respectively. It is therefore proposed that water pressure supplied from the Paradyskloof no. 1 reservoir to these development area is regulated through pressure reducing valves (PRVs).

1.3.3 Reservoir capacity

Papegaaiberg reservoir

The criteria for total reservoir volume used in the Stellenbosch Water Master Plan is 48 hours of the AADD (of the reservoir supply zone) for gravity and pumped supply to the reservoir.

According to the water master plan the AADD of the Papegaaiberg reservoir water distribution zone is currently approximately 3 037 kL/d. The reservoir storage capacity of the Papegaaiberg reservoir is 4 500 kL, which results in a current reservoir storage capacity of only 36 hours of the AADD.

There is therefore insufficient capacity in the existing Papegaaiberg reservoir to accommodate the lower lying erven of phase 2 of the proposed development.

Paradyskloof no. 1 reservoir

The reservoir storage capacity of the Paradyskloof no. 1 reservoir is 10 000 kL and the reservoir has ample spare capacity to accommodate the proposed development.

1.3.4 Bulk supply

Papegaaiberg reservoir

In the water master plan the required bulk water supply to the Papegaaiberg reservoir (from the Idas Valley and Paradyskloof WTWs) is calculated at a peak demand of ± 10,6 ML/d.

The capacity of the existing system to supply this peak demand is calculated as follows:

- ± 4,0 ML/d from the Idas Valley WTW (this can only be achieved if there is sufficient supply from the Idas Valley WTW).
- > 20.0 ML/d from the Paradyskloof WTW (capacity of Paradyskloof WTW is 20.0 ML/d)

Theoretically the existing bulk system has sufficient spare capacity available to accommodate additional development in the existing water system. The existing Papegaaiberg reservoir (4,5 ML) is however small relative to the area supplied from the reservoir (gravity feed) together with the areas supplied with bulk water from the reservoir (pumped to Kayamandi and Kleinvallei reservoirs) and the risk that the reservoir runs dry if supply problems from the Paradyskloof source to the reservoir is experienced is significant.

It is therefore proposed in the water master plan that supply to the strategic Papegaaiberg reservoir is reinforced, or that additional reservoir storage capacity is provided at the reservoir site.

Paradyskloof reservoir

The bulk supply system to the Paradyskloof reservoir has sufficient spare capacity to accommodate phases 1, 3 and the higher lying erven of phase 2 of the proposed development.

1.4 *Implementation of the master plan*

The following upgrade to the existing 225 mm diameter supply pipeline from the Papegaaiberg reservoir to the network is proposed in the water master plan:

Network upgrade:

- SSW4.1 : 440 m x 700 mm Ø replace existing 250 mm Ø AC pipe R 7 304 000 *

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).

Take note that the route of the proposed pipelines is schematically shown on Figure SW6.5a in the water master plan, but has to be finalised subsequent to a detailed pipeline route investigation.

The following bulk water augmentation projects are proposed in the water master plan in order to augment bulk water supply to the Papegaaiberg reservoir.

The implementation of any of these projects will improve bulk supply to Papegaaiberg in such a manner that the net effect of the upgraded bulk supply system to Papegaaiberg together with accommodation of the lower lying erven of phase 2 of the proposed development will be positive (in other words, the total system will be better off with the development included and upgrades implemented as opposed to if nothing is done).

Bulk projects:

- Polkadraai bulk supply upgrades:
  - New Vlottenburg reservoir and pipeline (project in progress, near completion), plus
  - Bulk pipeline from reservoir to Papegaaiberg reservoir:
    - Master plan item SPW.B7.
    - New 6,2 km 355 mm nominal diameter pipeline.
    - Estimated cost of R36,3 m.

- Jamestown system:
  - Total project is for a new 7.0 ML reservoir and supply pipelines:
    - Master plan items SSW.B1, SSW.B2, SSW.B5, SSW1.1& SSW1.2 (project on the current MTREF of SM).
    - Estimated cost for total project of R31,6 m.

  - After master plan item SSW.B1 is implemented, the existing demand of Jamestown and De Zalze (total AADD of 1 400 kL/d) can be supplied directly from the Paradyskloof no. 2 reservoir (next to Paradyskloof WTW).
    - Estimated cost for master plan item SSW.B1 is R1.0 m.

  - If Jamestown and De Zalze are supplied with bulk water from Paradyskloof reservoir no. 2 (as opposed to the existing operation where it is supplied with bulk water from the Paradyskloof reservoir no. 1), the existing bulk system from Paradyskloof reservoir no. 1 will have additional capacity to supply to the Papegaaiberg reservoir.
    - AADD of ± 1,3 ML/d.

- Helshoogte system
  - Total project is for a new 30.0 ML reservoir, bulk PS and supply pipelines from the Idas Valley WTW to the new Helshoogte reservoir and bulk supply pipelines from the new reservoir to the Papegaaiberg reservoir.
    - Master plan items SSW6.8a, SSW6.8b, SSW.B10, SSW.B11, SSW.B19, SSW.B20 & SSW.B35 - SSW.B38.
    - Estimated cost for total project > 100,0 m.

  - Master plan item SSW.B20 is a direct link from the new reservoir to the Papegaaiberg reservoir. As a first phase it is proposed that this pipeline is constructed from the Idas Valley no. 2 reservoir to the Papegaaiberg reservoir:
    - Master plan item SSW.B37 and a portion of master plan item SSW.B20.
    - Estimated cost R40 m.
    - This system will be able to supply a peak demand of > 15 ML/d to Papegaaiberg reservoir.

  - If only master plan items SSW6.8a & SSW6.8b are implemented in the existing water system, the capacity of the system to supply bulk water to Papegaaiberg will increase from ± 4,0 ML/d to ± 5,2 ML/d:
    - Master plan items SSW6.8a & SSW6.8b (1 800 m x 450 mm HDPE pipe).
    - Estimated cost R14,2 m.
    - Additional peak demand capacity of 1,2 ML/d (AADD of 667 kL/d).

- Papegaaiberg reservoir no. 2
  - Master plan item SSW.B21 (20 ML)
  - Estimated cost R60,0 m

1.5. *Minimum items required*

The following minimum items are required to accommodate the different phases of the proposed development in the existing water system:

<u>Phases 1, 3 and higher lying erven of phase 2:</u>

- Link services items SSW3.2, SSW3.3 & SSW3.4 to connect to the existing water network.
- Link services items 1 & SSW3.7 to manage water pressure.

The lower lying erven of phase 2:

- Link services item SSW4.10 to connect to the existing water network,
- master plan item SSW4.1 to improve supply from the Papegaaiberg reservoir to the existing network,
- master plan item SSW.B21 to augment reservoir storage capacity for the Papegaaiberg reservoir supply area,
- and any of the proposed bulk augmentation projects (Polkadraai, Jamestown or Helshoogte bulk augmentation projects).

It should however be noted that the impact of the demand of the lower lying erven of phase 2 of the development is not significant, especially in relation to the capacity of the bulk projects required to augment the capacity of the existing Stellenbosch bulk system. It is therefore proposed that these erven are also supplied with water from the Paradyskloof network in the interim (until the required bulk upgrades are implemented). The Paradyskloof bulk supply system and reticulation network have sufficient spare capacity to also accommodate the lower lying erven of phase 2 in the existing system, provided that link services item 1 is implemented in order to reduce water pressure.

2. SEWER NETWORK

2.1 *Drainage area*

The master plan indicated that phases 1 & 2 of the proposed development should be accommodated in the existing Die Boord pumping station (PS) drainage area and that phase 3 should be accommodated within the future Fleurbaai PS drainage area.

The recommended connection point for phases 1 & 2 of the larger development to the existing Die Boord PS sewer system is to the existing 375 mm Ø outfall sewer in Lovell Avenue, as shown on Figure 2 attached.

Sewage is pumped from the Die Boord PS through a 250 mm Ø rising main to the Adam Tas bulk sewer, from where sewage gravitates towards the Stellenbosch Wastewater Treatment Plant (WWTP).

It is proposed that sewage from phase 3 of the development gravitates through a new main sewer (master plan item SSS3.4) to the proposed Fleurbaai bulk sewer PS (master plan item SSS3.9), located to the north-west of phase 3 of the development, adjacent to the Eerste River, as shown on Figure 2 attached.

It is proposed in the sewer master plan for Stellenbosch that sewage from new developments west of the Die Boord suburb in Stellenbosch and adjacent to the Eerste River (on both side of the river) should gravitate to the proposed Fleurbaai bulk sewer PS. The diameter of the portion of the rising main of the existing Blaauwklippen bulk sewer PS from the proposed location of the Fleurbaai PS to the Stellenbosch WWTP, has been sized in order to accommodate the additional sewage demand that could potentially be generated from these areas in future.

The Fleurbaai PS should therefore pump into the existing Blaauklippen rising main (355 mm Ø portion) and sewage from the existing Blaauklippen PS should be diverted to the Fleurbaai PS (sewage pumped through the 315 mm Ø portion of the rising main). The existing rising main of the Blaauwklippen PS that discharges at the Stellenbosch WWTP, runs adjacent to the proposed location of the Fleurbaai PS, as indicated on Figure 2.

It should be noted that an alternative option to accommodate sewage from phase 3 of the proposed development is to construct an internal PS for the development (at point A as indicated on Figure 2) that discharges at the Die Boord PS drainage area (at point B as indicated on Figure 2). This option is however not in line with the larger planning for the area as indicated in the sewer master plan for Stellenbosch.

(Based on high level available topographical information it does not seem like it will be possible for phase 3 of the development to gravitate from point A to point B. If a long section survey however confirms that it is indeed possible for phase 3 of the development to gravitate towards the existing 375 mm diameter main sewer in Lovell Avenue, the connection can also be made to the existing 375 mm diameter sewer in Lovell Avenue).

The development is inside the sewer priority area.

2.2 *Sewer flow*

The original sewer analysis for the master plan was performed with a peak day dry weather flow (PDDWF) for the proposed development area (portions of future development areas S55, S56, S57 & S58 in the June 2023 sewer master plan) of 362,3 kL/d.

For this re-analysis, the PDDWF for the proposed development was calculated as follows:

- Phase 1 = 9,8 kL/d
- Phase 2 = 146,9 kL/d
- Phase 3 = 406,0 kL/d

Total = 562,7 kL/d

2.3 *Present situation*

The existing Stellenbosch sewer system downstream of the proposed connection point in Lovell Avenue has sufficient capacity to accommodate the proposed development (phases 1 & 2).

New bulk sewer infrastructure is however required to accommodate phase 3 of the proposed development.

2.4 *Implementation of the master plan*

The following master plan items are required to implement the Fleurbaai bulk sewer PS and to connect the internal sewer system of phase 3 of the development to the future Fleurbaai bulk sewer PS, as shown on Figure 2 attached.

Bulk infrastructure

- SSS3.9 : New Fleurbaai bulk sewer PS (capacity = 135 L/s) [(1)] R 9 982 000 *

Network infrastructure

- SSS3.4 : 1 275 m x 250 mm Ø new outfall sewer R 3 511 000 *

[(1)] A detailed PS location investigation should be performed in order to ensure that all potential future development areas to the north and the south of the Eerste River (future development areas S52.1, S52.2, S55, S57, S58 & S127 in the June 2023 sewer master plan for Stellenbosch Municipality) will be able to gravitate to the PS.

Sewage from the upstream Blaauwklippen bulk sewer PS should discharges into the Fleurbaai PS, and the Fleurbaai PS should pump sewage further to the Stellenbosch WWTP via the 355 mm diameter portion of the existing Blaauwklippen sewer rising main.

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).
Take note that the routes of the proposed pipelines and location of the Fleurbaai PS are schematically shown on Figure 2 attached, but have to be finalised subsequent to detail pipeline route and pump station location investigations.

3. CONCLUSION

The developer of phases 1, 2 & 3 of Farm Fleurbaai 1040 and Farm Libertas 1480 in Stellenbosch will be liable for the Bulk Services Levy (as calculated by the Stellenbosch Municipality) as a contribution towards water infrastructure and the Bulk Services Levy (as calculated by the Stellenbosch Municipality) as a contribution towards sewer infrastructure.

The master planning indicated that phase 1, phase 3 and the higher lying erven of phase 2 of the proposed development area should be accommodated in the existing Paradyskloof reservoir no. 1 water distribution zone and the lower lying erven of phase 2 should be accommodated within the existing Papegaaiberg reservoir water distribution zone

There is sufficient capacity in the existing water reticulation system to accommodate phases 1, 3 and the higher lying erven of phase 2 of the proposed development. Link services items SSW3.2, SSW3.3 & SSW3.4 are however required to connect these areas to the existing water network and link services items 1 & SSW3.7 to manage water pressure.

The following upgrades are required to the existing system in order to accommodate the lower lying erven of phase 2 of the proposed development:

- Link services item SSW4.10 to connect to the existing water network,
- master plan item SSW4.1 to improve supply from the Papegaaiberg reservoir to the existing network,
- master plan item SSW.B21 to augment reservoir storage capacity for the Papegaaiberg reservoir supply area,
- and any of the proposed bulk augmentation projects (Polkadraai, Jamestown or Helshoogte bulk augmentation projects).

It should however be noted that the impact of the demand of the lower lying erven of phase 2 of the development is not significant, especially in relation to the capacity of the bulk projects required to augment the capacity of the existing Stellenbosch bulk system. It is therefore proposed that these erven are also supplied with water from the Paradyskloof network in the interim (until the required bulk upgrades are implemented).

There is sufficient spare capacity available in the existing sewer reticulation system to accommodate phases 1 & 2 of the proposed development.

New bulk sewer infrastructure is however required to accommodate phase 3 of the proposed development (new Fleurbaai bulk PS, master plan item SSS3.9, and a new outfall sewer from phase 3 of the development to the proposed Fleurbaai PS, master plan item SSS3.4).

We trust you find this of value.

Yours sincerely

GLS CONSULTING (PTY) LTD
REG. NO.: 2007/003039/07

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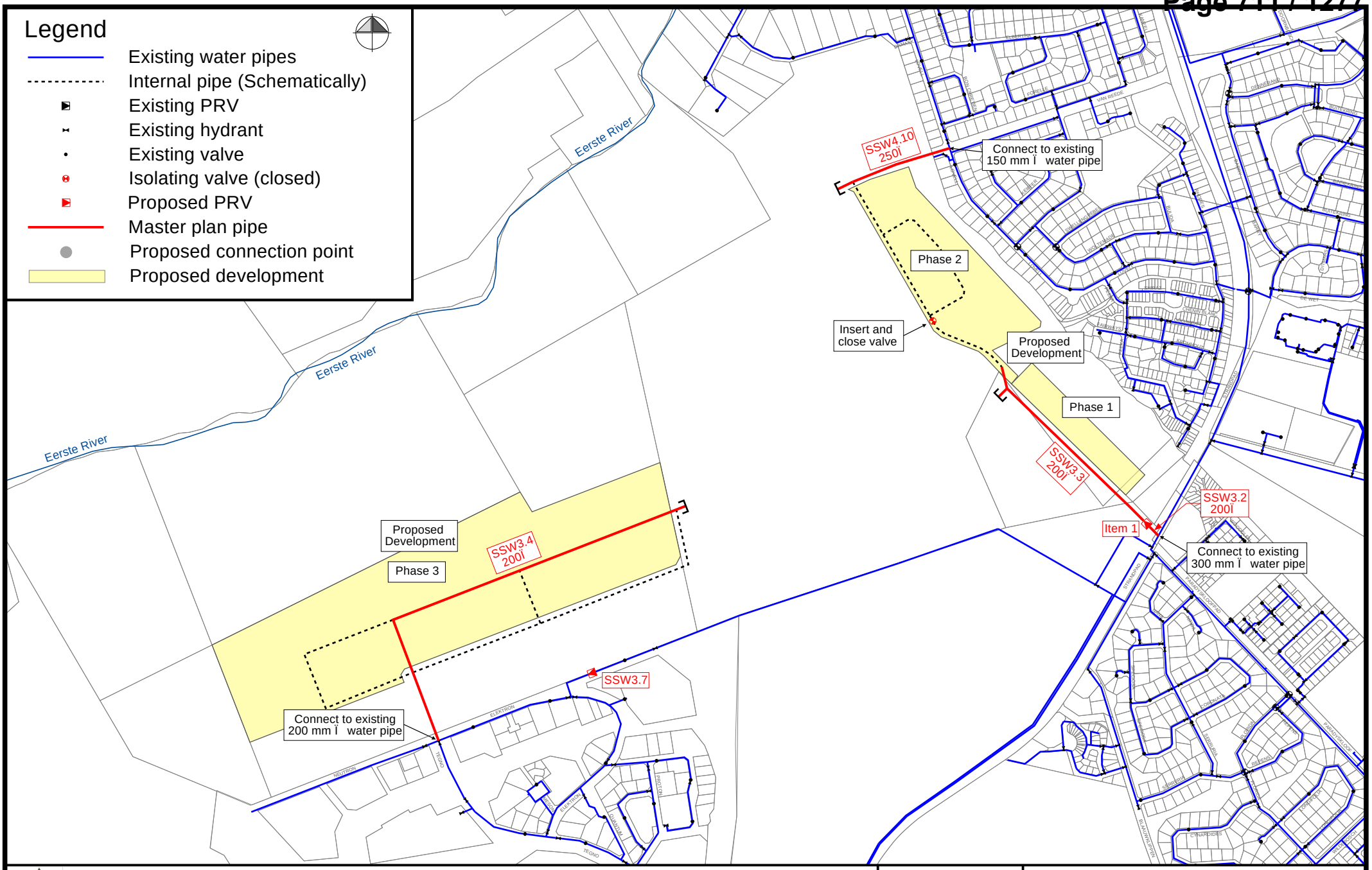
Per: PC DU PLESSIS

cc. The Director
Directorate: Infrastructure Services
Stellenbosch Municipality
P. O. Box 17
STELLENBOSCH
7599

Attention: Mr Paul Joubert



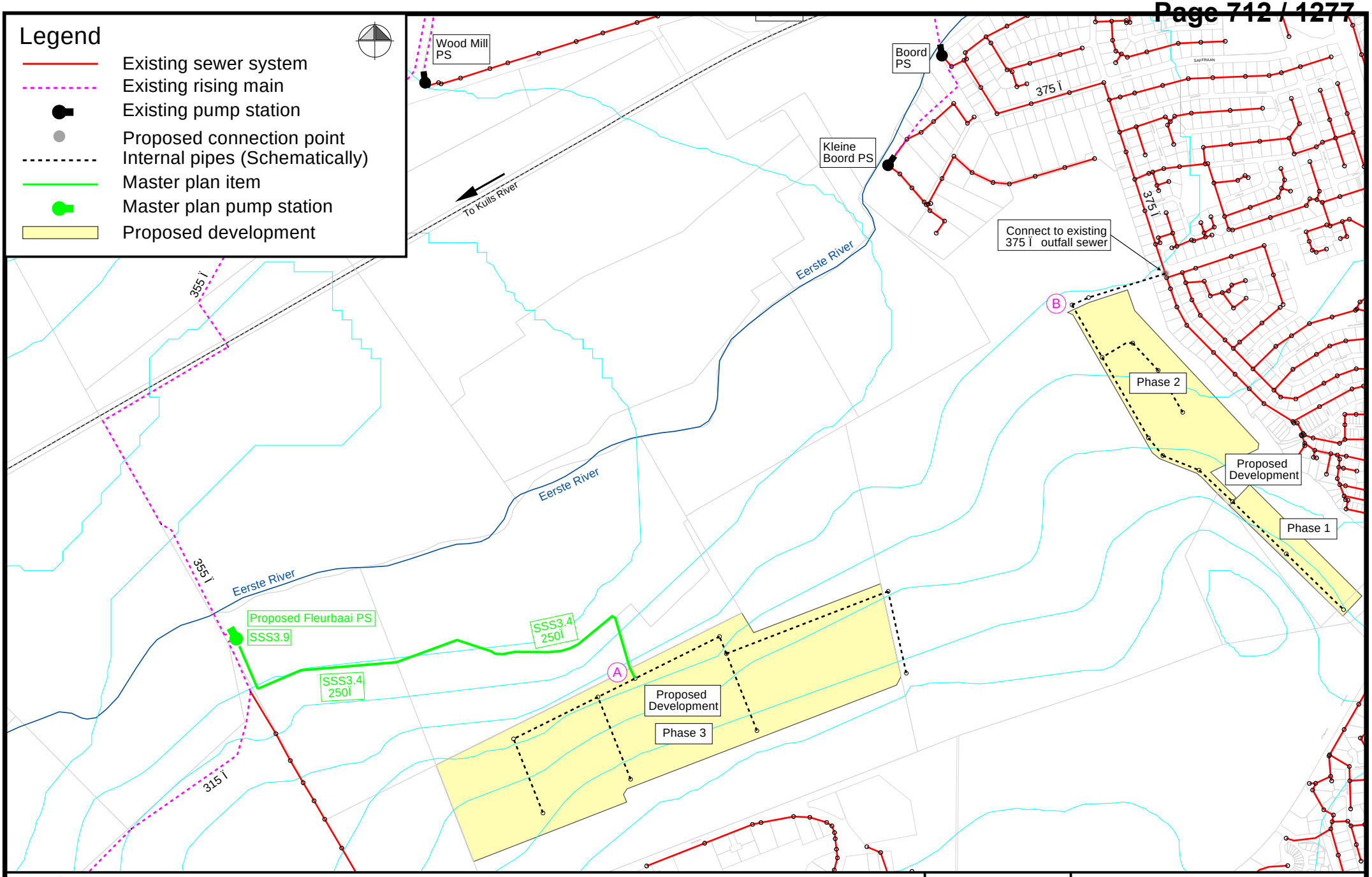
July 2023

Stellenbosch - Development of Fleurbaai 1040 and Libertas 1480

GLS Infrastructure planning

Figure 1

Proposed Development
of Fleurbaai 1040 and Libertas 1480
Existing Water System



July 2023

Stellenbosch - Development of Fleurbaai 1040 and Libertas 1480

GLS Infrastructure planning

Figure 2
Proposed Development
of Fleurbaai 1040 and Libertas 1480
Existing Sewer System

ANNEXURE 17

ELECTRICAL SERVICES REPORT

CONSULTING ENGINEERS

INNOVATION
OPTIMISATION
PRECISION

Our Ref: Libertas Development

25 June 2021

Reset Properties (Pty) Ltd
Oudebank Building
Bird Street
Stellenbosch
7600

Attention: Mr Conrad Burke

REMAINING EXTENT OF FARM 1040/0, 1480/0, 374/2 & 371/2 – ELECTRICITY DEMAND REQUIREMENTS AND AVAILABILITY

CKR Consulting Engineers were requested by Reset Properties (Pty) Ltd to determine what the Electrical demand will be for the proposed development and what Electrical capacity is available from Stellenbosch Municipality. We report as follows.

Libertas Development				
No		QTY	VA	
	Precinct A			
1	Housing	724	4040	2 924 960,00
2	Retail / Offices	10666	80	853 280,00
3	Cultural / Institutional	9408	80	752 640,00
	Total Precinct A			**4 530 880,00**
	Precinct B			
1	Housing	510	4040	2 060 400,00
2	Retail / Offices	1472	80	117 760,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct B			**2 178 160,00**
	Precinct C			
1	Housing	7	6000	42 000,00
2	Retail / Offices	0	80	0,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct C			**42 000,00**

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	Precinct D			
1	Housing	0	6000	0,00
2	Retail / Offices	1000	80	80 000,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct D			**80 000,00**
	Total VA			6 831 040,00
	Diversity Factor	0,85		5 806 384,00
	Total KVA			**5806,384**
	Total MVA			**5,806384**

Based on the above calculations for the current development proposal done by Urban Design dated May 2021 an Estimate of 5.8MVA will be needed for the development which will be done in different phases.

Stellenbosch Municipality has confirmed on 13 October 2020 that they have 1MVA available form Golf Substation for the first phase of the development, once formal Electricity applications are made planning will start to upgrade this figure.

Yours Faithfully

……
Francois Steenkamp Pr Tech Eng
Senior Engineer

ANNEXURE 18

MARKET DEMAND
SOCIO/ECONOMIC STUDY

multipurpose
business solutions

Market viability assessment and socio-economic implications associated with the Libertas Farm development with specific reference to Stellenbosch Town

Consultative Document
This report consists of 69 pages

Report prepared for TV3 Architects and Town Planners

Dr. Jonathan Bloom

May 2019

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Executive Summary

Nature and Scope of the project

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project.

The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

The Libertas development covers the following scope of land uses:

- A total of 30 single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

Libertas offers a scope of housing that addresses various emerging trends related to demand for housing, for which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark, at the surrounding commercial enterprises and the surrounding area. The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. The project also offers and addresses the need for commercial space in the form of community retail and offices.

This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people. In order for the project to be fit for purpose, broad market and socio-economic criteria need to be considered. With some limited variance, Libertas should fall within the demand forecasts for different housing types in Stellenbosch Town, must offer socio-economic benefits to locals and ensure that the Municipality is able to consider the project from both a financial, policy and planning context. Stellenbosch Town includes and is defined as central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley.

Key outcomes

Stellenbosch housing trends

Higher priced houses have emerged as a trend in Stellenbosch Town over the period 2008 to 2017 and current supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

A total of 17 301 units form part of the estimated demand over the next 20 years, i.e. 9 277 houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses. These figures represents adjusted demand forecasts prepared by Rode and Associates for Stellenbosch Town.

Key salient outcomes from the analysis include the following:

- The current supply is unable to meet demand for all housing types in Stellenbosch Town;
- Sales trends in the Stellenbosch Municipal area suggest a demand for higher priced houses;
- Emerging trends suggest that average equilibrium prices[1] will increase and continue to increase in Stellenbosch Town due to the following:
    - Limited supply of new development (housing) stock;
    - Lag in the provision of supply caused by inelasticity[2], which suggests that supply is unable to meet demand in the short-term, resulting in price increases reaching new highs, but not rebalancing downward with more additional stock on the market; and
    - Continuous and sustained price increases will curtail the opportunity to create and develop appropriate mixed-use residential projects that offer a range of affordability options.
- An estimated housing demand of 865 units per annum on average for next 20 years based on the adjusted Rode forecast:
    - 464 houses smaller than 80 m^2
    - 140 houses larger than 80 m^2
    - 120 flats
    - 141 townhouses
- It is also possible to relate vehicle traffic and employment to future retail, commercial and industrial development in Stellenbosch Town over the next 20 years as follows:
    - 1 additional vehicle will **enter Stellenbosch Town** for every 53 m^2 of retail, office and industrial space developed;
    - 1 additional employee will originate from **outside Stellenbosch Town** for every 45 m^2 of Gross Lettable Area (GLA)[3] developed
    - 1 additional employee would **reside in Stellenbosch Town** for every 27 m^2 of GLA developed (given the percentage of persons that commute for employment purposes)

[1] Average equilibrium price is the average price over a period where the demand for property and supply of property are in balance.
[2] Supply is price inelastic if a change in price causes a smaller percentage change in supply, i.e. the supply of a few properties results in a greater increase in the price due to demand exceeding supply.
[3] Gross lettable area (GLA) is the amount of floor space available to be rented in a commercial, retail or industrial property.

- A total of 8 830 people[4] estimated to be working in Stellenbosch Town by 2036 would form part of the daily commuting workforce;
- Annual housing need per annum on average over the next 20 years based only on commuters:
    - 371 units for middle-income category
    - 70 units for high-income category
- Demand for 388 dwelling units from commuters and persons that would reside in Stellenbosch due to future retail, commercial and industrial development based on a 50% take up of the need.
    - The average annual demand for houses smaller than 80 m², flats and small townhouses ranges from 194 to 241 units.
    - The demand for houses larger than 80 m² for the high-income group by 2036 ranges from 97 to 194 dwelling units on average per annum.

Development Pipeline for Stellenbosch Town

The pipeline of projects envisaged by developers for Stellenbosch Town has an envisaged rollout over the next 10 years. Although the pipeline does not necessary include all projects, indications are that approximately 9 575 units are envisaged to form part of planning concepts and applications over the following 10 years. The table below provides an indication of the percentage contribution of the pipeline projects to the Rode adjusted forecast per housing type and the contribution of each housing type to the total number of units. **The results indicate that the Development Pipeline would contribute 55,34% of the total units to the adjusted Rode demand forecast.**

Housing type	Amended Rode Demand forecast	Development Pipeline	Percentage of housing type	Percentage of total pipeline
Houses smaller than 80 m²	9 277	4 047	43,62%	42,27%
Houses larger than 80 m²	2 793	2 860	102,40%	29,87%
Flats	2 402	1 130	47,04%	11,80%
Townhouses	2829	1 538	54,37%	16,06%
Total units	**17 301**	**9 575**	**55,34%**	**100,00%**

The housing types envisaged for the Development Pipeline all fall within the adjusted Rode forecast, except for houses larger than 80 m² that exceeds the forecast by 2,40%. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 42,27% to affordable housing (lower to middle-income groups); 16,06% to townhouses (middle-income group) and 11,80% to flats.

The projects that form part of the pipeline, based on the progressive growth trajectory[5] (same growth trajectory used to demonstrate demand over 20 years), is envisaged to deliver 9 575 units over 10 years, which is 31,83% more than the forecast over the same period. By year 12 of the forecast period, the forecasted number of units will exceed the number of pipeline units by 1 156 or 12,70%. In other words,

[4] The number of people commuting to work in Stellenbosch Town is based on an estimated daily commuting traffic of approximately 11527 people less students that emanate from outside of Stellenbosch town which is 25% of the total on the Stellenbosch campus plus an estimate of people that will live outside Stellenbosch and take up employment from the future development of retail, commercial and industrial properties over 20 years.

[5] Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period (refer to Section 8.1).

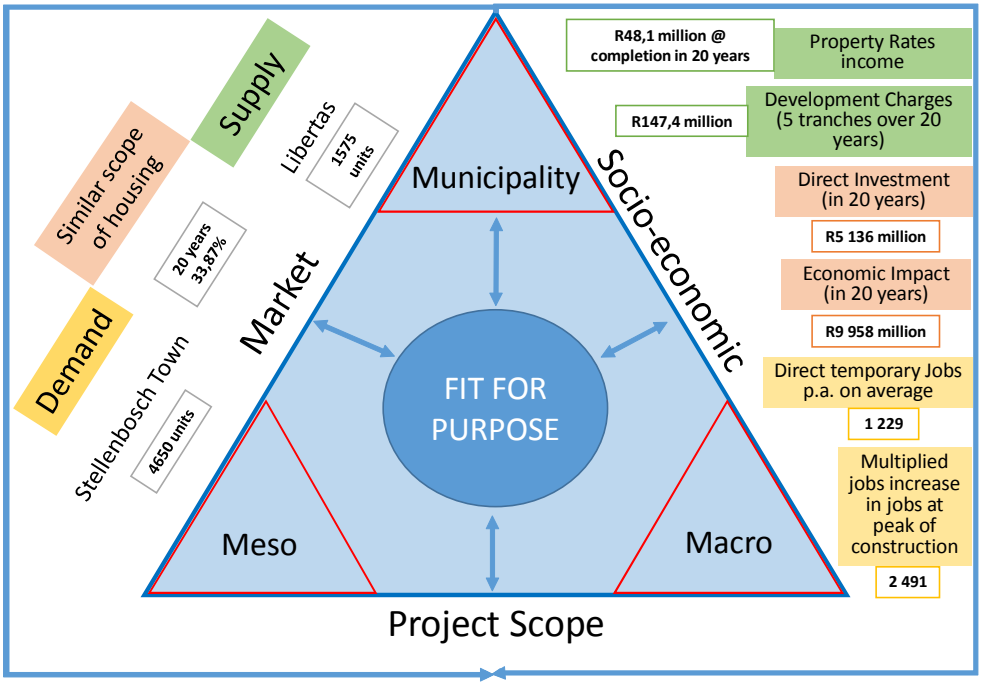
slightly more than a **one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town after 10 years** (refer to Figure 23 of this Report).

Libertas: Fit for Purpose

Libertas forms part of the pipeline of projects envisaged for Stellenbosch Town by developers over the next 10 years. The proposed development represents about 13,37% of the total number of housing units included in the adjusted Rode forecast by 2036, and 16,45% of the total number of housing units envisaged as part of the project pipeline envisaged by developers.

The following figure[6] summarises the outcomes of the analysis and alignment with the premise of a fit for purpose, i.e. whether or not the development project is able to "tick the boxes" from a socio-economic perspective, i.e.

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a funds flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.



[6] The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the project has specific implications at a project level to satisfy demand and enhance supply. The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

In terms of demand and supply, the Libertas development would add 1 575 units of stock to the demand for housing over 20 years. Based on the housing typology envisaged for the project (larger than 80 m^2), this represents 56,39% of the total number of 2 793 units (or one in two units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that includes the residential components, community retail, offices and education facility that will generate Development Charges estimated at R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality in Year 20 from residential uses and additional rates revenue from retail and offices.

Over the duration of the construction period, an average of 1 229 people would directly work on the project components, including the retail, commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

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1. INTRODUCTION

1.1 Introduction and objective

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project. The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

Dr Jonathan Bloom of Multi-Purpose Business Solutions was appointed to prepare a market demand and supply assessment to align the supply of housing units envisaged by the Libertas Development with the future demand for residential dwelling in Stellenbosch Town. For the purpose of this report, Stellenbosch Town includes central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley. Although towns and settlements such as Klapmuts, Franschhoek, Koelenhof, Vlottenburg, Pniel and Kylemore fall within the Stellenbosch Municipal area, they are considered outside Stellenbosch Town.

1.2 Approach and basis for assessment

The premise for this assessment is based on understanding the fit of the project in the context of several stakeholders' inputs used to derive certain outputs and the core outcomes that reflect the scope of the project in terms of the market and socio-economic benefits. The approach is illustrated in Figure 1.

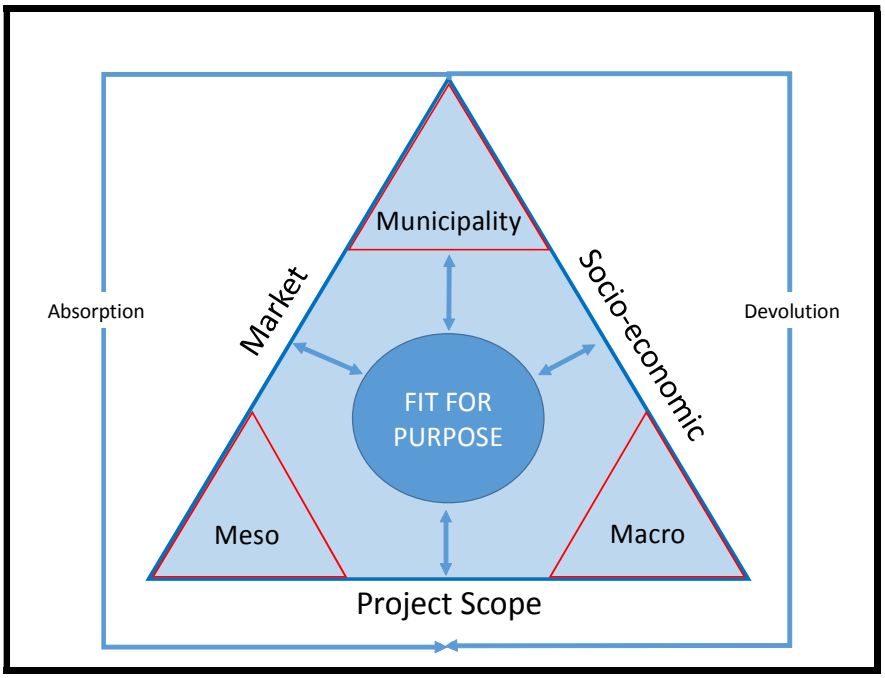


Figure 1: Understanding the fit for purpose of the Libertas Development
Source: Multi-Purpose Business Solutions

The terms used to contextualise the fit for purpose principle illustrated in Figure 1, are discussed below.

- The **project scope** underpins the market represented by the interaction between demand and supply, together with the socio-economic implications that inform the fit of the project for the intended purpose.

- The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the development has specific implications at a project level to satisfy demand and enhance supply.

- The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

- The **Municipality** is the enabler and benefits in the form of an increase to the rates base. Development Contributions (DCs) are received from developers to fund external bulk service provision. The DCs for the purposes of understanding the linkages, equate to the need for external bulk services, although the infrastructure requirements would be unique to each project and require a project-specific assessment.

- In order to assess whether a development is **fit for purpose**, it must satisfy the need, i.e. demand, contribute to the socio-economic fabric of the municipal area by adding income to the economy and creating jobs, while also benefiting the Municipality, i.e. create a mutual symbiosis.

- **Absorption** is premised on the ability of the market to take up the supply provided by a project once completed. Notwithstanding, a need also exists to ensure acceptable levels of **devolution** of the socio-economic benefit that accrue from the project to the intended beneficiaries. This is a continuous and dynamic process and should be considered in the context of the overall supply of development linked to different land uses.

1.3 Nature and scope of the project

The Libertas development covers the following scope of land uses:

- Thirty single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The total land extent for the proposed development is ±150 ha with 1575 residential units, retail, commercial and education land uses. A provisional layout (bubble chart) of the proposed Libertas development is illustrated in Figure 2.

The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. In terms hereof, 30 units are considered as single residential erven of larger than 1000m^2; 470 single residential erven of larger than 500m^2; 300 single residential erven of larger 250m^2 and 775 single residential erven of smaller than 250m^2.

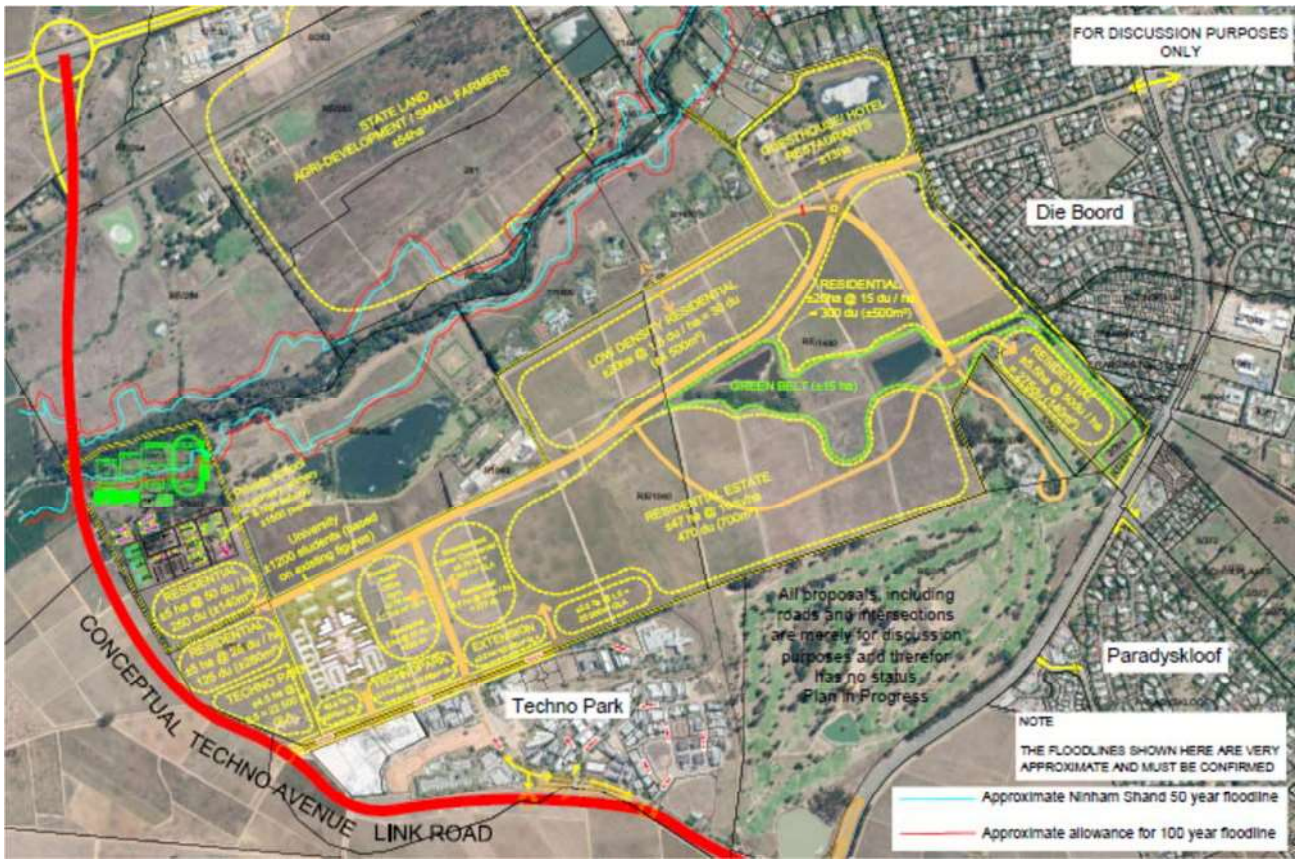


Figure 2: Site development plan for the Libertas development in the context of Technopark, the Golf course, Die Boord, commercial buildings and adjacent farmland

Source: TV3 Architects and Town Planners, 2019

2. RESIDENTIAL MARKET TRENDS

The residential market refers to land uses associated with human habitation, including housing or dwelling units. Residential use can vary in typology, density, tenure, structure, layout and affordability. It should, however, be noted that "residential" does not include hotels or guesthouses, which are defined as "short-stay" accommodation.

Residential property in South Africa has experienced slow, but steady growth in recent years, reporting a rise in activity as well as ongoing demand for housing, especially in the Western Cape. Demand for residential property in the major metropolitan areas and specific geographical areas and nodes in close proximity, has outstripped supply and thus created a seller's market in cities like Johannesburg and Cape Town. A continuous lack of medium-income (affordable) housing options remains a key feature of the marketplace.

2.1 Housing demand and supply challenges for urban areas

The long-term home densification process is expected to continue as the long-term effective scarcity of urban land increases, semi-gration to the Western Cape continues; price increases in the Western Cape and especially the Winelands areas (including Stellenbosch) continue and increase in real terms although a recent flat-lining trend has emerged. The key challenges emanating of this rising urban land scarcity and according to the FNB Property Barometer (2017), which are relevant to Stellenbosch Town in particular, include the following:

- Creating safe open public spaces to largely replace the private space and amenities that many used to have on their own properties;
- Improving the health of the household sector in the face of declining physical activity, partly as a result of less open space;
- Creating mass public transport systems to reduce the myriad of costs associated with transport congestion;
- Designing lifestyle developments that could be attractive to highly skilled labour, which can be attracted or repelled by lifestyle aspects, implying that urban design is key;
- A key driver is the competitive advantage of an area, which is reinforced by semi-migration trends, regional significance and the status of Stellenbosch Town as a key player in the Cape Winelands district;
- Zoning for densification in certain areas, notably along transport corridors, and preventing densification in other areas; and
- Improving key infrastructure and facilities such as water/sewage, schools and hospitals in existing areas to keep up with growing demand per area as densification occurs.

2.2 Housing design trends

The need for housing is also influenced by the nature and scope of properties and top structures. Consequently, demand needs to be aligned with factors such as economic growth, disposable income, debt levels and affordability criteria, which are essential for development in Stellenbosch Town.

If past trends were replicated in the future, then according to the FNB Barometer (2017), the nature and scope of housing would reflect the following:

- Size of average full title stands is decreasing;
- Building size over the long-term appears to be decreasing, but not as rapidly as average stand size;
- Sectional title options will remain significant with a declining trend in full-title options;
- Luxuries will be reduced in order to address the long-term decline in home affordability;
- Percentage of homes built with swimming pools will drop dramatically in terms of water shortages and tariff increases;
- "Non-essentials" are being increasingly done away with in new buildings, such as a study and dining room;
- Declining fertility rates and a smaller average size of households have also contributed to the demand for smaller sized homes with fewer bedrooms; and
- Even the previously most popular 3-bedroom home category has seen some decline, with 2-bedroom homes apparently favoured over 3-bedroom homes.

2.3 Millennials housing market segment

Millennials (also called Generation Z-ers) make up one third of the global population. There is a debate about when Generation Z starts, but they were typically born in the 1990's or 2000's. As millennial consumers approach their peak earning years, a significant percentage is searching for their first home. This particular generation's needs and preferences are quickly becoming the driving force in the property market.

Millennials are tech-savvy and need to connect with people and products, which mean that they have to be engaged through technology, are more entrepreneurial and ambitious than previous generations, with many of them expecting to own a company. In order to understand the housing typology that this segment would demand, it is important to understand what millennial home buyers search for and prefer in their first home (Source: 5-things-millennials-want-in-a-new-home):

- **Homes that are 'ready to go' -** newer homes that are ready to move in, are convenient and have the "ready-to-go" factor address the needs of millennial home buyers;
- **Open layouts and multi-functional interiors –** fewer partitions and walls, eating meals at the kitchen table (not at the dining room) and a multi-media room or gaming room;
- **Energy efficiency and green living –** convenience and efficiency with smart homes delivering these aspects. Millennials identify themselves as environmentally-conscious, preferring a sustainable lifestyle with a low carbon footprint;
- **Technologically equipped homes –**a connected smart home that includes electronic access, keyless locks, interconnected doorbells, mobile-controlled security systems, voice-activated assistants, etc.; and
- Millennials' **buying and selling activity is more frequent** than other age groups, which is also having a noticeable impact on property values, particularly in areas that offer great short-term potential and fulfil a few key lifestyle needs. Demand for properties in areas where buyers can live, work, play, eat and shop - all practically within acceptable walking or driving distance of their homes are key (Source: rise-of-the-millennials-a-property-revolution/24370).

3. STELLENBOSCH HOUSING SUPPLY MARKET

Notwithstanding the economic downturns and political upheaval of the recent past, we have witnessed continuous growth in and around the City of Cape Town (the "CMA") and the Cape Winelands region. The rate of urbanisation and trends such as semi-gration have influenced the demographics in the target area and have contributed to an increase in inherent value of land on the perimeter of the CMA and in nearby towns such as Paarl, Stellenbosch and Franschhoek. In addition, ever-increasing traffic congestion and worsening public transport services are prompting a greater focus on mixed-use/live-work-play developments on the periphery of the CMA and in the growth nodes (such as Stellenbosch) in close proximity to the CMA.

3.1 Trends in housing sales in Stellenbosch

Stellenbosch Town is a unique case when analysing the trends in house and flat sales, which is illustrated in Figures 3 and 4 for the period 2008 to 2018. The more important take-out of the analysis is to understand the value ratio derived by Multi-Purpose Business Solutions as an indication of supply and demand reflected in the average selling price. A high ratio can be interpreted as properties that are being sold at higher average prices in relation to the number of units sold. This could imply a willingness to purchase higher-priced properties or a scarcity in certain market segments, i.e. a supply constraint.

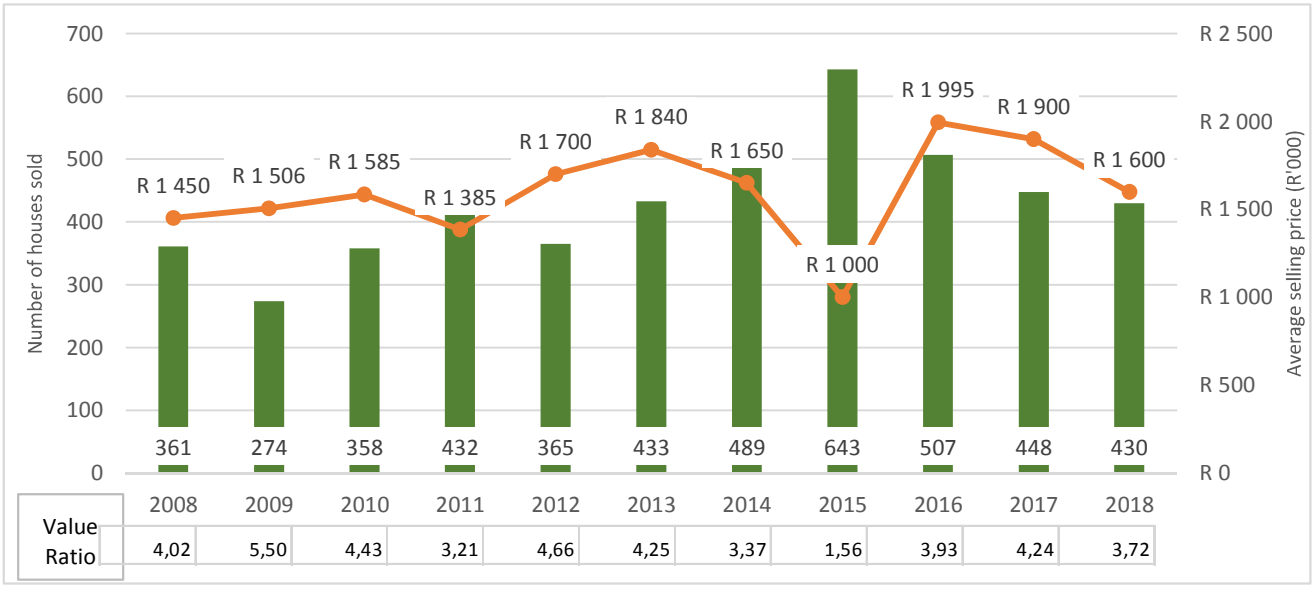


Figure 3: Number of housing units sold and the average annual price per unit for the period 2008 to 2018

Source: Prepared from data - Property24.com and own calculations

The value ratio suggests that from 2015 through 2017, higher-priced houses were acquired from the available supply of houses for sale with a slight tapering off in 2018. A similar trend occurred in 2012 and 2013, while 2015 apparently bucked the trend with a significant decrease (65%) in the average price of houses relative to 2014. The analysis over the period suggests that Stellenbosch experienced higher value ratios of above 4,0 over the past 10 years, except in 2011, 2014-2016 and 2018. Demand for higher priced houses on average is evident and it appears that supply is unable to meet the demand in the higher price segment.

- Current supply unable to meet demand for all housing types
- Demand for higher priced houses

If the emerging trends illustrated in Figure 3 would continue, average equilibrium prices for houses will increase due to the following reasons:

- Limited supply of new development stock;
- Lag in provision of supply due to inelasticity; and
- No or limited integration of various housing typologies in developments.

The only way to reduce the average equilibrium price or price points for residential dwellings is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for housing.

3.2 Trends in flat sales in Stellenbosch

The prices of flats have remained range bound from 2008 to 2013, as illustrated in Figure 4. Thereafter, the average price increased by 70,34% over the period 2013 to 2018, suggesting a tapering off in supply. Clearly, demand outstripped supply, hence a higher price equilibrium, which is also evident by a value ratio of 4,18 in 2018, the highest recorded figure over the period covered in the analysis.

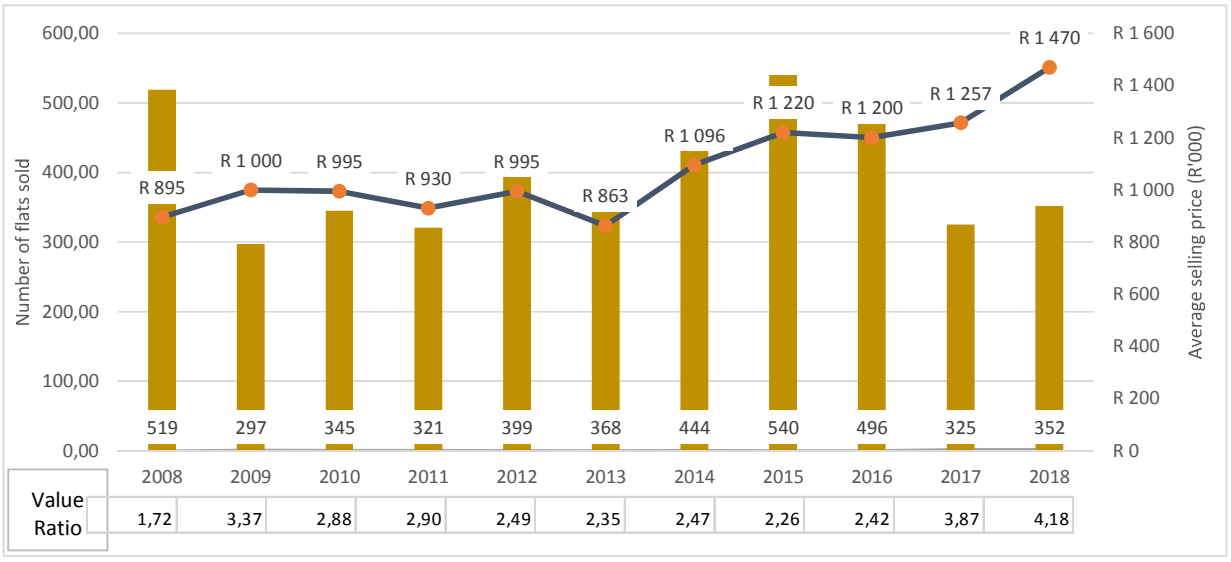


Figure 4: Number of flats sold and the average annual price per unit for the period 2008 to 2018
Source: Prepared from data - Property24.com and own calculations

3.3 Residential housing market stock

The residential market within Stellenbosch Town is mainly driven by households attracted by the rural lifestyle of the area, which is known for its beauty and unique quality of life. Demand for residential development is most active in Stellenbosch Town. Various factors are driving this market, including quality of life and Stellenbosch University, which is attracting students from across South Africa (and foreign countries) to the area. The student accommodation market is driving investment opportunities

such as buy-to-let, and this market has seen significant growth specifically in the Stellenbosch area. Figure 5 indicates sales in the Stellenbosch residential market over the past year.

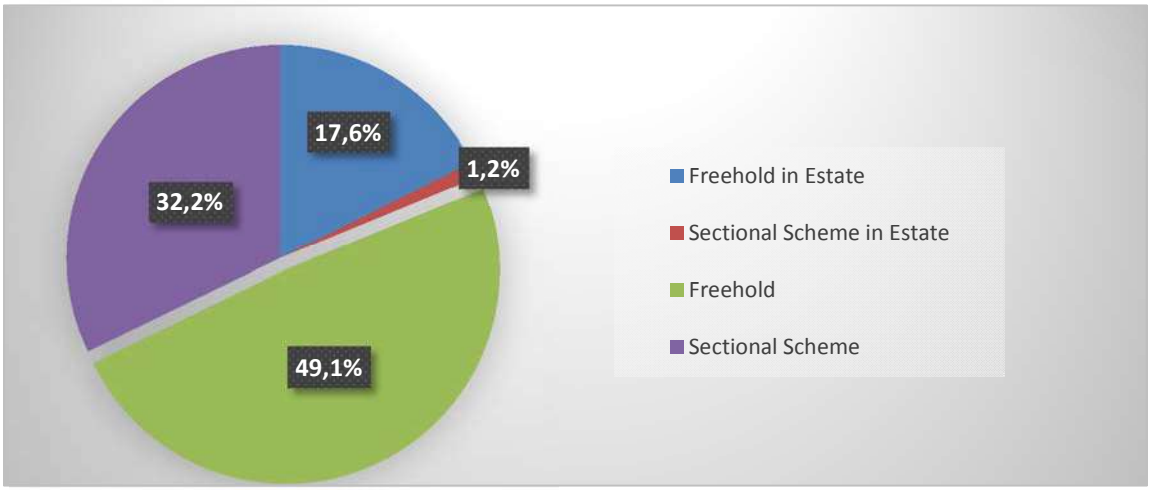


Figure 5: Stock of Stellenbosch residential units for different ownership options
Source: Lightstone data

The largest percentage of the current housing stock comprises of freehold properties (49.1%), followed by sectional scheme properties (32.2%) and freehold developments in estates (17.6%). The current residential sales market within the Stellenbosch area is mainly based on repeat sales, which indicates few new entrants into the market and a lag in or inelasticity of supply.

Estate agents in Stellenbosch indicate that residential property prices in Stellenbosch Town have been increasing, but lower growth rates are currently experienced in a dismal economic environment. Notwithstanding, increasing prices can mainly be attributed to the limited stock available to serve the high demand for residential units. Residents within the Western Cape (specifically Cape Town and Stellenbosch) as well as Gauteng purchase the majority of properties in Stellenbosch Town. Estate agents also indicated that properties are mainly purchased as a primary residence, but there is also a growing trend to purchase investment properties (specifically focussed on the student accommodation market).

3.4 Residential housing supply

The supply analysis entails research into the existing and the future planned residential units within the Stellenbosch area and specifically for Stellenbosch Town. The existing supply and possible future additions are indicative of the effective supply of residential units in the market.

Based on Census 2011 data and **building plans completed** between 2012 and 2016, it is estimated that the current supply of residential units in the Stellenbosch Municipal area is approximately 35 000 units. These residential units are distributed according to income categories as illustrated in Figure 6.

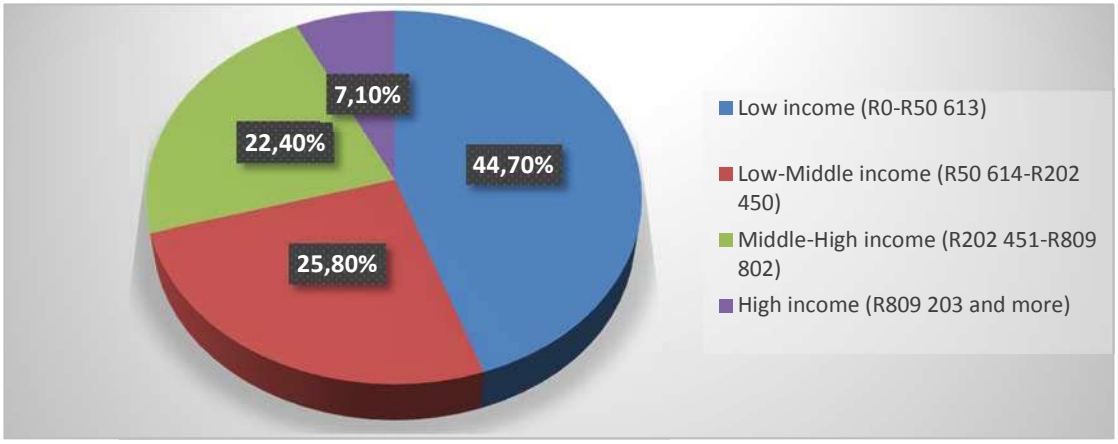


Figure 6: Supply of residential dwelling units based on household income categories
Source: Statistics South Africa and own calculations

Figure 7 illustrates the distribution of residential nodes throughout Stellenbosch Town (residential nodes are indicated with yellow, orange and pink areas).

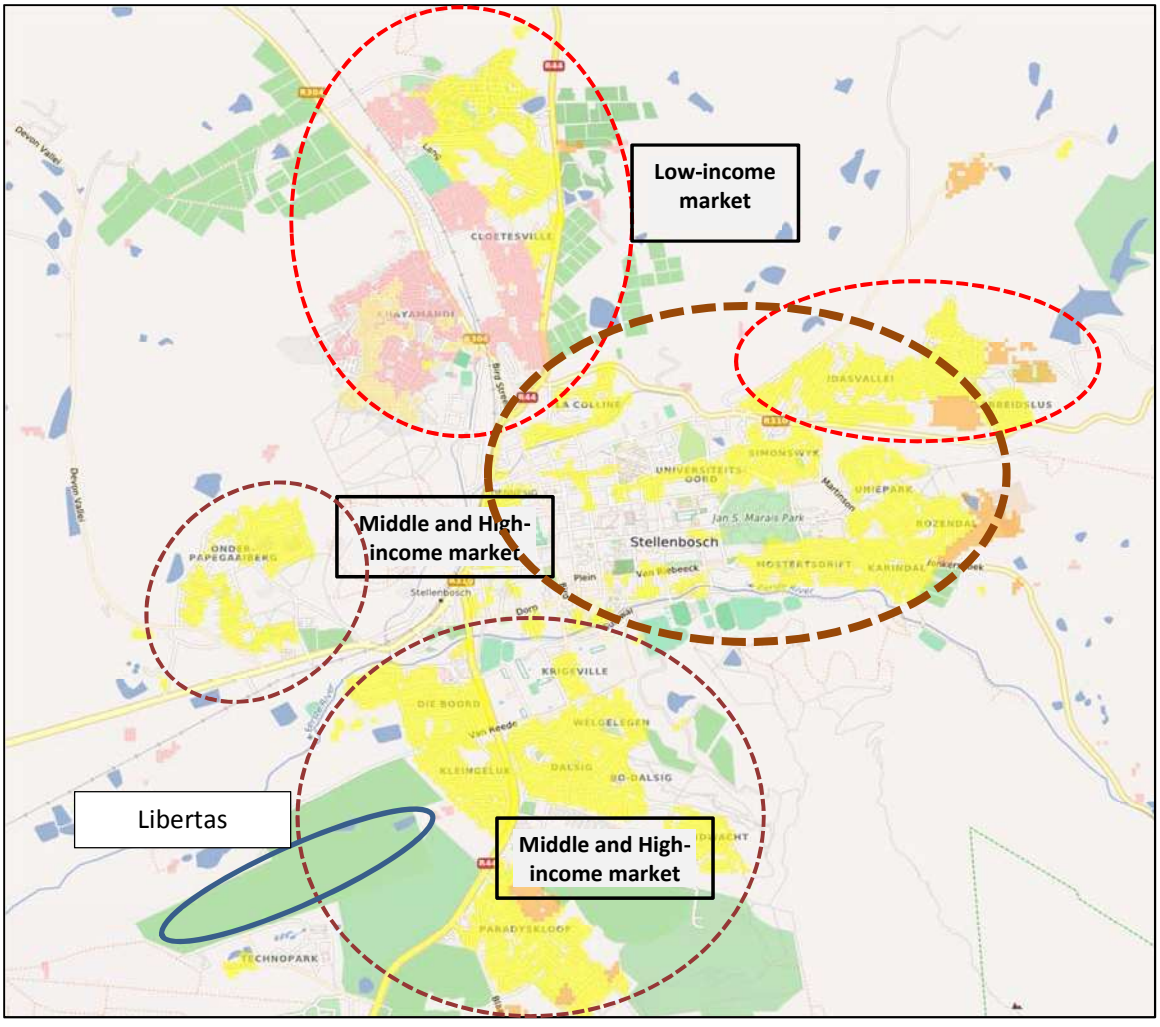


Figure 7: Distribution of residential nodes within Stellenbosch Town with an indication of the location for the Libertas development
Source: Mapable Database: Land Cover, 2016

3.4.1 Approved plans for residential development

Figure 8 illustrates the building plans passed by the Stellenbosch Municipality for the Municipal area. In the absence of specific nodal data for different towns within the Stellenbosch Municipal area, a need exists to apportion a part of building plans passed to Stellenbosch Town. The approach adopted is based on the proportional historic land take-up over the period 2000–2015 for different towns within the Stellenbosch Municipal area. For the purposes of the analysis, this mechanistic method assumes that historic land take-up will be maintained. Over the stated period, Stellenbosch Town accounted for 60% of the total take-up of land for residential purposes. The percentage is applied to building plans approved for the municipal area and assumes an alignment between the historic take-up of land and building plans passed for the different housing typologies.

The average number of square metres passed by the Stellenbosch Municipality per annum over the period 2007 to 2016[7] for dwellings units smaller than 80 m², dwelling units larger than 80 m², flats and townhouses was 5 345 m², 44 432 m², 9 342 m² and 1 540 m², respectively. The classification is based on standards of reporting by Municipalities as required by Statistics South Africa. Large standard deviations for housing types suggest that significant fluctuations occur from year to year. This is also evident in Figure 8.

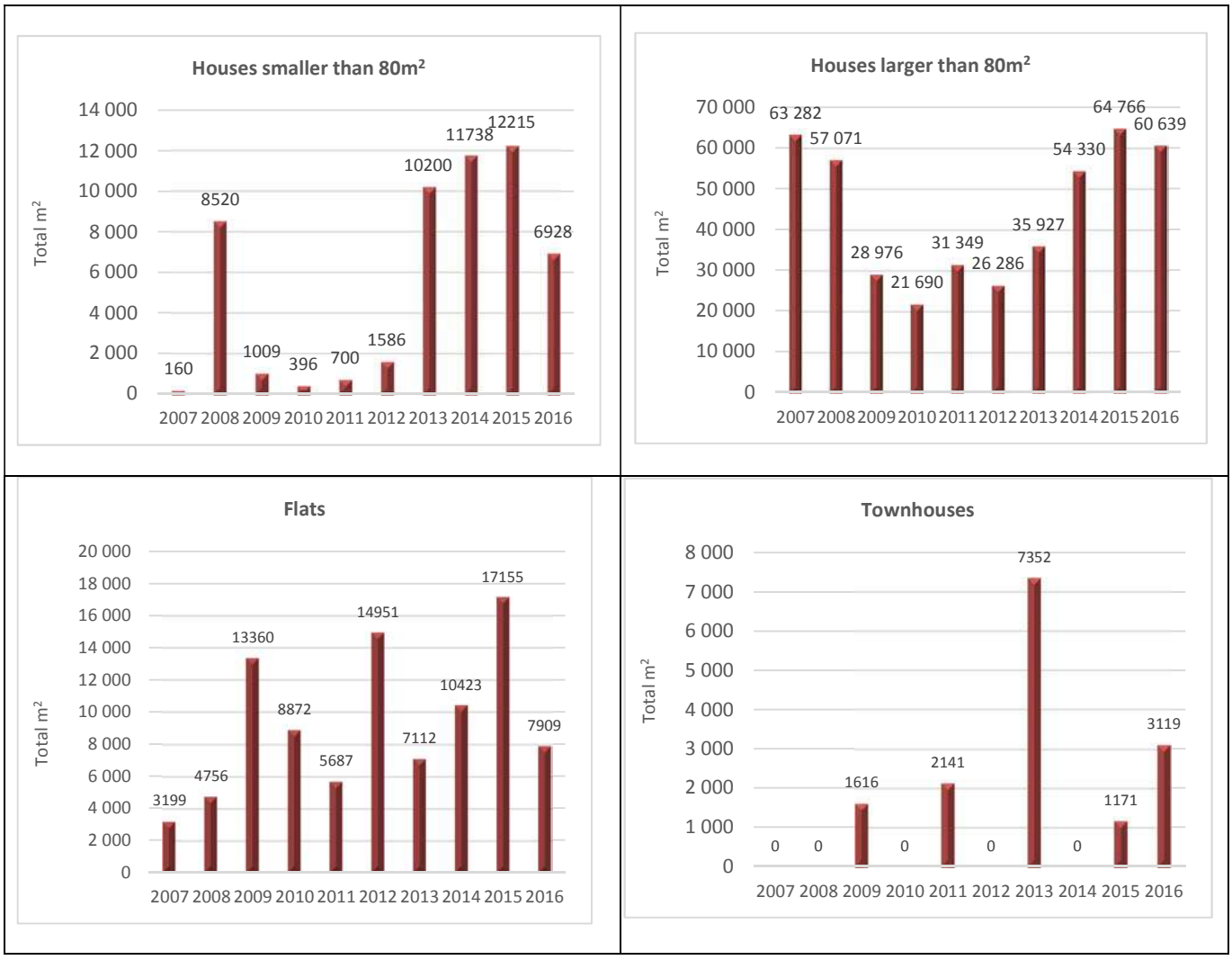


Figure 8: Building plans approved by the Stellenbosch Municipality per housing type per annum for the period 2007 to 2016

Source: Statistics South Africa

7 The latest building statistics report issued by Statistics South Africa is 2016 released on 29 August 2018

The square meterage of building plans approved for different housing types on an annual basis from 2007 to 2016 for Stellenbosch Town is indicated in Table 1.

Table 1: Estimated square meterage of building plans passed for different housing types on annual basis from 2007 to 2016 for Stellenbosch Town

<80m2	Building plans approved			>80m2	Building plans approved		
Year	Total m²	Annual %	% Total	Year	Annual m²	Annual %	% Total
2007	96	0,34%	0,24%	2007	37969	16,49%	94,96%
2008	5112	18,31%	12,11%	2008	34243	14,87%	81,13%
2009	605	2,17%	2,24%	2009	17386	7,55%	64,45%
2010	238	0,85%	1,28%	2010	13014	5,65%	70,06%
2011	420	1,50%	1,76%	2011	18809	8,17%	78,61%
2012	952	3,41%	3,70%	2012	15772	6,85%	61,38%
2013	6120	21,92%	16,83%	2013	21556	9,36%	59,29%
2014	7043	25,23%	15,35%	2014	32598	14,16%	71,03%
2015	7329	26,26%	12,82%	2015	38860	16,88%	67,96%
2016	4157	14,89%	8,81%	2016	36383	15,80%	77,15%
Total	27914	100,00%	8,81%	Total	230 206	100,00%	72,67%
Flats	**Building plans approved**			**Townhouses**	**Building plans approved**		
Year	Total m²	Annual %	% Total	Year	Total m²	Annual %	% Total
2007	1919	3,74%	4,80%	2007	0	0,00%	0,00%
2008	2854	5,56%	6,76%	2008	0	0,00%	0,00%
2009	8016	15,62%	29,71%	2009	970	13,16%	3,59%
2010	5323	10,37%	28,66%	2010	0	0,00%	0,00%
2011	3412	6,65%	14,26%	2011	1285	17,43%	5,37%
2012	8971	17,48%	34,91%	2012	0	0,00%	0,00%
2013	4267	8,32%	11,74%	2013	4411	59,87%	12,13%
2014	6254	12,19%	13,63%	2014	0	0,00%	0,00%
2015	10293	20,06%	18,00%	2015	703	9,54%	1,23%
2016	4745	9,25%	10,06%	2016	1871	25,40%	3,97%
Total	51309	100,00%	16,20%	Total	7368	100,00%	2,33%

Source: Statistics South Africa and own calculations

These figures were used to generate the average number of dwelling units per housing type per annum for an assumed house size shown in Table 2, and aligns with the analyses and metrics applied throughout this assessment. The building plans passed for Stellenbosch Town indicate that, assuming that these plans translated into completed buildings, the annual average supply from 2007 to 2016 included 40 units of 80 m², 103 of 260 m², 123 flats of 40 m² and 7 townhouses of 130 m².

Table 2: Number of dwelling units per annum based on average m² per housing type for Stellenbosch Town from 2007 to 2016

Type of units	Applied dwelling sizes (m²)	Average number of dwelling units p.a.
Smaller than 80 m²	80	40
Larger than 80 m²	260	103
Flats	40	123
Townhouses	130	7

3.5 Development "Pipeline"

A need also exists to factor residential projects into the equation that are in the planning stages or in different phases of the process from conceptualisation to pre-approval (prior to plans being approved by the Municipality). This data should be considered in the broader context of the analysis, do not necessary include all envisaged residential projects, are merely estimates of known projects, but do offer some indication of future supply based on a need perceived by developers.

Our research suggests that based on the housing typology adopted throughout this assessment, the envisaged supply for dwelling units covers an estimated period of 10 years with a split based on three, five and ten-year occupation periods. Figure 9 indicates an estimate of the number of units per housing type based on the three envisaged occupation timeframes.

Figure 9: Envisaged supply of different housing types for three occupation timeframes
Note: Estimates for the project pipeline include the Libertas project assessed in this report. The categories of dwelling units are based on the residential classification used by Statistics South Africa to ensure the necessary alignment
Source: Various

The envisaged supply of all housing types suggest that from 2020, occupation of 684 units (7,15%) is envisaged over the first 3 years; 3 786 (39,54%) for occupancy over the first 5 years; and 5 105 (53,32%) for occupancy over the first 10 years. The total number of units envisaged to be supplied over the following 10 years, is approximately 9 575. A breakdown of the envisaged supply is indicated in Table 3, which suggests that 42,27% of housing units supplied over 10 years accrue to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 29,87% to affordable housing (lower to middle-income groups);16,06% to townhouses (middle-income group); and 11,80% to flats.

9 575 new units envisaged for next 10 years as part of a Developer Pipeline

Table 3: Percentage contribution to potential supply for three occupation periods

Occupation period	Single (>80m²)	Affordable (<80m²)	Townhouse	Flats
3 years	13,20%	0,00%	5,88%	5,44%
5 years	29,63%	41,26%	60,13%	47,28%
10 years	57,17%	58,74%	33,99%	47,28%
Total	**100,00%**	**100,00%**	**100,00%**	**100,00%**
Percentage per housing type	42,27%	29,87%	11,80%	16,06%

4. NEED AND DEMAND FOR HOUSING IN STELLENBOSCH TOWN

In order to estimate the need and subsequent demand for housing in Stellenbosch Town, an understanding of two terms are required. The ***need*** for housing from an economic perspective refers to a want or is simply something that people desire to have, which they may (or may not) be able to obtain. ***Demand*** is an ***economic*** principle that describes a consumer's desire and willingness to pay a price for a dwelling unit and is able to do so, i.e. affordability, which is the conversion of "latent" demand (or the need) into effective demand.

The analysis focuses on two inputs required to understand and assess potential demand for housing in Stellenbosch Town, namely a forecast over 20 years of land take-up translated into demand by Rode and Associates ("Rode"), and commuter traffic entering Stellenbosch from different directions on a daily basis (the "cordon counts"). The latter would be used to understand whether the demand forecasts by Rode as adjusted could accommodate the potential need and subsequent demand from persons commuting to Stellenbosch on a daily basis.

4.1 Demand for residential accommodation in Stellenbosch Town

The Draft Municipal Spatial Development Framework (MSDF) (2019) refers to the Urban Development Strategy prepared by Rode and Associates in 2017. Reference is only made to indigent housing and housing of less than 80m² as defined by in Section 4.1.1. No consideration is given to middle and higher income housing or acknowledgment of the demand that exists in this market segment. This oversight is stated in the following extract as a passing comment in the Draft MSDF.

"It is evident that there is more than enough land to accommodate the indigent housing need. Although it is obvious that the market demand for development (for housing, commercial and industrial demand) also requires consideration in the MSDF, it is argued that providing housing opportunities (in whichever form) for the indigent is critical, whereas the municipality can exercise it discretion when considering market driven applications and thus have more control over the supply-side. **In any case, it is evident that there is also sufficient opportunity for market driven development** (p. 46)[but only at the discretion of the Municipality].

This statement is contradictory as no provision is made in the MSDF for middle and higher income market segments and appears more to be passing statement to appease developers.

Notwithstanding, the focus of the Rode forecasts stated in the UDS for the purposes of this report is the land take-up associated with houses larger than 80 m² and flats/townhouses as defined by Statistics South Africa. Several scenarios were developed by Rode to reflect different outcomes of possible future land take-up to address the housing demand for Stellenbosch Town over 20 years until 2036 and is acknowledged in the Draft MSDF.

4.1.1 20-Year forecast in demand for housing

The FNB Property Barometer categorises houses in one of three categories: "Small-Sized Segment that include homes from 20 m² to 80 m², the "Medium-Sized Segment", which include homes from 80 m² to 230 m², and the "Large-Sized Segment" that include homes from 230 m² to 800 m² (http://www.wylie.co.za/wp-content/uploads/fnb-property-barometer_jul_2015_house-price-trends-by-home-size.pdf). Town houses would most likely be classified as part of the Medium-sized segment in terms of the FNB classification. Statistics South Africa defines townhouses as multiple, medium-density dwelling units

including cluster housing, group housing, simplexes, duplexes, triplexes and other similar dwelling units that are usually grouped together, with one level of each unit on ground level (http://www.statssa.gov.za/publications/P50411/P50411September2017.pdf).

The house-size trends emerging from the FNB Property Barometer also suggest that a move to smaller houses is gaining momentum, which is reflected in the building statistics of houses completed in the Western Cape. Stellenbosch could be considered an outlier in terms of the split between townhouses and flats, but it is not beyond the realms of possibility that such a trend could emerge in Stellenbosch for new developments based on market need and affordability.

A linear regression equation is fitted to historic data of the square meterage of completed flats/townhouses and houses larger than 80 m^2 to reflect a Business-as-Usual scenario[8]. A long-term trend line is used to extrapolate the demand for these property types for 20 years until 2036. This mechanistic method of trend extrapolation assumes that over the forecast period, demand will continue to grow at the constant growth rate implied by the fitted linear trend line. Alternatively, the method assumes growth in the demand for space (and ultimately dwelling units) is not influenced by economic factors.

Econometric models were developed to reflect the historic relationship between the square meterage of completed flats/townhouses and dwellings larger than 80 m^2, and macro-economic variables such as real GDP and interest rates for the Consensus[9] and Junk[10] scenarios. The models were then used to forecast demand for these property types for the period 2016 to 2021. For the forecasts beyond 2021, a long-term trend of completed flats/townhouses and houses larger than 80 m^2 is used to extrapolate the 5-year forecast until the end of the forecast period (2036).

Note that the demand forecast until 2021 (in terms of the macro-economic Consensus and Junk scenarios) used by Rode for houses larger than 80 m^2 and flats/townhouses, is subject to the inherent assumption that there has historically been sufficient developable land available in the municipal area. In other words, one therefore assumes that there was no land-supply constraints for development. If this was not the case, the forecast would be underestimated compared to the potential future demand.

Table 4 provides an indication of the number of units required per housing type as determined by Rode for the three scenarios in the **Stellenbosch Municipal area** by 2036. In order to determine a separate figure for flats and townhouses, a share of 86% of the total net land extent required for flats/townhouse in 2036 is allocated to flats based on its historic share of demand. Rode determined the number of flats required by dividing the forecast of land for flats by 78, which is the average size (m^2) of flats completed between 1996 and 2015. The number of townhouses was determined by dividing the remaining share of the net land extent required in 2036 by 200, which is the average size (m^2) of townhouses completed between 1996 and 2015 in the Stellenbosch Municipal area. The future demand for townhouses is likely not to reflect in the figures determined by Rode, which is based on historic take-up from 1996 to 2015. Townhouses could also be classified as houses of approximately 80 m^2 in size and therefore could be categorised in the housing typology category of units smaller than or equal to 80 m^2.

[8] The **Business-as-usual** scenario is a mechanistic line-of-best-fit extrapolation over a 20-year period (2016–2036) of historic demand in Stellenbosch municipality (1996–2015). This scenario implies the historic growth rate will be maintained, even though the country's economy might decelerate. This scenario is quite likely in light of the popularity of the Western Cape in general and Stellenbosch in particular.

[9] The **Consensus** scenario is based on the opinions of a panel of economists whom Rode polls every six months. In effect, their forecasts represent a low-growth scenario, compared with the average post-WWII GDP growth (which was three to three and half percent per annum).

[10] The **Junk** scenario is in effect a very-low-growth macroeconomic scenario, constructed by Rode. As the tag implies, it assumes a worsening political and economic environment over the period of the production of the demand forecasts.

Table 4: Combined demand for residential units by 2036 per housing type and by scenario for the Stellenbosch Municipal area

Type of housing	Business-as-Usual	Consensus	Junk
Houses smaller than 80 m²	23 106	25 417	20 796
Houses larger than 80 m²	3 057	2 018	1 117
Flats	2 886	3 220	2 370
Townhouses	183	204	150
Total units	**29 232**	**30 859**	**24 433**

Source: Rode and Associates (2017)

Note that the above calculations of future required land extent assume the demand for and supply of land are currently in equilibrium, i.e. there is no significant pent-up demand (demand that cannot be satisfied because of a shortage of developable land[11]). However, note that 'equilibrium' would implicitly assume that a proportion of developable land is permanently vacant and available for development in order to prevent pent-up demand developing, which is referred to by Rode as iron vacancy. This concept is analogous to an iron inventory of a retail business (or any business that has to keep inventory), i.e. a required minimum stock level in order to prevent the business running out of stock from time to time. What exactly this iron vacancy of developable land for a municipality is or should be, is unknown.

Based on the historic take-up from 1996 to 2015 for Stellenbosch Town as stated previously, it represented 60% of the take-up of all land developed across the Stellenbosch Municipal area. The figures in Table 5 reflect the number of units based on a positioning strategy determined by Rode and Associates for development in urban areas of Stellenbosch by 2036, with specific reference in this study to **Stellenbosch Town**.

Table 5: Scenario outcomes of demand for residential units by 2036 per scenario for Stellenbosch Town

Type of dwelling unit	Business-as-usual	Consensus	Junk	Average of scenarios
Houses smaller than 80 m²	16 868	18 554	15 181	16 868
Houses larger than 80 m²	2 598	1 716	950	1 755
Flats	2 453	2 737	2 015	2 401
Townhouses	156	173	128	152
Total units	**26 446**	**34 174**	**24 297**	**28 305**

Source: Rode and Associates (2017)

4.1.2 Alignment of affordability and the housing typology

Effective demand is created by the ability to pay for the dwelling, which in turns refers to affordability. An analysis was prepared to understand the alignment between loan repayments and price of dwelling units and the type of house. Affordability is based on 30% of a household's annual income, an interest rate of 10.5% and instalments payable over a period of 20 years. Table 6 provides an overview of the outcome of the analysis.

[11] Developable land means land that has a realistic potential of acquiring development rights

Table 6: Affordability analysis of bond repayment coupled to approximate unit price and the type of dwelling unit

Annual household income categories	Monthly bond repayments	Approximate cost per unit	Proposed type of residential
Low-income (R0 – R50 613)	R0 – R998	R0 – R100 000	Subsidised/ Social Housing (BNG)
Low to middle-income (R50 614 – R202 450)	R1 997 – R4 992	R200 000 – R500 000	GAP Housing
Middle to high-income (R202 451 – R809 802)	R5 990 – R19 968	R600 000 – R2 million	Middle-income – Apartments and small townhouses
R809 203 – R1.6 million	R24 959 – R39 935	R2.5 million – R4 million	Luxury duplex/single residential
R1.6 million – R3.2 million	R44 927 – R79 870	R4.5 million – R8 million	Luxury high-end single residential
R3.2 million and above	R84 862 and more	R8.5 million and above	

Note: The household income categories emphasised in the above table are aligned with the type of housing envisaged for the proposed Libertas project.

Based on the above affordability analysis, it is evident that the residential market consists of the following categories:

- Low and low- to-middle-income aimed at the BNG and GAP housing markets;
- Middle to high-income group – this market caters for young families, private student accommodation, households employed in blue-collar jobs (i.e. teachers, police officers, municipal workers, etc.); and
- Higher-income luxury market.

As indicated above, the **middle to high-income market** is specifically aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)
- R3.2 million and above per annum income (units R8.5 million and above)

The nature and scope of the Libertas development is likely aligned to a portion of the first category and categories 2 and 3 of households based on income levels.

4.1.3 Adjustment of Rode demand forecasts

Accurate forecasts of demand related to the housing typology over the next 20 years are impossible. Given the context provided above and based on emerging market trends, an adjustment is made to the demand forecasts for different housing types prepared by Rode in order to reflect a higher need for town houses and larger homes. Although the market will dictate demand and developers will react accordingly, the tendency to provide for smaller erf sizes and smaller houses in medium to high-density developments is gaining momentum. In order to reflect the principles stated above, the following adjustments are made to the baseline allocation of demand for different types of dwelling units determined by Rode.

- Current size and consequently the number of townhouses as per the Rode forecast, are adjusted down from a dwelling size of 200 m^2 to reflect a size of 130 m^2, which implies that the base number determined by Rode, increases by a factor of 1,5384.
- Twenty percent (20%) of the houses smaller than 80 m^2 as determined by Rode are re-allocated to townhouses. This figure is divided by a factor of 1,625 to reflect the need to increase the size of the house to 130 m^2, which implies less units of 80 m^2 or smaller are available.
- Twenty-five percent (25%) of houses smaller than 80 m^2 in the affordable category are allocated to the category of houses larger than 80 m^2. Note that Rode used a house size of 260 m^2 to reflect the size of a house in the category above 80 m^2. The re-allocation of houses from the smaller than 80 m^2 category required a downwards adjustment of the number of units re-allocated to the above 80 m^2 category; a factor of 3,25 was therefore applied.

Our analysis of emerging trends suggests that the 20% and 25% re-allocations stated above is not unrealistic in terms of the envisaged market supply dynamics, project ideas, conceptualisation and developer risk and returns.

The re-weighting per scenario is indicated in Table 7 for the housing types based on the baseline forecasts prepared by Rode. In terms of the categorisation adopted by Rode, the combination of affordable houses smaller than 80 m^2, flats and townhouses when compared to houses larger than 80 m^2, represented a split of 91% to 9%. The adjusted allocation reflects a split of 84% to 16% for the stated two respective categories.

Table 7: Percentage allocation adopted by the Rode forecast per housing type for each scenario versus the adjusted percentages based on the reallocation of units

	Business-as-Usual scenario		Consensus scenario		Junk scenario		Consolidated adjustment
Housing type	Rode	Adjusted	Rode	Adjusted	Rode	Adjusted	
Houses smaller than 80m^2	76%	51%	80%	54%	83%	56%	**54%**
Houses larger than 80m^2	12%	20%	7%	15%	5%	13%	**16%**
Flats	11%	13%	12%	14%	11%	14%	**14%**
Townhouses	1%	16%	1%	16%	1%	17%	**16%**

Source: Rode and Associates (2017) and own calculations

Table 8 indicates the result of the adjustments for **Stellenbosch Town** made to the baseline allocation of dwelling units by Rode in the forecast to 2036. The percentage allocation was recalculated to include affordable houses of smaller than 80 m^2, houses larger than 80 m^2, flats and townhouses. The findings suggest that 464 houses smaller than 80 m^2, 140 larger than 80 m^2, 120 flats and 141 townhouses, or a total of 865 dwelling units per annum on average, are required to serve the demand for dwelling units. Also note that due to reallocation and adjustments, the total number of units required by 2036 are 17 301 as opposed to the 28 305 stated in the Rode forecast.

Housing demand per annum on average:

- 464 houses <80 m^2
- 140 houses >80 m^2
- 120 flats
- 141 townhouses

Table 8: Adjusted demand for housing types in Stellenbosch Town with an annual average of the scenarios over a period of 20 years

Type of house	Business-as-Usual scenario	Consensus scenario	Junk scenario	Average of scenarios	Average per annum over 20 years
Houses smaller than 80 m^2	9 277	10 205	8 349	9 277	464
Houses larger than 80 m^2	3 636	2 857	1 884	2 793	140
Flats	2 453	2 737	2 015	2 402	120
Townhouses	2 835	3 121	2 532	2 829	141
TOTAL	**18 201**	**18 920**	**14 780**	**17 301**	**865**

Source: Rode and Associates (2017) and own calculations

The greatest demand is for houses smaller than 80 m^2, which represents 53,6% of the total annual demand. Similar numbers of town houses and houses larger than 80 m^2 are required on an annual basis, while 120 flats per annum on average are required to cater specifically for the student and young working adult market.

One in every two dwelling units demanded is part of the affordable category (houses smaller than 80 m^2)

5. SUPPLY AND DEMAND FOR RETAIL IN STELLENBOSCH

A study market undertaken by Urban Econ (2016) provides context for the assessment of supply and demand for future retail space in the Stellenbosch Municipal area. It is not anticipated that the situation has changed significantly since 2016, particularly in the Stellenbosch Town area.

There are some smaller retail nodes throughout the Stellenbosch Municipal area that are servicing convenience shopping through neighbourhood centres. There are two main retail nodes, namely Stellenbosch CBD (including Eikestad Mall and the Checkers Centre) and Stellenbosch Square.

New residential developments will result in derived demand for retail space. This mainly includes the proposed plans by the Municipality for social and GAP housing because the other development plans have not been approved and various constraints were raised by the municipality regarding the various developments.

Leakages also occur where households do retail shopping in other areas, mainly relating to destination offerings such as Somerset Mall, Waterstone Village, etc. in acceptable travel distances for Stellenbosch residents, especially to the southern areas of Stellenbosch Town. Stellenbosch residents that work outside the municipal area also cause leakages.

Retail in Stellenbosch benefits from students travelling to the area, tourists visiting the area, people living in areas outside the municipal area, but working in the Stellenbosch Municipal area and demand derived from future developments, whether commercial or residential.

Urban Econ estimated in 2016 that there is approximately 170 000 m^2 of retail space in the Stellenbosch Municipal area (excluding activities on farms) that represents the supply side. Demand for retail space in 2016, 2019, 2022 and 2026 is estimated as follows:

2016: 152 257 m^2
2019: 191 250 m^2 (growth rate from 2016 to 2019: 2,58%)
2022: 225 454 m^2 (growth rate from 2019 to 2022: 2,85%)
2026: 295 560 m^2 (growth rate from 2022 to 2026: 4,21%)

In terms of the net effective demand, an oversupply of 17 743 m^2 was prevalent in 2016. An undersupply 21 250 m^2 was forecast by 2019, while this figure increases to 55 454 m^2 in 2022 and 125 560 m^2 in 2026. These forecasts assume that any additional retail will be absorbed.

The supply, demand and net effective demand together with the annual compounded growth rate in retail space requirements, are illustrated in Figure 10.

Important to note that although this is based on the Stellenbosch Municipal area, the majority of the demand will be attributed to the Stellenbosch Town due to it being the major economic node of the municipality.

In terms of the Libertas proposal, it includes a community type retail centre that will provide a GLA of 15 000 m^2. This contributes 70,58% to the net effective demand for retail space as forecast in 2019, 27,05% in 2022 and 11,95% in 2026, all other things kept constant. This also does not consider retail projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

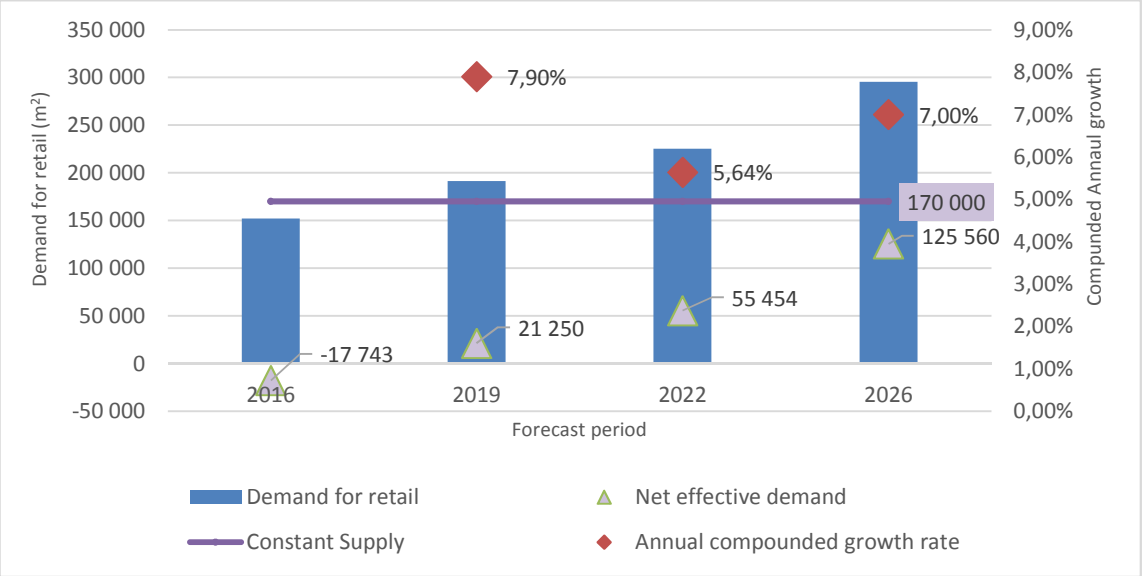


Figure 10: Demand and supply for retail space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

Note: A negative net effective demand implies that there is an oversupply of retail space

6. SUPPLY AND DEMAND FOR OFFICE SPACE IN STELLENBOSCH

The main office nodes include Stellenbosch CBD, Techno Park and Stellenpark Business Park. It is estimated by Urban Econ (2016) that there is approximately 208 724 m² of office space in the Stellenbosch Municipal area, of which a large portion accrues to Stellenbosch Town.

Estimates of the demand for office space in 2016, 2019, 2022 and 2026 are as follows:

- 2016: 244 608 m²
- 2019: 250 936 m² (growth rate from 2016 to 2019: 2,58%)
- 2022: 258 097 m² (growth rate from 2019 to 2022: 2,85%)
- 2026: 268 976 m² (growth rate from 2022 to 2026: 4,21%)

A net effective demand for 35 866 m² of office space was estimated in 2016. This was anticipated to grow to 42 193 m² in 2019, 49 355 m² in 2022 and 60 234m² in 2026. An undersupply of office space already exists. The net demand for office space should also be considered in terms of the forecast by Rode and Associates that alluded to a net effective demand of approximately 77 000 m² in 2036. Irrespective of the source of the forecast, a current undersupply of office space exists in Stellenbosch.

The supply, demand and net effective demand together with the annual compounded growth rate in office space requirements are illustrated in Figure 11.

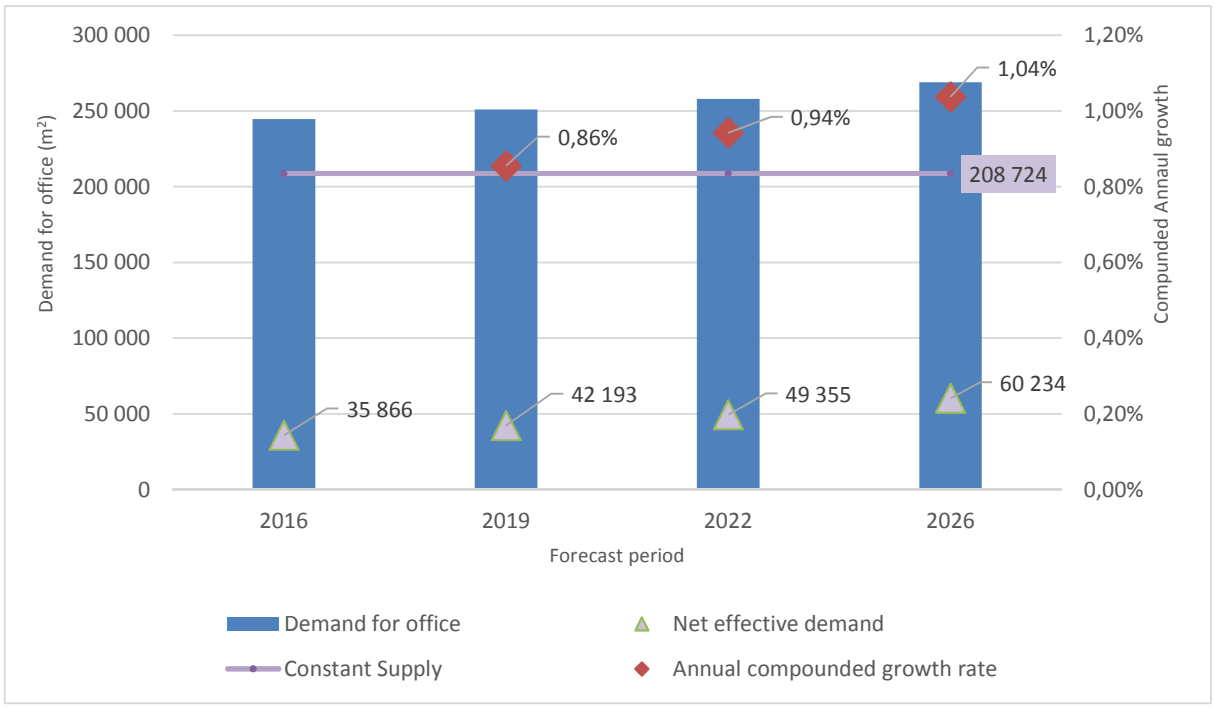


Figure 11: Demand and supply for office space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

The Libertas proposal for office space provides for a GLA of 78 000 m². If aligned to the forecasts illustrated above and not in terms of any phasing, the Libertas proposal will exceed to net effective demand by 129,50% in 2026, once again all other things kept constant. This also does not consider office projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

7. ALIGNING COMMUTER TRAFFIC AND DEMAND FOR HOUSING

7.1 Linkage between commuting employees and housing demand

Housing demand is traditionally based on population growth and is influenced by factors such as income levels, access to finance and market conditions. A requirement also exists to align the housing need with employment generated by existing and new development opportunities, as the current demand for employment cannot be met from internal supply, i.e. many people live elsewhere and commute to their place of employment in Stellenbosch Town. This results in various other issues, such as the exacerbation of an already congested road and parking network, increase in property prices and negative effect on household lifestyles.

A large number of people commute daily to Stellenbosch Town for work, with many of these commuters that cannot afford to purchase a dwelling unit in Stellenbosch. Figure 12 illustrates current and new employment in the commercial, retail and industrial sectors in relation to persons that live and work in Stellenbosch Town and those that commute on a daily basis together with the potential need for housing.

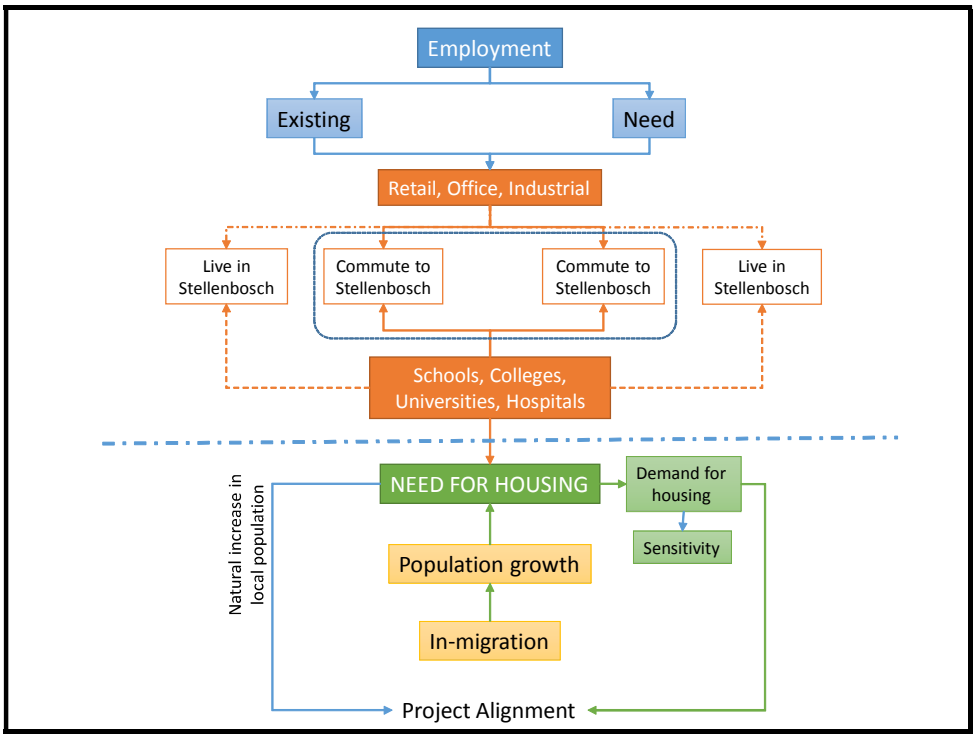


Figure 12: Contextualisation of employment by commuters travelling to Stellenbosch and the need for housing

Source: Multi-Purpose Business Solutions

The approach adopted to ascertain the potential demand for housing is based on an understanding of the existing supply and future demand for retail, commercial and industrial space. A need therefore exists to determine the number of people that work in the businesses and institutions operating in Stellenbosch Town. The approach adopted is based on a determination of the total GLA occupied by businesses in the retail, office and industrial sectors, and applying employee densities to obtain an estimate of the number of people being employed within Stellenbosch Town.

Stellenbosch Town has various JSE-listed entities, other large unlisted businesses, a large education sector comprising primary, secondary and tertiary institutions, hospitals and other public and government institutions. These entities include among others, Stellenbosch University, Capitec, MediClinic, Remgro, Parmalat, Distell, Boland College, Stellenbosch Municipality, Stellenbosch and MediClinic hospitals, etc.

After characterising the employment population of Stellenbosch, it is necessary to determine what percentage of employees that work at these and other firms, are domiciled in Stellenbosch Town versus those that commute on a daily basis from the surrounding towns or the CMA.

The maximum need for housing is derived from estimates of the existing number of employees commuting daily to Stellenbosch Town and the "potential" number of new employment opportunities that any new retail, commercial and industrial development would generate. We assume that displacement and substitution is likely to occur, but when applied to persons that commute to Stellenbosch Town, the impact is zero as the vacant position is filled by another person who either originates from within Stellenbosch Town or forms part of the commuter work force. This is obviously not possible to determine without primary research.

7.2 Need and demand assessment of commuters

Cordon traffic entering Stellenbosch from various access routes determined by Royal Haskoning DHV for the Stellenbosch TOD study (2016), was considered as a point of departure. The cordon counts of vehicles were translated into a figure representing the number of persons entering Stellenbosch during the daily commute by using the Hatch-Goba (2015) study, which drew on information from a study prepared by Jeffares and Green in 2010.

It was apparent from the Hatch-Goba survey (2015) among the larger employers in Stellenbosch (i.e. Distell, MediClinic, Remgro, Parmalat, Denel and Stellenbosch Municipality) that 80% of the workforce use a car for travelling to work, while 20% of employees make use of a lift club on a regular or irregular basis (p. 23). Jeffares and Green (2010) determined that occupancy per vehicle ranged between 1,1 and 2,6 for high- and low-income groups, respectively. We adopted a vehicle occupancy ratio ranging from 1,1 to 2,6 based on the distance travelled and the origin of the vehicles entering Stellenbosch Town. In other words, longer travelling distances would assume greater vehicle occupancy levels.

- 14 409 commuters entering Stellenbosch in morning peak traffic
- 11 527 commuters working in Stellenbosch

These ratios were applied to determine the number of individuals entering Stellenbosch Town in the morning peak from 7:00 to 9:30, which is estimated at 14 409. It may also be argued that the peak starts at 6:30, which results in an undercount of traffic entering Stellenbosch.

Jeffares and Green (2010) determined that 20% of the vehicles could be considered as through-traffic (Hatch-Goba, 2015, p. 11). The adjusted number of people commuting to and working in Stellenbosch Town is therefore 11 527. Once the number of persons commuting was determined, the Hatch-Goba 2015 study relying on the Jeffares and Green estimates, determined that 40% of the Stellenbosch work force resides in neighbouring towns from where they commute every day, while 25% of Stellenbosch University students commute from neighbouring towns. The cordon counts, through-flow, vehicle occupancy and employees residing outside Stellenbosch Town form the basis for the baseline establishment of the need for dwellings units.

Stellenbosch University students were deducted from the baseline as they could not realistically be considered as potential purchasers of dwellings in Stellenbosch Town. A ratio of 40%, as indicated above, was applied to the remaining part of the workforce entering Stellenbosch Town on a daily basis.

This implies a figure of 6 527 that could be considered as part of the potential take-up of dwellings in the future. We assumed that the number of commuters would increase by 1,52% per annum, which is derived from the estimated annual growth in retail, commercial and industrial development envisaged for Stellenbosch Town as determined by Rode for the following 20 years.

However, it is unrealistic to assume that 8 830 people working in Stellenbosch Town by 2036 forming part of the daily commuting workforce that reside elsewhere, would be able to afford to purchase a dwelling and/or even be willing to or want to live in Stellenbosch Town. Although affordability can be determined based on categories of income, no personal or household income data are available from commuters, neither any indication of whether or not they would exercise a choice to live in Stellenbosch Town. Choice could be influenced by financial, general economic conditions, family structures and other decisions.

8 830 people working in Stellenbosch Town by 2036 would form part of the daily commuting workforce

A factor that further affects the need for housing and ultimately demand is in-migration, which could be due to the following:

- People move to Stellenbosch Town in response to a need for additional staff by existing commercial or public/government institutions;
- People move to Stellenbosch Town, but work elsewhere in the Winelands District or in the CMA;
- Normal population progression of people that were raised in Stellenbosch, accepted employment and remained here, creating further demand.

These categories of persons/households also form part of the potential need, which as indicated, translates over time into demand for housing. The limitations of the analysis thus far relate to the following:

- No data on the household income levels of persons commuting to Stellenbosch Town are available;
- No data on preferences to reside in Stellenbosch could be considered;
- Population projections can offer an indication of the population growth, which then address the categories of persons highlighted above, but current data are estimates and subject to a large margin of error.

It is not the purpose of this report to assess whether or not development can occur, which is affected (among others) by the Municipality's financial ability to provide infrastructure, planning policies and market conditions, but how the potential need could translate into effective demand. Consequently, it is required to align the demand forecasts by Rode as adjusted, with the potential demand suggested by commuter traffic.

For the purposes of further assessing the potential demand from commuter traffic, the demand, which represents the take-up of residential units and commercial opportunities as determined by Rode and Associates for input into the Draft Stellenbosch Urban Development Strategy (UDS) (2017), is used as a base. The percentage contributions of different housing types determined by Rode are amended and applied to the dwelling need by commuters (see Section 4.1.3).

7.3 Aligning the Rode demand forecast and potential commuter need for dwelling units

Rode forecasted demand for housing based on different housing types that included houses smaller than 80 m^2 (affordable), houses larger than 80 m^2, flats and townhouses. The percentage split between the housing types was applied to the housing need in order to estimate an effective demand from persons commuting to Stellenbosch. Table 9 indicates an example of the split for 100% of commuters (8 830) that could express a need for dwellings in Stellenbosch Town based on the adjustment of the Rode demand forecasts for middle-income and high-income groups. The average need for dwelling units per annum based on the commuter need is 371 (for the middle-income category) and 70 (for the high-income category) over the next 20 years. The Rode adjusted forecasts suggest demand for 725 and 140 units for the middle-income and high-income groups, respectively. From a break-even perspective, the average annual demand determined by Rode as adjusted covers the estimated need of the middle-income commuting group (taken as 100%) by 1,95 times and the high-income need by 1,98 times.

Annual housing need:

- 371 units for middle-income category
- 70 units for high-income category
- Coverage 1,95 to 1,98

Table 9: Break-even analysis for alignment of Rode demand forecasts and need from 100% of persons commuting to Stellenbosch

	BAU Scenario	Consensus Scenario	Junk Scenario	Average Need p.a.	Break-even percentage	Break even	Adjusted Rode Forecast	Demand average p.a.	Difference
Middle Income – Apart. & small									
Houses smaller than 80m^2, flats & townhous	7067	7498	7706	371	195,43%	725	14508	725	0
High income									
Houses larger than 80m^2	1764	1334	1126	70	198,34%	140	2793	140	0

Source: Multi-Purpose Business Solutions

A sensitivity analysis was applied to determine a more realistic demand of the commuter need for dwellings in Stellenbosch Town. The figures in Table 10 indicate the estimated percentage of the need that could be converted to effective demand, which assumes that commuters can afford to purchase a dwelling and would choose to stay in Stellenbosch. A 50% take-up (or demand for dwellings) indicates a requirement for 186 units in the middle-income and 35 units in the high-income category per annum on average over the next 20 years.

Annual average housing demand with 50% take-up:

- 186 units for middle-income category
- 35 units for high-income category

Table 10: Sensitivity analysis of potential demand derived from the need for different types of dwelling units by commuters

Sensitivity analysis	Rode adjusted	Commuter demand for dwellings			
(Demand per annum)	avg. p.a.	100%	75%	50%	25%
Middle Income – Apart. & small					
Houses smaller than 80m^2, flats & townhous	725	371	278	186	93
High income					
Houses larger than 80m^2	140	70	53	35	18

Figure 13 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode adjusted forecasts would still be able to absorb any demand that would be realised from commuters acquiring dwelling units of the different housing types in Stellenbosch Town.

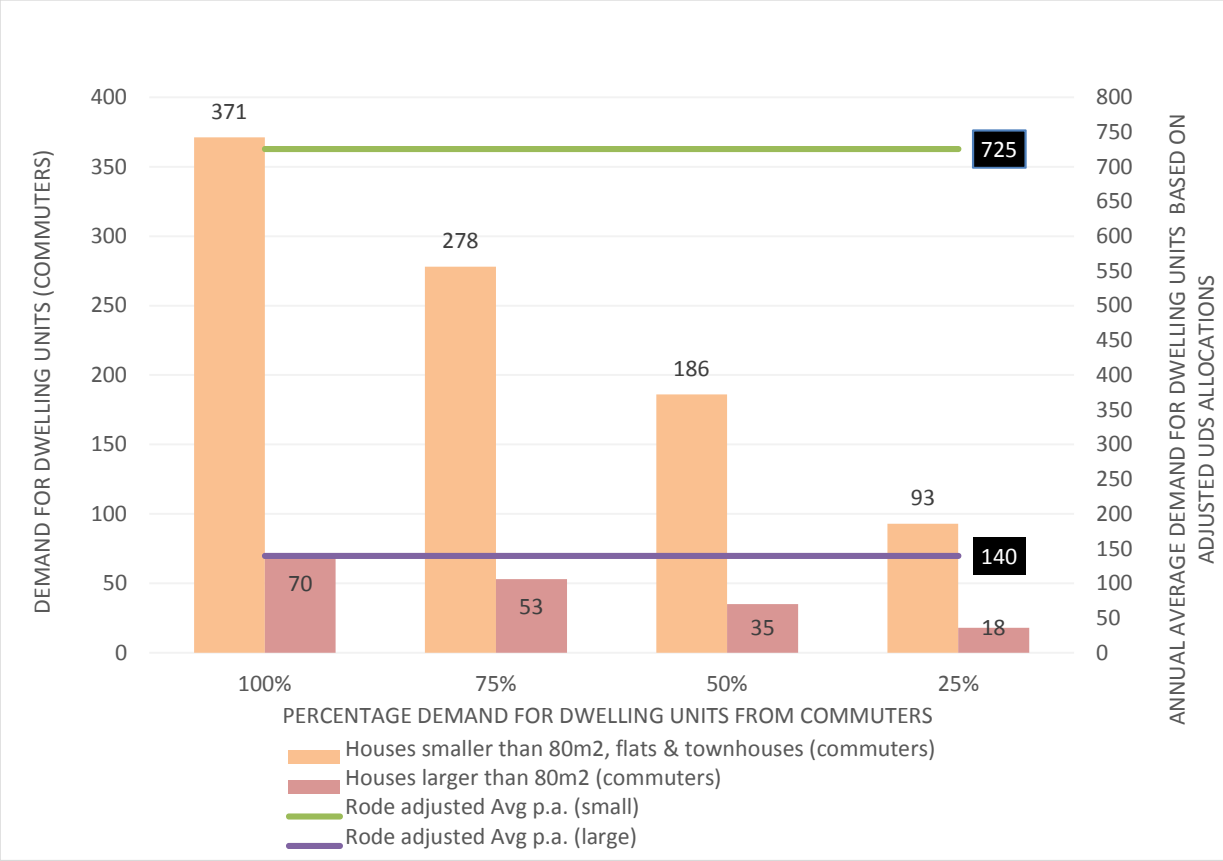


Figure 13: Alignment of potential need for different housing types based on commuters with the Rode demand forecasts for dwelling units

An application of the sensitivity analysis indicates that even with the adjustment of demand for housing types adopted by Rode, the adjusted demand forecasts would be sufficient to cover the need that may emanate from commuters. The findings are indicated in Table 11.

Table 11: Coverage ratios of commuter housing need for different dwelling types (categories)

Housing category	Coverage of possible commuter demand by adjusted Rode forecasts			
	100%	75%	50%	25%
Houses smaller than 80m^2, flats & townhouses	2,0	2,6	3,9	7,8
Houses larger than 80m^2	2,0	2,6	4,0	7,9

The take-out of the analysis of the potential commuter need for dwelling units, suggests that the demand projections determined by Rode as adjusted is sufficient to cover a 100% of the need that may arise from commuters. This effectively implies that any demand for dwelling units derived from the commuter need, is absorbed in the projections for all types of housing considered in this analysis.

8. DEMAND FOR DWELLING UNITS ARISING FROM COMMERCIAL DEVELOPMENT

The analysis considered in the previous sections was based on the current workforce commuting to Stellenbosch on a daily basis. It is assumed that businesses in Stellenbosch Town are operating at near full employment capacity and that no substantial vacancies exist. It is further assumed that additional capacity is available from persons residing in Stellenbosch Town for the nature and scope of jobs required by existing firms operating in Stellenbosch Town. Consequently, development of any additional retail, commercial and industrial activity, especially in the office and retail space, as well as development of special purposes properties (e.g. schools) would require employees that also originate from outside Stellenbosch Town.

It is also accepted that the substitution effect would occur among existing businesses and people moving to other new opportunities in Stellenbosch Town due to retail, commercial and industrial developments, who will be replaced by new persons and therefore create new demand. Hence, for the purposes of the next part of the analysis, it is assumed that no additional employment is available to be met from internal (Stellenbosch Town) supply.

The additional need for dwelling units arising from future retail, commercial and industrial development is based on the following principles:

a. The forecast of demand for retail, industrial and office space in Stellenbosch Town over the next 20 years prepared by Rode, forms the basis of the calculation to determine the potential need for dwelling units. If these are aligned to the Urban Econ (2016) estimates for Stellenbosch Municipal area, the following outcomes are recorded:

	2036	2026
Adjusted for an applicable to Stellenbosch Town	**Rode & Associates (2017)**	**Urban Econ (2016)**
Gross Lettable Area (GLA) (effective demand)	Average m² for three scenarios	Net effective Demand (m²)
Retail	69 282	106 726
Industrial	34 263	192 100
Office	77 204	48 187

Notes:

i. The attribution to Stellenbosch Town is 85% retail, 20% industrial and 80% office applied to both sources of the forecasts.

ii. The period used for analysis is also different with a 10 year and 20 year horizon

iii. The differences are also large and the bases may differ. Consequently, it was decided to use the lower of the forecasts. This implies using the Rode forecasts for retail and industrial and the Urban Econ forecast for a future estimate of office space, even though the periods applicable to the forecasts differ.

b. Typical employment densities expressed as a full-time equivalent job per m² are used to determine the potential number of employees that would be required:

- Industrial: 47 m²
- Office: 16 m²
- Retail: 15 m²

c. Densities are applied to the Gross Lettable Area (GLA) to determine the number of employees; and

d. The same factors and ratios applied to the cordon counts are used to determine the number of employees that would originate from outside Stellenbosch.

8.1 Impact of retail, commercial and industrial development

Our analysis suggests an average of 418 employees per annum is required for new retail, office and industrial development in Stellenbosch Town over a period of 20 years, of which 167 persons would originate from outside Stellenbosch and 251 would acquire housing in Stellenbosch Town, thus creating further demand. The 40% applied to the workforce originating from neighbouring towns could be higher depending on the nature and scope of skill levels required and the assumption that more than two-thirds of the economic activity in Stellenbosch Town is generated by businesses operating in the tertiary sector of the economy. The same percentages adopted for the assessment of the housing need from commuters are applied to the need for housing due to future development. This is required in order to achieve the necessary alignment between demand for housing from commuters and demand that arises from future commercial, retail and industrial development.

An additional 122 vehicles per annum on average would enter Stellenbosch Town due to the rollout of retail, commercial and industrial development over 20 years. We assumed a worst-case scenario with one occupant per vehicle, i.e. 122 extra persons are factored into the 8421 calculated in Section 5.2.

The previous analysis was based on number of vehicles and vehicle occupancy, while the analysis in this section uses a different approach based on employment densities. The application of the employment densities suggests that 167 persons would work in Stellenbosch Town, but originate from elsewhere. A difference of 45 persons occurs due to the different approaches.

Table 12 indicates that the average demand per annum based on the Rode forecast for retail and industrial space and Urban Econ forecast for office space in Stellenbosch Town over the next 20 years ranges from 42 to 167 dwelling units for take-up percentages ranging from 25% to 100% for those persons that commute to Stellenbosch. A further 70 to 278 persons could take up residence in Stellenbosch based on the application of the sensitivities.

Table 12: Sensitivity analysis of the potential need for dwelling units arising from non-residential development

Sensitivity analysis for number of units based on annual average (commercial, retail & industrial development)				
	100%	**75%**	**50%**	**25%**
Middle to High Income				
Houses smaller than 80m^2, flats & townhouses (commuters)	141	105	70	35
High income				
Houses larger than 80m^2 (commuters)	27	20	13	7
Total	167	125	84	42
Middle to High Income (residing in Stellenbosch Town)				
Houses smaller than 80m^2, flats & townhouses (residents)	234	175	117	58
High income (residing in Stellenbosch Town)				
Houses larger than 80m^2 (residents)	44	33	22	11
Total	278	209	139	70

A need also exists to include an additional 251 persons arising from future retail, commercial and industrial development that would reside in Stellenbosch Town, using the upper figure of the commuters as the base. In terms of understanding the total demand, an additional 278 persons are

added to the potential need for dwelling units to prevent double counting, i.e. not all 418 persons representing the employment requirement for Stellenbosch Town due to future retail, commercial and industrial development.

Figure 14 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode and Urban Econ forecasts would still be able to absorb any demand for dwelling units for the different housing types that would be realised from non-residential development in Stellenbosch Town.

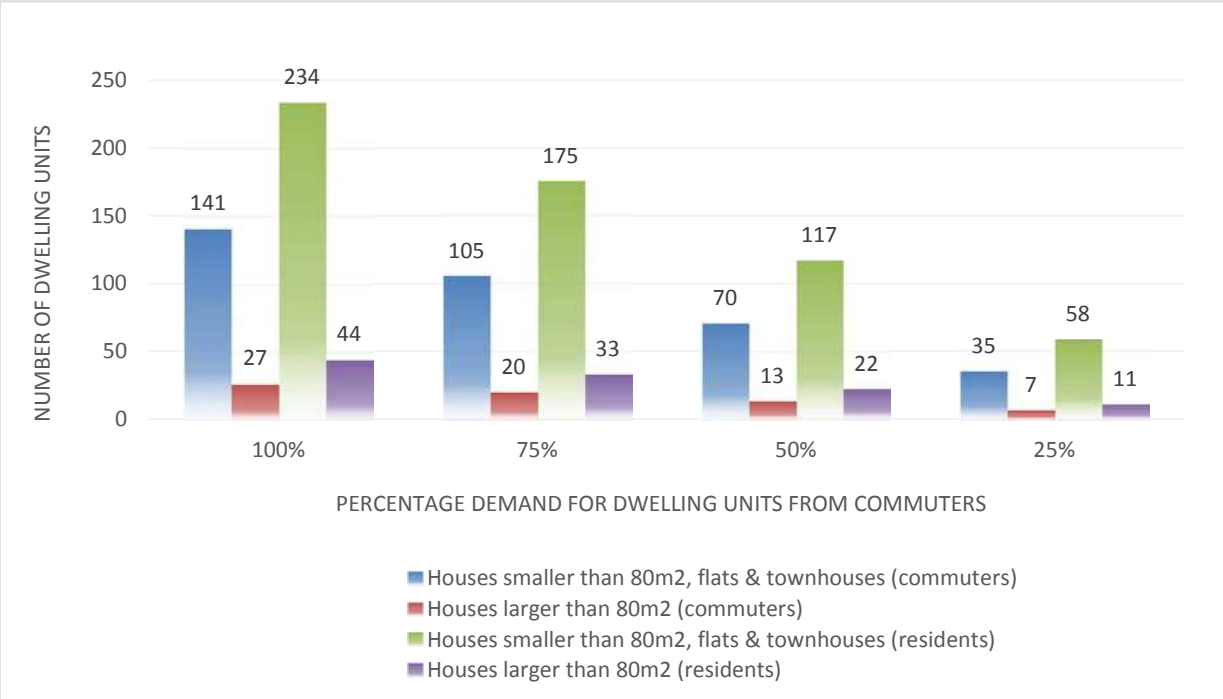


Figure 14: Alignment of potential need for different housing types from commuters and Stellenbosch Town residents with the Rode and Urban Econ forecasts for dwelling units arising from non-residential development

8.2 Metrics for analysis of future commercial development

It is useful to understand the figures derived from the analysis in the context of the relationship between two variables, i.e. vehicle traffic and commercial development. We determined that the addition of 53 m² of retail, office and industrial space would result in one additional vehicle entering Stellenbosch Town daily for work. Furthermore, one additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed in Stellenbosch Town. Assuming the remainder of the need that arises from future commercial development arises from persons that want to reside in Stellenbosch Town, one additional employee originates from within Stellenbosch Town for every 27 m² of GLA developed. These ratios are derived from figures calculated from the assumptions applied in the analysis.

- 1 additional vehicle will enter Stellenbosch Town for every 53 m² of GLA developed
- 1 additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed
- 1 additional employee would/could reside in Stellenbosch Town for every 27m² of GLA developed

9. CONSOLIDATED DEMAND FOR DWELLING UNITS

The potential demand for dwelling units related to current commuters is added to the demand that could be generated from additional commuters entering Stellenbosch Town as well as persons that would/could reside in Stellenbosch Town due to future commercial, retail and industrial development.

Table 13 indicates the consolidated demand for dwelling units from current and additional commuters with the latter representing an increase in commuters due to commercial, retail and industrial development over time. An average annual need for dwelling units from commuters ranges from 140 to 725, with 50% that could represent effective demand for 303 houses smaller than 80 m^2, flats and small town houses and 57 houses larger than 80 m^2. The findings indicate that the adjusted demand forecasts by Rode and Urban Econ, which did not consider the possible need for housing arising from future retail, commercial and industrial development, are able to cover 100% of the need. The different demand levels derived from the combined commuter need is also illustrated in Figure 15.

Combined commuters need between 140 to 725 dwelling units of different housing types on average per annum

Table 13: Combined housing need for existing and growth in commuters (due to retail, commercial and industrial development) compared to the adjusted Rode forecast for different levels of need

Sensitivity analysis (annual average demand)	Rode/Urban Econ				
(Commuters and future commercial development)	forecast	100%	75%	50%	25%
Middle Income					
Houses smaller than 80m^2, flats & townhouses	725	605	453	303	151
High income					
Houses larger than 80m^2	140	114	86	57	29
TOTAL	865	719	540	360	181

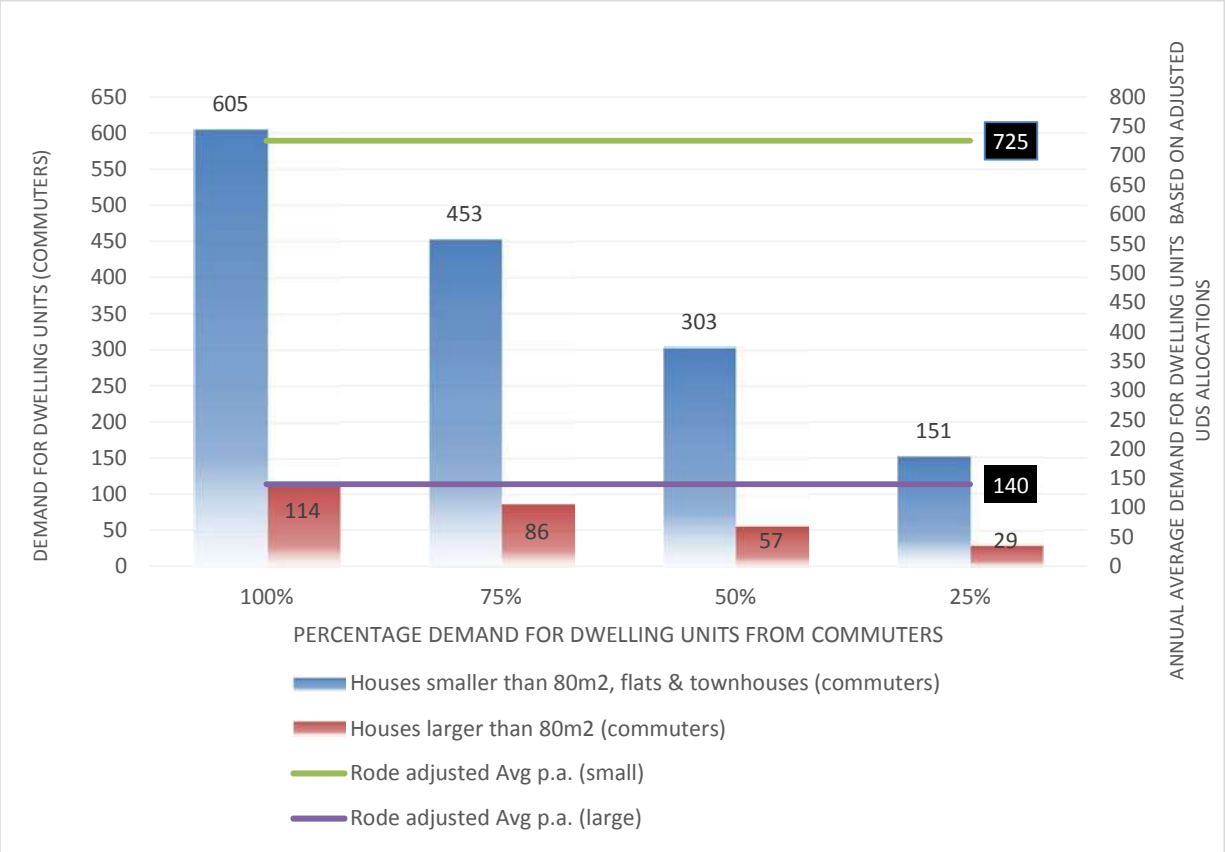


Figure 15: Alignment of the combined potential need by commuters for dwelling units of different housing types with the Rode forecasts for dwelling units

9.1 Sensitivity analysis related to adjustment of the housing type mix

As stated previously, houses smaller than 80 m², flats & small townhouses originally represented 91,88% of the housing mix determined by Rode, while houses larger than 80 m² represented 8,12%. This split was adjusted down to 84,06% for houses smaller than 80 m², flats & small townhouses and increased to 15,94% for houses larger than 80 m². These are the percentages applied in the analysis below. Various splits are applied to understand different allocation options; although these are for illustrative purposes, it offers an indication of different market scenarios for the two housing categories.

The analysis below is based on the allocations indicated in Table 14 for different percentages of the need for housing types. Proportional splits are used to demonstrate the adjusted output of the two housing mixes ranging from a 50%:50% (or equal) ratio to a ratio of 75%:25%.

Table 14: Combinations of different percentages representing the split between housing categories

Houses <80m2, flats & small townhouses	50%	55%	60%	65%	70%	75%
Houses >80m2	50%	45%	40%	35%	30%	25%

The findings of the sensitivity analysis presented in Table 15 based on the above proportional allocations suggest that the number of dwelling units required on an annual basis for the **50% scenario** (represented by a total demand of 360 dwelling units) ranges from 180 to 270 units for houses smaller than 80 m², flats and small townhouses. The demand for houses larger than 80 m² for the high-income group by 2036 ranges on average per annum from 90 to 180 dwelling units. This aligns with the forecast period adopted in the Rode forecasts.

50% of the need by 2036 would require on average per annum:

- 180 to 270 units smaller than 80 m²
- 90 to 180 units larger than 80 m²

The 75% scenario (represented by 540 dwelling units), indicates demand that ranges from 270 to 405 units for houses smaller than 80 m², flats and small townhouses. Demand for houses larger than 80 m² for the high-income group by 2036, ranges from 135 to 270 dwelling units on average per annum by 2036.

Table 15: Sensitivity analysis for different allocations between housing types based on different levels of need from current and future commuters

Adjusted split	Housing type		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		100%						
Adjusted annual housing demand		719						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			360	395	431	467	503	539
High income								
Houses larger than 80m²			360	324	288	252	216	180
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		75%						
Adjusted annual housing demand		540						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			270	297	324	351	378	405
High income								
Houses larger than 80m²			270	243	216	189	162	135
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		50%						
Adjusted annual housing demand		360						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			180	198	216	234	252	270
High income								
Houses larger than 80m²			180	162	144	126	108	90
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		25%						
Adjusted annual housing demand		181						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			90	99	108	117	126	135
High income								
Houses larger than 80m²			90	81	72	63	54	45

Figures 16 and 17 illustrate the outcomes of the different percentage allocations to the two housing categories (houses smaller than 80 m², flats and small townhouses, and houses larger than 80 m²) based on the adjusted allocation stated above. The colours in Figures 16 and 17 correspond, which enables a direct comparison of the two housing categories starting at an equal allocation (50%) for both housing categories.

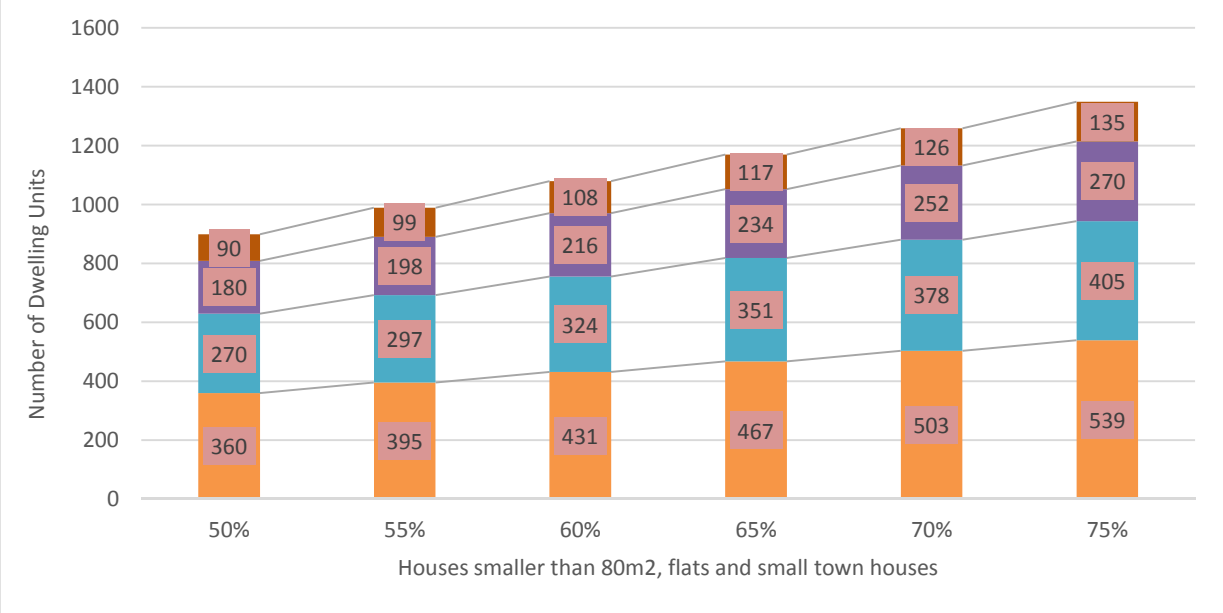


Figure 16: Illustration of different outcomes for an increasing percentage allocation to houses smaller than 80 m², flats and town houses

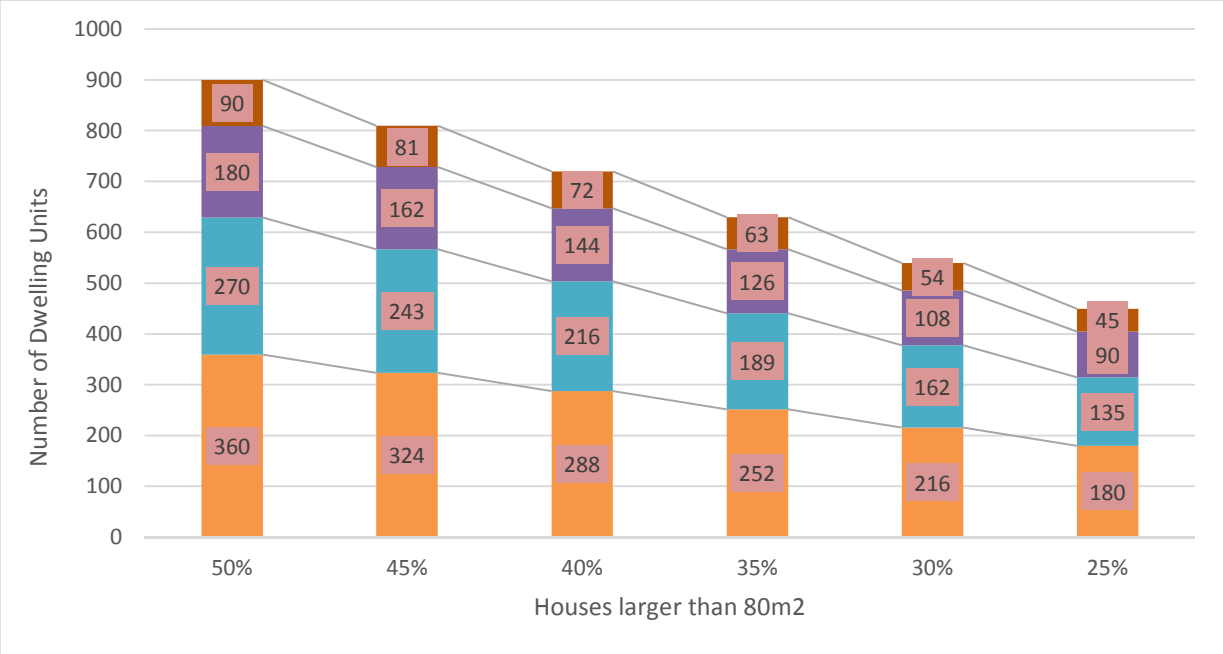


Figure 17: Illustration of different outcomes for an increasing percentage allocation to houses larger than 80 m²

9.2 Synopsis of key findings

The assumptions, adjustments, findings and discussion in the previous sections suggest that the demand for units determined by the Rode forecasts (incorporating the net effective demand determined by Urban Econ (2016) as adjusted would absorb a 100% of the potential need accruing from current and future commuting traffic and from future demand for additional retail, commercial and industrial development space.

A more realistic take-up of 50% of the total need could be considered as effective demand, and results in a coverage ratio of 2,40 units for all housing types considered in the analysis (i.e. houses smaller than 80 m², flats & townhouses and houses larger than 80 m²). This implies that the need for every unit is covered 2,40 times by the demand projection in the Rode forecasts as adjusted. The coverage ratio for houses smaller than 80 m², flats & townhouses and houses larger than 80 m² is 2,40 and 2,44, respectively. The coverage ratios do not include other categories of demand outlined in Section 5.2.

*The **surplus** in terms of the forecast arises from the difference between the demand determined by the Rode forecasts as adjusted and the estimates emanating from the existing commuter traffic and additional commuter traffic derived from new commercial, retail and industrial development*. In terms hereof, a 100% take up of the need for housing arising from the combined commuter traffic, suggests a total surplus of 146 units for both housing categories, with 121 units allocated to houses smaller than 80 m², flats & townhouses, and 25 units for houses larger than 80 m² on average per annum.

A take-up of 50% of the need by all commuters, which is assumed to be half of the total potential need and represents the effective demand for the purposes of this analysis, indicates that the surplus for houses smaller than 80 m², flats and townhouses and houses larger than 80 m², is 505 units on average per annum. The surplus at the 50% take-up of the housing need is 423 for units smaller than 80 m², flats and townhouses and 82 units for houses larger than 80 m² on average per annum.

Surplus for all housing types houses per annum on average by 2036:

- 505 units in total
- 423 for units smaller than 80 m², flats and townhouses
- 82 units for houses larger than 80 m²

A need exists to contextualise the proposed project in terms of demand by considering the possible take-up of dwelling units, the growth paths envisaged for Stellenbosch Town, as well as estimates of the timeframe for the completion of the Libertas project.

10. DEVELOPMENT OF AND IN STELLENBOSCH TOWN

In order to place the Libertas development project in the context of the future development and growth of Stellenbosch Town, a requirement exists to consider the strategic positioning, development strategy and growth trajectory underpinned by the Draft MSDF. The application of these strategic principles permits the estimation of certain benefits that would accrue to the Stellenbosch economy and the Stellenbosch Municipality due to a development project.

10.1 Growth trajectory for Stellenbosch Town

Stellenbosch Town is positioned to provide service-orientated activity driven by and aligned with tertiary sector development. In terms of the Draft MSDF and the next 20 years, Stellenbosch Town should facilitate complementary and supplementary land uses, i.e. residential with an emphasis on indigent housing and commercial components aligned to and focused on tertiary sector economic activity. Development can be incentivised to, among others, accelerate and facilitate private sector investment (considering mix, timing and extent) and to provide skills development and upskilling opportunities for locals. In terms hereof the following should be noted in the Draft MSDF:

The current service and housing delivery model is ineffective in addressing the municipality's housing demand and growth. Housing demand and the associated land demand for the currently delivery model shows that the municipality does not have access to adequate land to serve the current and projected housing demand (p. 39).

The development landscape in and around Stellenbosch Town over the past 10 years has been characterised by the following:

- low levels of development (except for the Brandwacht-on-River residential development),
- mostly brownfields projects (demolition of houses for construction of flats or other commercial uses) and
- limited greenfield development,

all of which has resulted in increasing equilibrium price points due to demand exceeding supply.

The use of a progressive growth trajectory for Stellenbosch Town over the next 20 years forms the basis of the analysis. Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period. Figure 18 illustrates the growth trajectory for a progressive development path for Stellenbosch Town over 20 years.

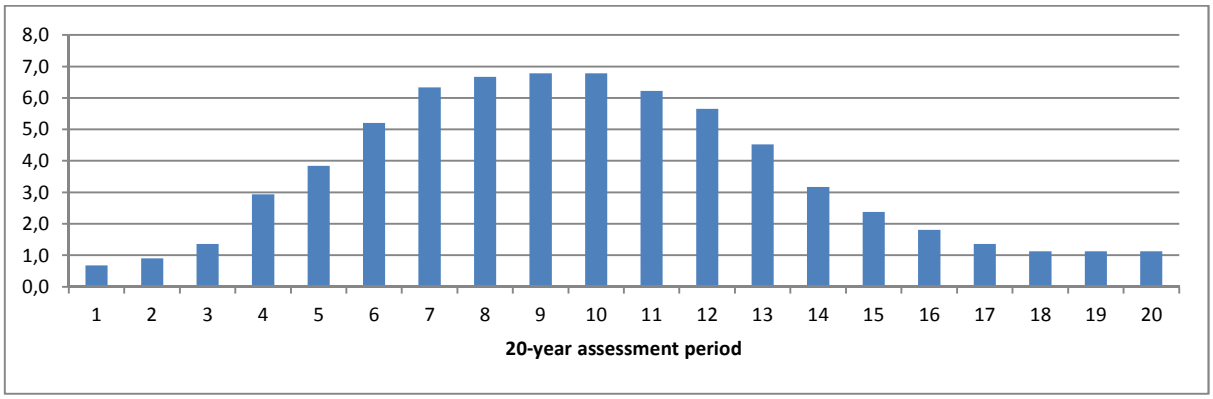


Figure 18: Growth trajectory for Stellenbosch Town over 20 years

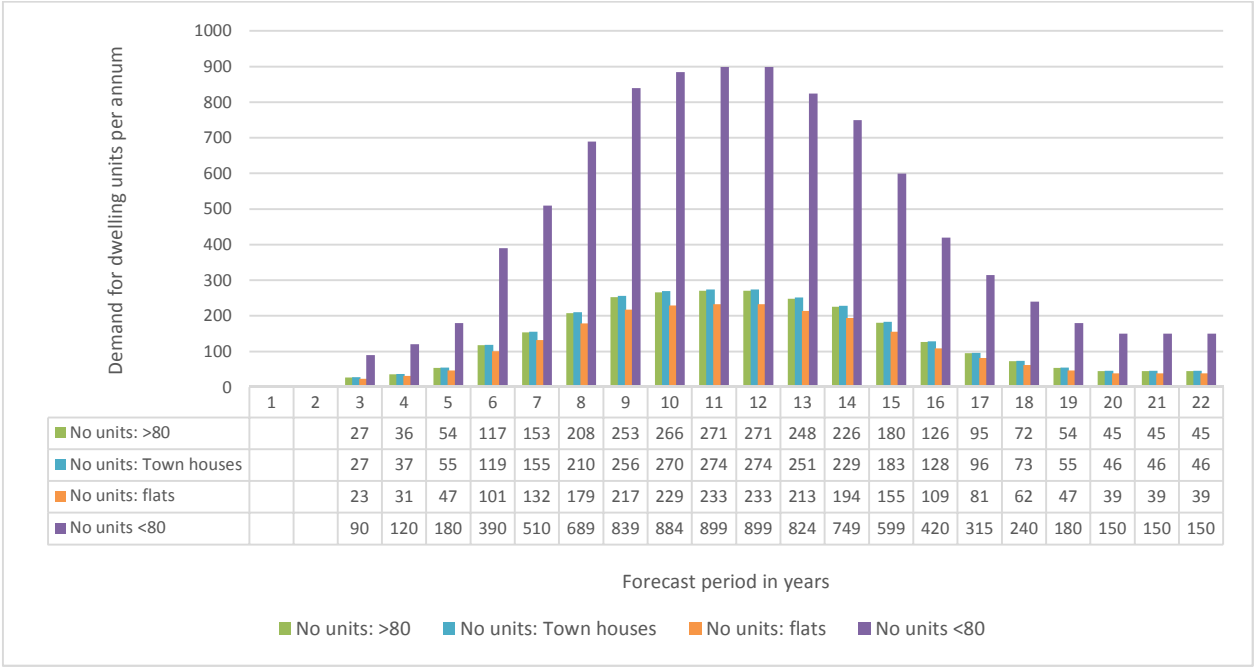
Table 16 provides a summary of the housing typology with amended demand forecasts by 2036 (refer to Table 8). The figures stated in Table 16 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated on an annual and cumulative basis in Figure 19 and 20, respectively.

Table 16: Summary of the adjusted demand based on the Rode forecast for different housing types

Housing type	Amended Rode demand forecast
Houses smaller than 80 m^2 (affordable)	9 277
Houses larger than 80 m^2	2 793
Flats	2 402
Townhouses	2 829
Total units	**17 301**

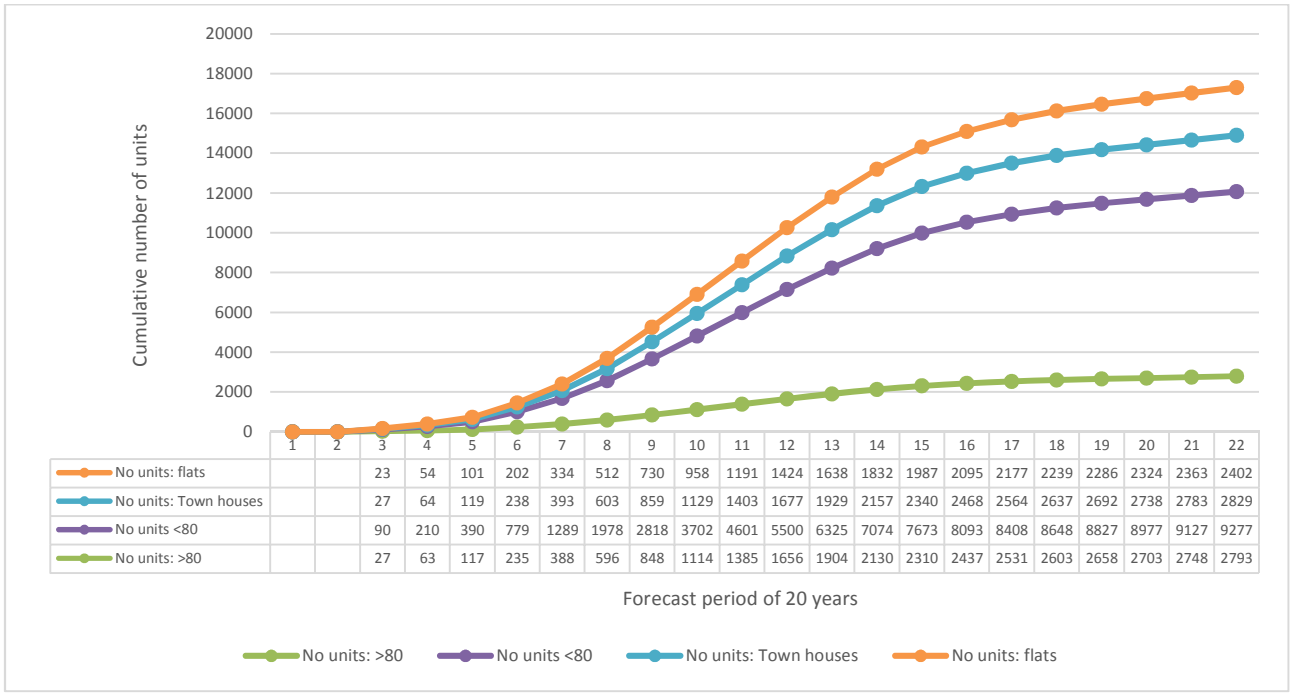
Source: Rode and Associates and own calculations

As indicated below, the units are allocated per year based on an application of the progressive growth trend for Stellenbosch Town. A peak is reached in about 11 to 12 years, but it should be noted that market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: >80			27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
No units: Town houses			27	37	55	119	155	210	256	270	274	274	251	229	183	128	96	73	55	46	46	46
No units: flats			23	31	47	101	132	179	217	229	233	233	213	194	155	109	81	62	47	39	39	39
No units <80			90	120	180	390	510	689	839	884	899	899	824	749	599	420	315	240	180	150	150	150

Figure 19: Forecast of the annual dwelling units per housing type for a period of 20 years based on adjusted demand forecasts



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: flats			23	54	101	202	334	512	730	958	1191	1424	1638	1832	1987	2095	2177	2239	2286	2324	2363	2402
No units: Town houses			27	64	119	238	393	603	859	1129	1403	1677	1929	2157	2340	2468	2564	2637	2692	2738	2783	2829
No units <80			90	210	390	779	1289	1978	2818	3702	4601	5500	6325	7074	7673	8093	8408	8648	8827	8977	9127	9277
No units: >80			27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 20: Cumulative take-up of dwelling units per property type over 20 years

10.2 Benefits to Stellenbosch economy and Stellenbosch Municipality

10.2.1 Economic and labour contribution

Estimating the impact of a project or development assists role-players to understand the potential **benefits for the economy** and stakeholders. The assessment of the economic impact of a project generates an estimate of the economic consequences associated with development of a project on the Stellenbosch economy and is used to assess the direct and indirect contributions of construction spend and operational revenues (final demand) on the economy through the application of multipliers.

The assessment of the **employment contribution** is at best very risky. The results are driven largely by the assumptions, which entail the following:

- The structure and composition of the Western Cape and Stellenbosch economy will remain unchanged. This assumption is necessary to enable the use of multiplier analyses.
- No political and other administrative changes will take place on a national or provincial level.
- Salaries and wages are fixed in real terms. Household income will adjust purely by the constant wage multiplied by the increase in employment.
- The supply of skilled labour will be a limiting factor in the construction process.

Demand for labour (employment) is in economic terms considered as a derived demand; a forecast for labour demand can therefore be derived from the planned increase in capital and operational spending. The basic assumption focuses on the relationship between growth in real spending and growth in labour demand. If growth in labour demand equals the growth in real spending, labour productivity will stay constant. If labour productivity increases, the demand for labour will grow at a slower rate than real spending.

The assessment offers an indication of direct and indirect contributions to the Stellenbosch economy and the labour impact based on the annual change over the period envisaged for development using 2017 as a base.

10.2.2 Municipal development charges (DCs) and property rates

Infrastructure provision to enable the development of a project such as Libertas is generally the responsibility of the relevant sphere of government, which is Stellenbosch Municipality in this case. In order to recoup all or a major part of the costs related to the introduction of infrastructure for a project (development opportunity), the government introduces Development Charges (DCs) payable by the developer based on the nature and scope of the external services and infrastructure required for the envisaged project.

The Stellenbosch Municipality will also benefit from levying property rates based on the market value of the scope of components comprising the development. The latter is a continuous funds inflow for the Municipality. Over and above the levying of rates, other service charges are obtained together with the sale of electricity and water, which further enhances the revenue base of the Municipality.

The focus of this assessment is an estimation of the DCs and property rate accruing to the Municipality over the duration of the development period envisaged for a new project.

11. ALIGNMENT OF DEVELOPMENT PIPELINE WITH RODE ADJUSTED FORECASTS AND SOCIO-ECONOMIC IMPLICATIONS

11.1 Alignment with housing typology of adjusted Rode forecasts

The scope of the "Development Pipeline" for Stellenbosch Town as illustrated and discussed in Section 3.5 is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode. Also refer to the nature of the housing typology described in Section 4.1.

Table 17 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Development Pipeline. This is a snapshot and not directly comparable from a timing perspective as the forecasts related to a planning term of 20 years for Stellenbosch Town, whilst the Pipeline timeframes of about 10 years are based on an envisaged occupancy over a shorter timeframe, hence the two timeframes do not coincide.

It should be noted that the Development Pipeline indicates the developers' intention related to different housing types. The numbers are aligned with the housing typology adopted throughout this analysis.

Table 17: Comparison of the adjusted demand forecast of Rode and the scope of the Development Pipeline for Stellenbosch Town

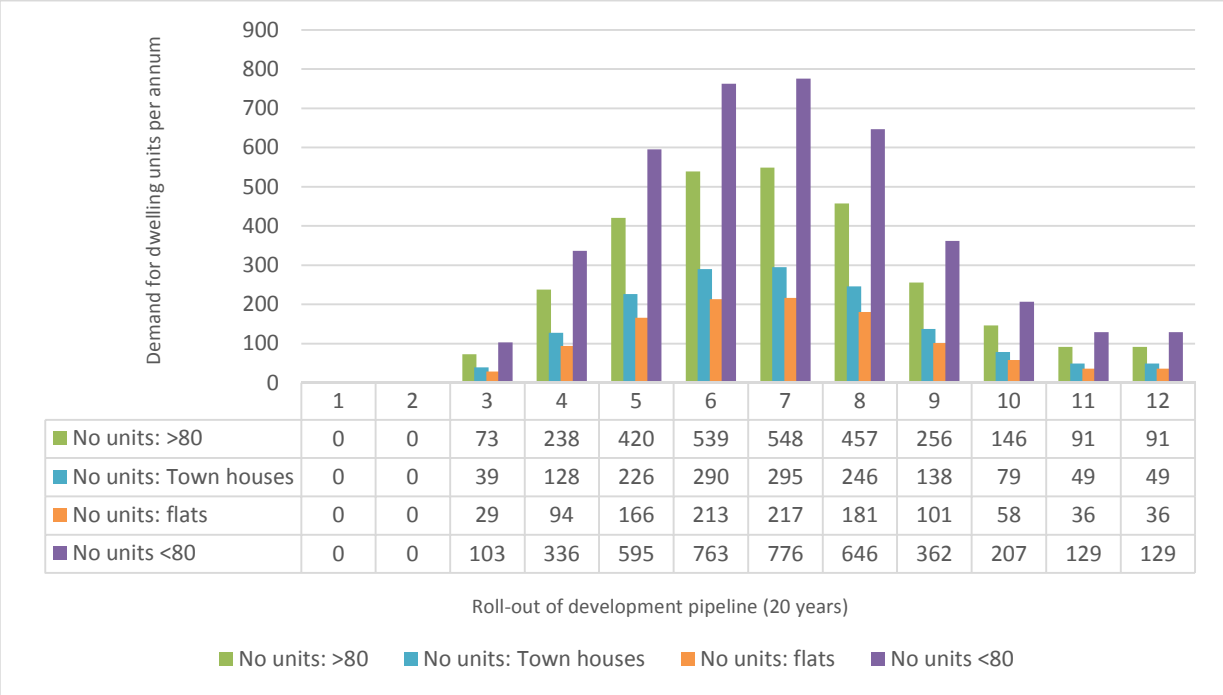
Housing type	Amended Rode Demand forecast	Development Pipeline
Houses smaller than 80 m^2 (affordable)	9 277	4 047
Houses larger than 80 m^2	2 793	2 860
Flats	2 402	1 130
Townhouses	2 829	1 538
Total units	**17 301**	**9 575**

Source: Rode and Associates and own calculations

11.2 Application of growth trajectory to Development Pipeline over 20 years

The figures stated in Table 17 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated in Figure 21 on an annual basis over a period of 20 years.

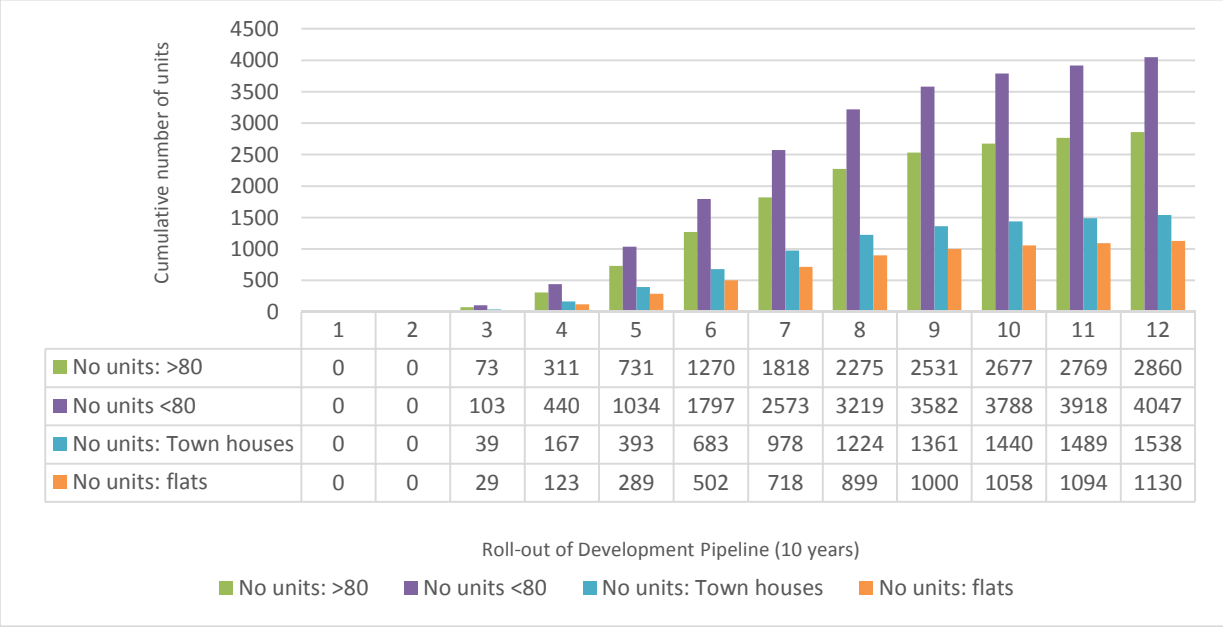
As indicated above, the units are allocated per year based on an application of the progressive growth path for Stellenbosch Town as indicated in Section 10.1 A peak is reached in about 11 to 12 years, but market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	238	420	539	548	457	256	146	91	91
No units: Town houses	0	0	39	128	226	290	295	246	138	79	49	49
No units: flats	0	0	29	94	166	213	217	181	101	58	36	36
No units <80	0	0	103	336	595	763	776	646	362	207	129	129

Figure 21: Forecast of the annual units per housing type for the Development Pipeline over a period of 20 years

Figure 22 illustrates the cumulative take-up of units per housing type for the Pipeline over a period of 10 years. The growth trajectory adopted for Stellenbosch Town is applied to the Development Pipeline over its duration based on the assumptions below.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	311	731	1270	1818	2275	2531	2677	2769	2860
No units <80	0	0	103	440	1034	1797	2573	3219	3582	3788	3918	4047
No units: Town houses	0	0	39	167	393	683	978	1224	1361	1440	1489	1538
No units: flats	0	0	29	123	289	502	718	899	1000	1058	1094	1130

Figure 22: Cumulative take-up of dwelling units per property type for the Pipeline over the forecast period of 20 years

11.2.1 Assumptions applied for the application of the Development Pipeline

To realistically understand the Development Pipeline in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

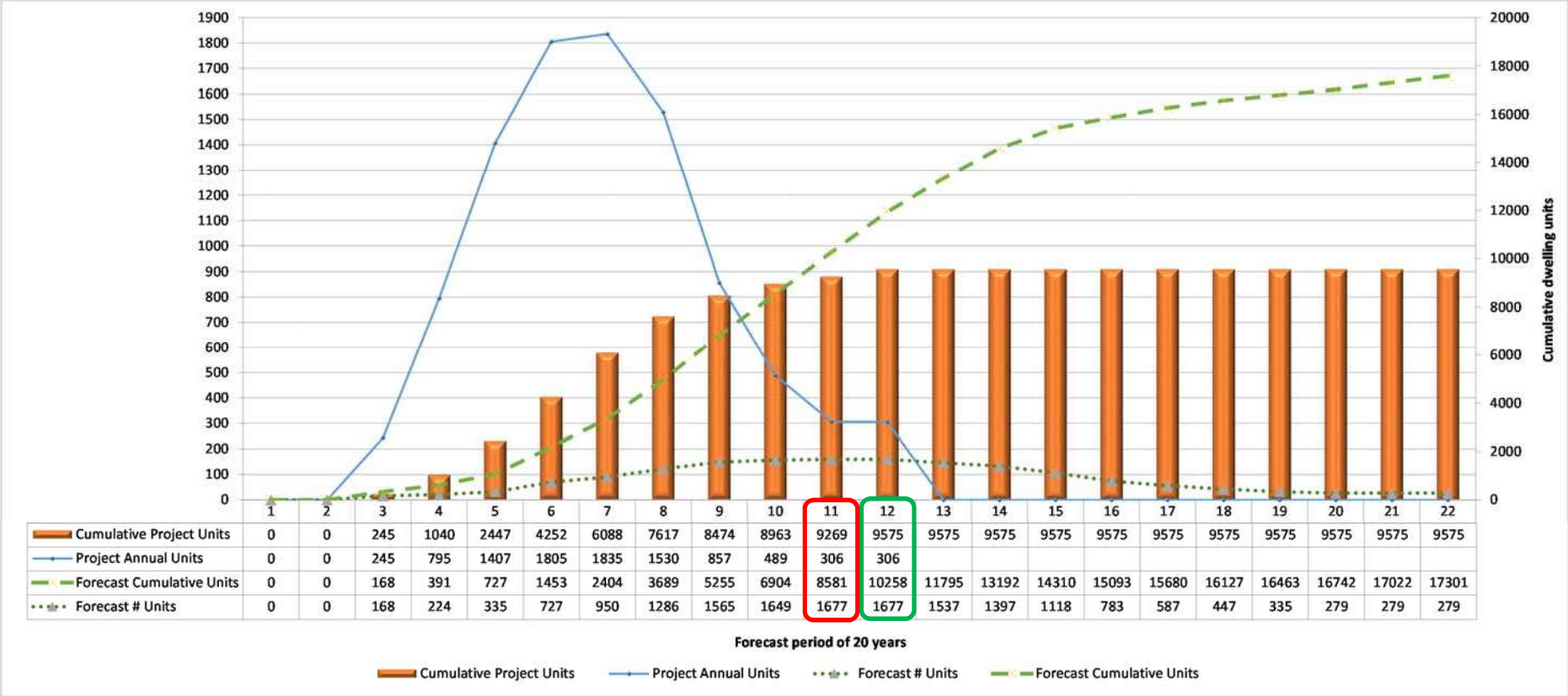
- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;
- Building cost escalations assumed to be 6% per annum, which is an average of in-contract building costs forecast by Medium-Term Forecasting Associated (2017)
- Development charges applied by the Stellenbosch Municipality based on 2017; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

11.2.2 Alignment of annual demand forecasts and Pipeline occupancy projections

Figure 23 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire pipeline over a period of 10 years, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual number of units and cumulative number of units over the 20-year period.

An analysis of the data illustrated in Figure 23, focuses on the 10-year duration envisaged for the Development Pipeline with a comparison of the first 10 years envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged as part of the Development Pipeline and that included in the demand forecasts for said houses prepared by Rode and Associates as adjusted.

Demand for housing in the urban area of Stellenbosch Town (applying the principle stated above) is estimated at 6 904 units by year 10 for the same type of housing as envisaged for the Development Pipeline. The projects that form part of the pipeline, based on the same growth trajectory, is envisaged to deliver 9 575 units over 11 years, which is 8,01% more than the forecast over the same period. By Year 12 of the forecast period, the forecasted number of units will exceed the number of Pipeline units by 683 or 7,13%. In other words, slightly more than a one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	245	1040	2447	4252	6088	7617	8474	8963	9269	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575
Project Annual Units	0	0	245	795	1407	1805	1835	1530	857	489	306	306										
Forecast Cumulative Units	0	0	168	391	727	1453	2404	3689	5255	6904	8581	10258	11795	13192	14310	15093	15680	16127	16463	16742	17022	17301
Forecast # Units	0	0	168	224	335	727	950	1286	1565	1649	1677	1677	1537	1397	1118	783	587	447	335	279	279	279

Figure 23: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Development Pipeline

11.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

11.3.1 Development Charges (DCs)

DCs that would accrue to the Stellenbosch Municipality are based on the nature and scope of the Pipeline projects. The DCs are illustrated on an annual basis, but in practice, DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow, budgeting and any negotiations associated with the introduction of bulk services by the developer.

Given the anticipated period for the rollout of the Pipeline projects, it is illustrated that DCs would accrue to the Municipality in five-year intervals over the 10-year rollout. This is uncertain and is dependent on the commencement of a Pipeline project. The DCs are reflected on an annual basis with an indication of the two five-year periods related to the rollout of the Pipeline as illustrated in Figure 24.

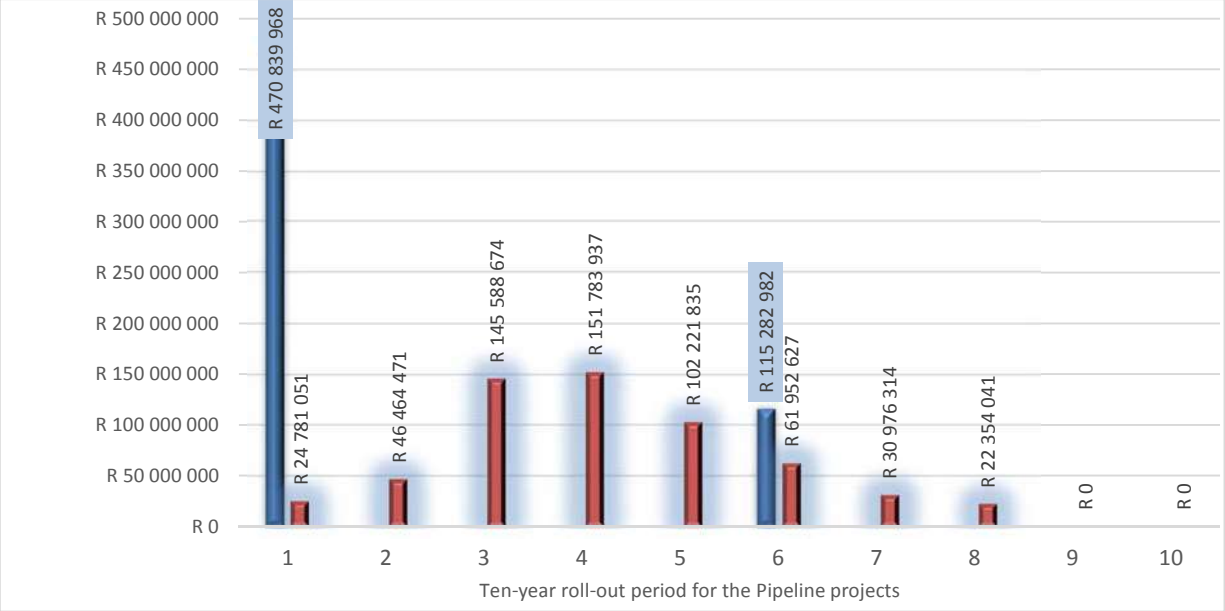


Figure 24: Annual and cumulative DCs over the development period of the Pipeline projects

Based on the current development charges levied by the Municipality (in 2017 terms), it is estimated that R561,1 million would be due and payable for the provision of external bulk and service requirements of the Pipeline projects.

11.3.2 Total capital expenditure

The capital expenditure of and associated with the Pipeline projects refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 25 indicates the combined annual and cumulative capital expenditure for the three components over the envisaged rollout of the Pipeline projects.

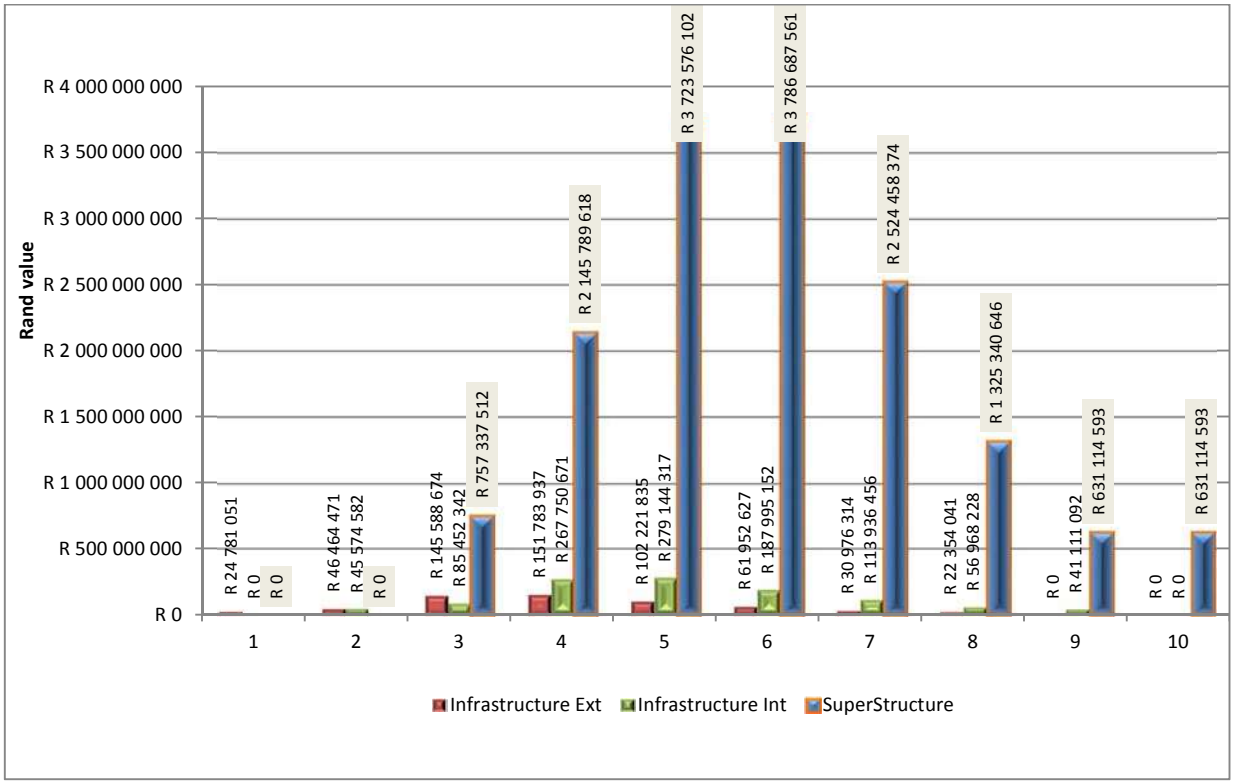


Figure 25: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Development pipeline has a 10-year rollout plan. The introduction of services is envisaged over the period and it is therefore assumed that the services would follow the same growth trajectory assumed for the take-up of units within the Pipeline projects. Internal services are introduced a year later and follow the same trajectory. Once external and internal services are complete, construction commences after the sales of erven during the preceding years. It is not possible to anticipate which projects in the pipeline would be commenced first or what housing types would be introduced as part of a mixed-use residential development. Notwithstanding, a period of 10 years is assumed for the completion of the projects.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on the growth trajectory for Stellenbosch Town, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R17 189 million (in current terms). The spending on top structures amounts to R15 525 million over the 10 years, translating to R1 552 million per annum on average.

11.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income after 10 years and thereafter applied an escalation of 8% for the remaining period of the forecast period, even though it is not possible to estimate the values of the properties going forward or estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2017). Figure 26 illustrates the rates accruing to the Municipality on an annual and cumulative basis for the duration of the Development Pipeline once units are complete, by applying the progressive growth trajectory and the stated escalation.

Once the Development Pipeline is complete, a rates income of R132,7 million would accrue to the Municipality. Over a period of 20 years, applying the escalation of 8%, the rates income would increase to R286,5 million. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account.

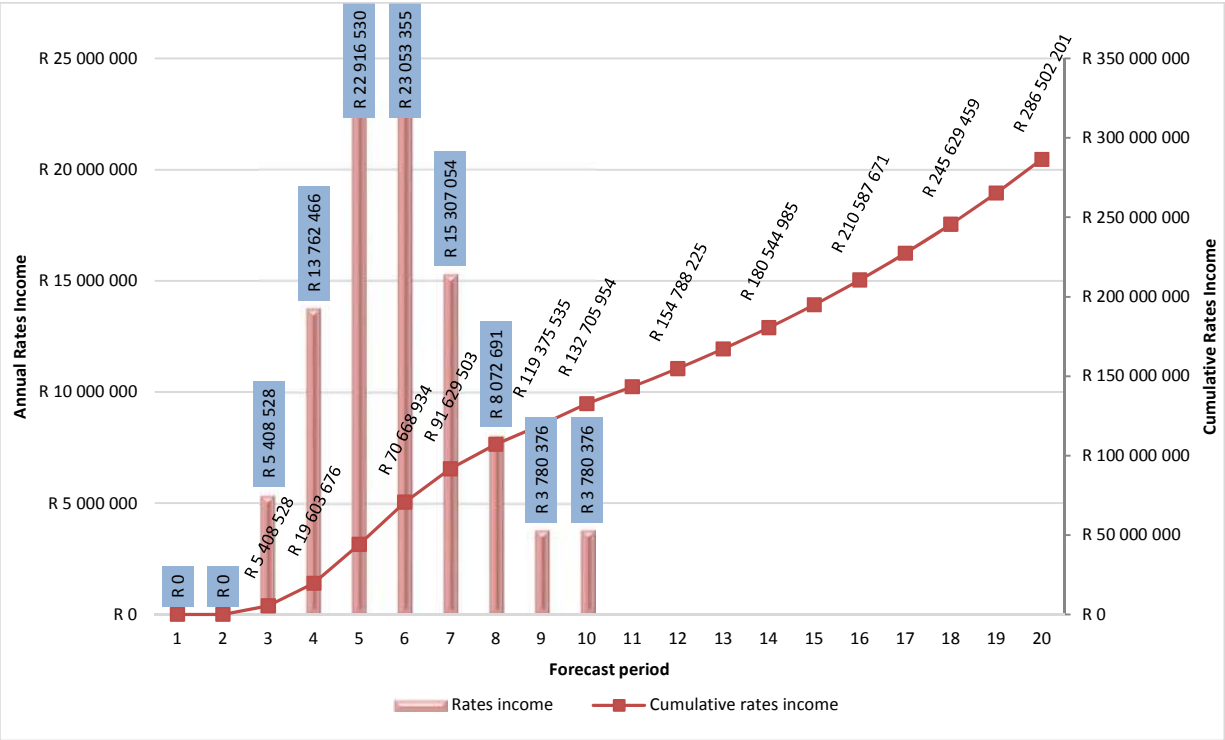


Figure 26: Property rates accruing to the Municipality on an annual and cumulative basis for the timeframe of completion and escalations up to 20 years

11.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 27 illustrates the direct and indirect economic impact based on the estimate of the total capital expenditure over the envisaged duration of the Pipeline projects and reflects the effect over three-year revolving periods, hence the fact that the impact of the Pipeline projects extends beyond the 10 years into years 11 and 12. The impact does not abruptly end after 10 years, but tapers off, where after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 27 indicates that the projects associated with the Development Pipeline would generate an economic benefit for the secondary sector of the Stellenbosch and regional economies of R17 405 million. The direct investment to achieve that impact, is R17 189 million over 10 years in nominal terms. Other areas of the Cape Winelands and the Cape Metropolitan Area as well as the Western Cape and other parts of South Africa would also benefit from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, rest of the Western Cape and South Africa, and captures the full effect of regional and provincial trade.

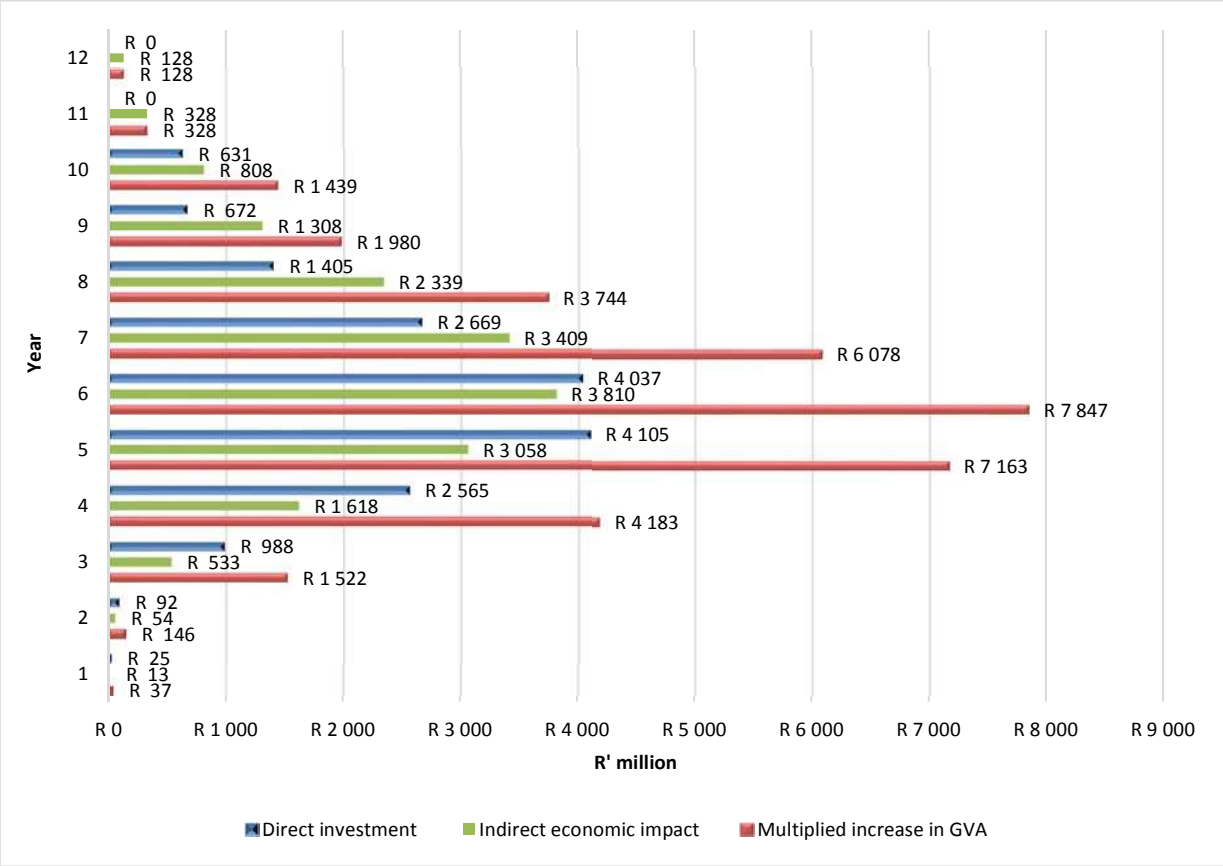


Figure 27: Direct and indirect impact of the Pipeline projects on the Stellenbosch economy over the duration of the construction period

11.3.5 Employment impact

Employment generated over the construction period of the Pipeline projects based on the applied growth trajectory, is premised on a ratio of Gross Value Added (GVA) per employee. Figure 26 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in Stellenbosch Municipal area in 2015 as the base employment number.

Figure 28 illustrates that in year 1, which is the commencement of the introduction of bulk and external infrastructure, 1 630 temporary jobs are created based on the estimated capital expenditure. The latter would continue at various stages of the rollout of Pipeline projects and the employment is factored into applicable years based on the rollout assumptions. Once construction of top structures commences, more jobs are added, but it should also be noted that these employment opportunities would only exist if there was a strain on the labour market and no unemployment exists. It is therefore realistic to assume that the opportunities could be halved as persons move from one project to the next over the 10-year period.

Many temporary job opportunities would be added by the Pipeline projects to the existing employment of the Stellenbosch Municipal area, with direct and indirect jobs totalling 18 661 in year 6. As is evident in year 11 and 12, some jobs will endure for a further two years once construction is complete, before indirect opportunities would taper off.

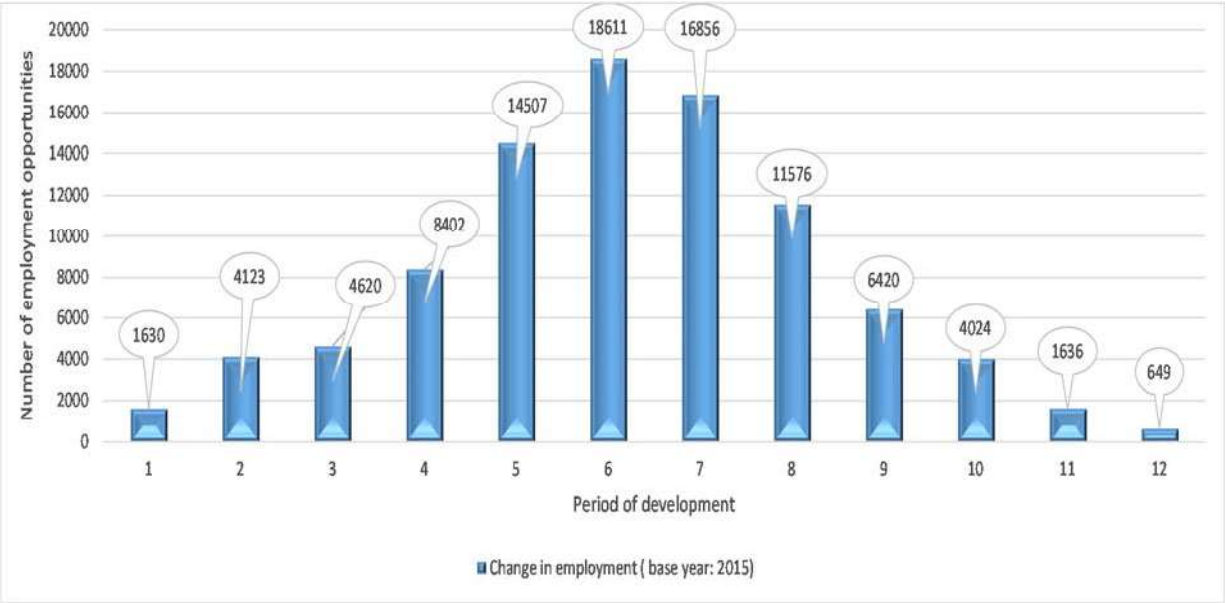


Figure 28: Change in annual employment resulting from the rollout of the Pipeline projects over 10 years

The direct employment related to the Pipeline projects is determined based on an estimated 12 workers of varying skills per house. These workers can work on two houses simultaneously and therefore the direct employment need is halved. Table 18 indicates the employment numbers for different skill levels at the highest requirement in terms of the rollout, i.e. year 6.

Table 18: Direct employment opportunities related to the peak year of the rollout of the Development Pipeline

Category of worker	Percentage allocation	Employment (Year 6)
Skilled	4%	555
Artisans (semi-skilled)	8%	1 031
Semi-skilled Labour	23%	3 092
Unskilled labour	46%	6 184
Finishing specialists (semi-skilled)	18%	2 458
TOTAL	**100%**	**13 320**

12. ALIGNMENT OF LIBERTAS DEVELOPMENT WITH RODE ADJUSTED FORECASTS AND SOCIO-ECONOMIC IMPLICATIONS

12.1 Alignment with housing typology of adjusted Rode forecasts

The scope of a proposed development project is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode for forecasting purposes. Also refer to the nature of the housing typology adopted in Section 4.1. Table 19 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Libertas development proposal. This is a snapshot and is directly comparable from a timing perspective as the forecasts relate to a planning term of 20 years for Stellenbosch Town and the project timeframe based on an envisaged completion and occupancy is similar.

Table 19: Comparison of the adjusted demand forecast of Rode and the development scope for Libertas development

Housing type	Amended Rode demand forecast	Libertas Project
Houses smaller than 80 m^2 (affordable)	9 277	
Houses larger than 80 m^2	2 793	1 575
Flats	2 402	
Townhouses	2829	
Total units	**17 301**	**1 575**

Source: Rode and Associates and own calculations

12.2 Alignment with annual demand forecasts

In order to realistically understand the Libertas project in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following, which is indicative of each five year cycle applied in the analysis:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;

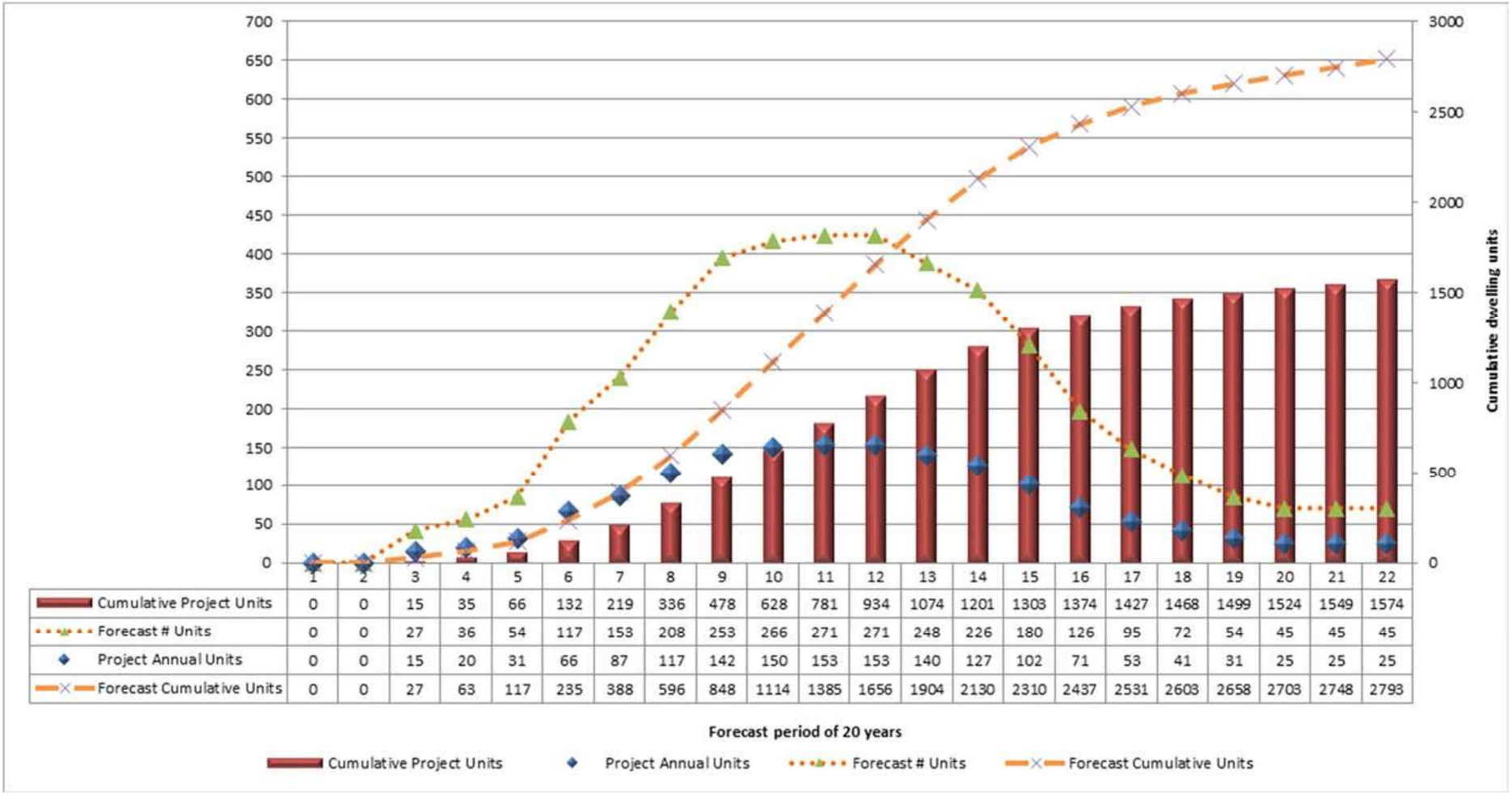
- In contract building cost escalations;
- Development charges applied by the Stellenbosch Municipality based on 2017 ratios; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

Figure 29 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire Libertas project, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual and cumulative number of units over 20 years.

An analysis of the data illustrated in Figure 29 focuses on the following timeframes using year 1 of the Rode adjusted forecast as the point of departure. Based on this premise, it is further assumed that all requisite approvals would be in place, with a further two years to introduce the external bulk and internal infrastructure for the first five-year cycle, where after the process of introducing services follows the next cycle. The development rollout over 20 years is aligned with the start of the forecast period envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged for Libertas and that included in the adjusted demand forecasts for said houses prepared by Rode.

Demand for housing in the urban area of Stellenbosch Town is estimated (applying the principle stated above) at 2 793 units by year 20 for the same category of housing envisaged for Libertas. At the end of the 20-year roll-out period, the Libertas project would deliver 1 575 units, keeping all other thing equal and ignoring other development projects that have the same mix of residential housing as envisaged for Libertas.

It is important to understand the context of planning for housing demand in Stellenbosch Town over 20 years and how this fits with development proposals such as Libertas, hence the complete forecast period is illustrated in Figure 29. The illustration suggests that the cumulative units envisaged for the Libertas project at the end of 20 years, contributes 9,10% to the total cumulative number of units forecast over the 20 years of residential development planning based on the forecast for Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	15	35	66	132	219	336	478	628	781	934	1074	1201	1303	1374	1427	1468	1499	1524	1549	1574
Forecast # Units	0	0	27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
Project Annual Units	0	0	15	20	31	66	87	117	142	150	153	153	140	127	102	71	53	41	31	25	25	25
Forecast Cumulative Units	0	0	27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 29: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Libertas development

12.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

12.3.1 Development Charges (DCs)

DCs would accrue to the Stellenbosch Municipality based on the nature and scope of the Libertas development. The DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow and any negotiation associated with the introduction of bulk services by the developer.

Given the anticipated time frame for the Libertas development, it is envisaged that DCs would be paid at intervals over the course of the rollout. For the purposes of the analysis we have used five-year intervals for upfront (prepaid) payments of the total DCs over the 20-year period of the development. Based on the current DCs levied by the Municipality (in 2017 terms), it is estimated that R147,4 million would be due and payable to cover the external bulk and service requirements for the project. The largest estimate of DCs is envisaged in Year 6 of the development period. Figure 30 illustrates the annual DCs and the five-year cumulative prepayments over the 20-year development period.

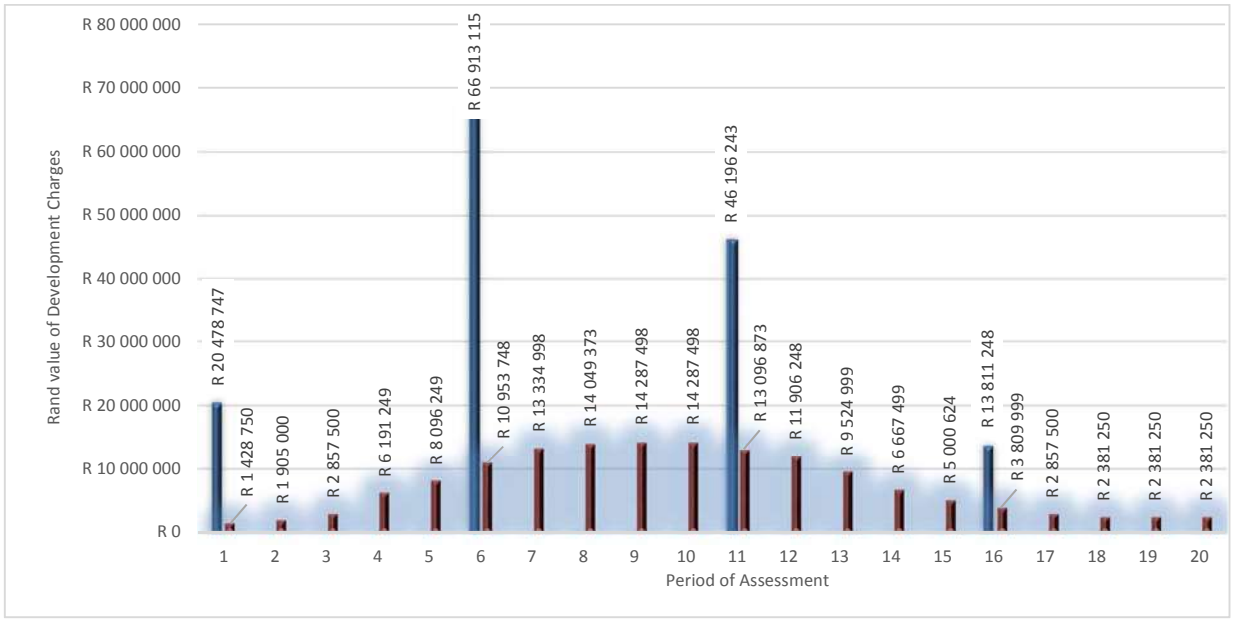


Figure 30: Illustration of the annual DCs and the five-year cumulative prepayments of the 20-year development period.

12.3.2 Total capital expenditure

The capital expenditure of and associated with the Libertas development refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 31 indicates estimates of the combined annual capital expenditure for the three components over the envisaged duration for the development of the proposed Libertas project.

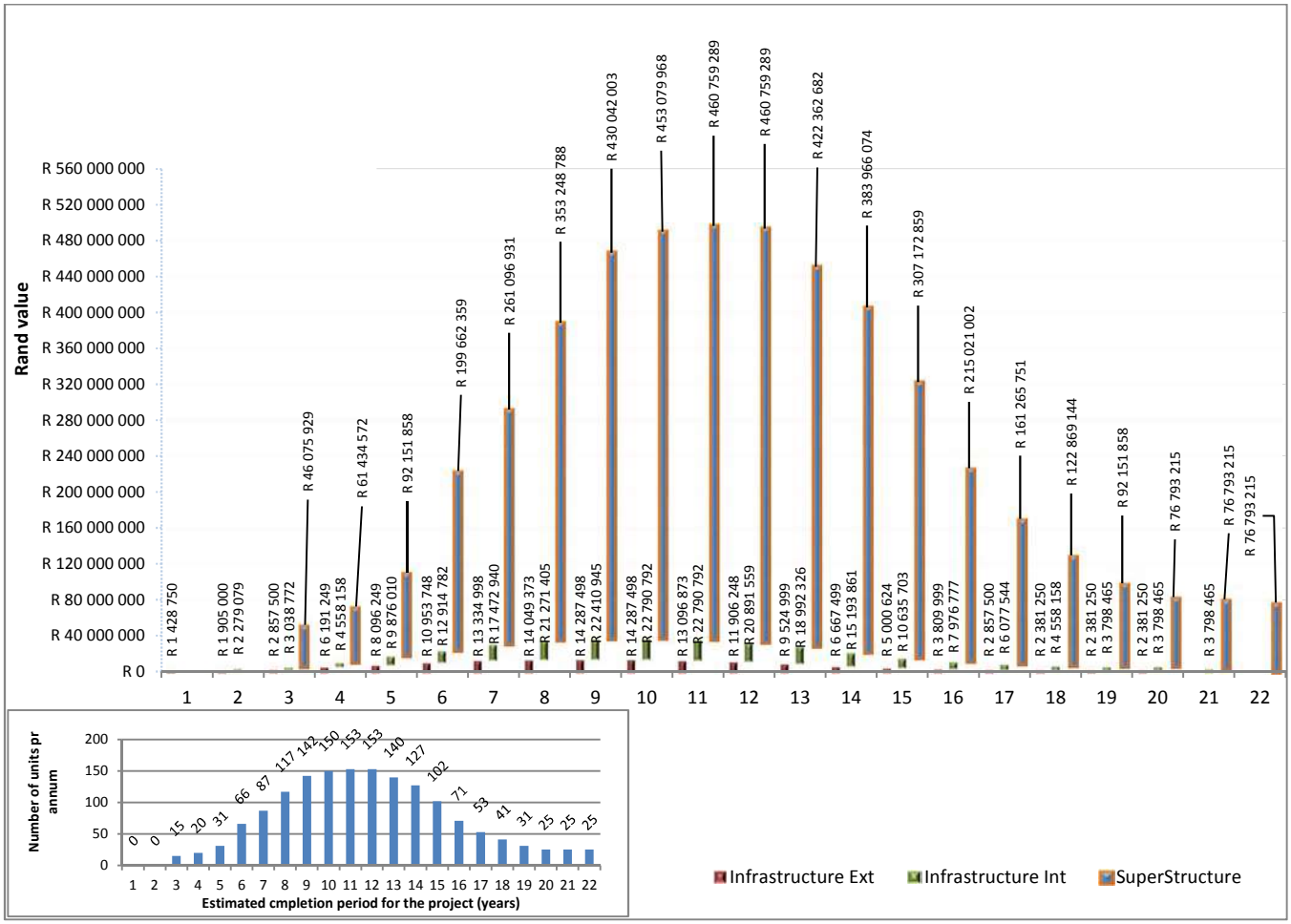


Figure 31: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Libertas project has a one to two-year period for the introduction of any bulk and internal services and a 20-year development period for completion of the development and occupancy of the dwellings. Sales will commence once the planning and approval period is complete and the construction once the introduction of services is complete and certified.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on this growth trajectory, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R5 136 million in current terms. The spending on top structures for housing and building of offices, retail and an education facility is estimated at R4 753 million over a 20-year development period in current terms.

12.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income over 20 years and applied an annual escalation of 8%. It is not possible to estimate the values of the properties going

forward, or to estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2018).

Figure 32 illustrates the rates accruing the Municipality on annual and cumulative basis for the duration of the project applying the progressive growth trajectory and the stated escalation. Once the development is complete, a rates income of R25,1 million would accrue to the Municipality once construction is complete and occupation is taken per the adopted time frames. Over a period of 20 years, applying the escalation of 8% to the rates income, this would increase to R48,1 million once the development is complete with accumulation until the end of the forecast period of 20 years. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account and the rates are applicable to the housing component, while rates will also be levied from the commercial components.

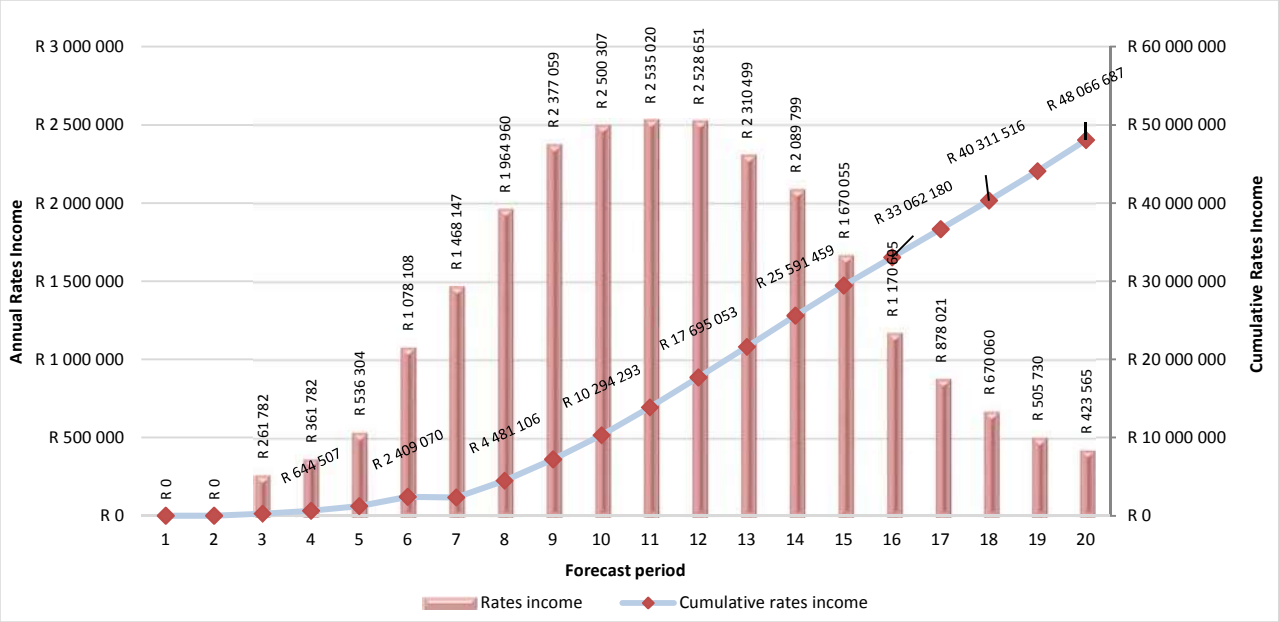


Figure 32: Property rates accruing to the Municipality on an annual and cumulative basis of 20 years

12.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 33 illustrates the direct, indirect and multiplied economic impact based on the estimate of the total capital expenditure over the envisaged duration of the project. The impact does not abruptly end after 20 years but tapers off, where-after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 33 indicates that the Libertas development would generate an economic benefit of R9 958 million over a 20-year development period, of which a large portion of the R 4 979 million direct investment (infrastructure and super structure) at the time and a portion of the indirect spending would accrue to the Stellenbosch economy. Note these figures are based on the impact over 20 years commencing once the introduction of bulk and internal services commence. Other areas of the Cape Winelands, Cape Metropolitan Area, Western Cape and other parts of South Africa would also benefit

from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, the rest of the Western Cape and South Africa.

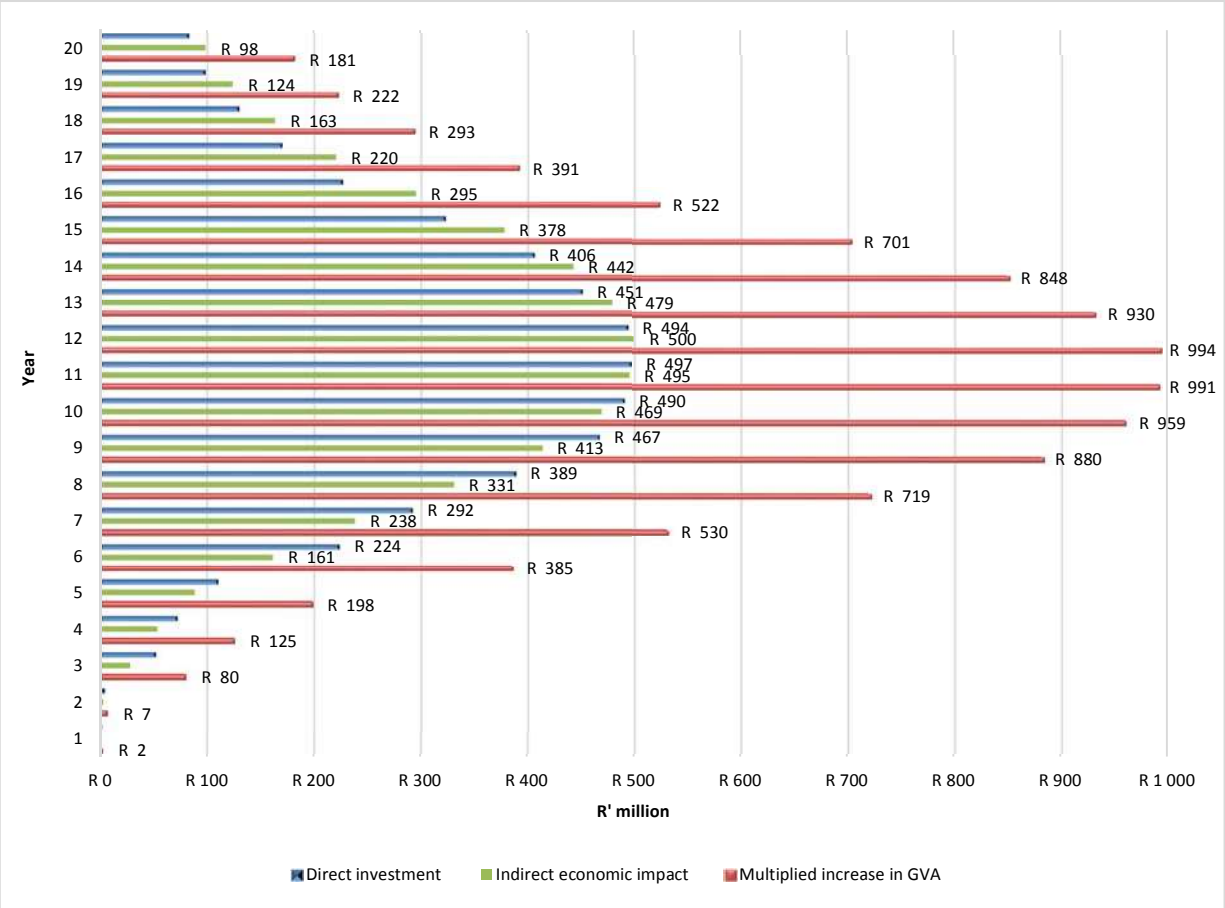


Figure 33: Direct and indirect impact of the Libertas project on the Stellenbosch economy and further afield over a period of seven years

12.3.5 Employment impact

Employment generated over the construction period of the Libertas development based on the applied growth trajectory is premised on a ratio of Gross Value Added (GVA) per employee for the Stellenbosch economy. Figure 34 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in the Stellenbosch Municipal area in 2015 as the base employment number).

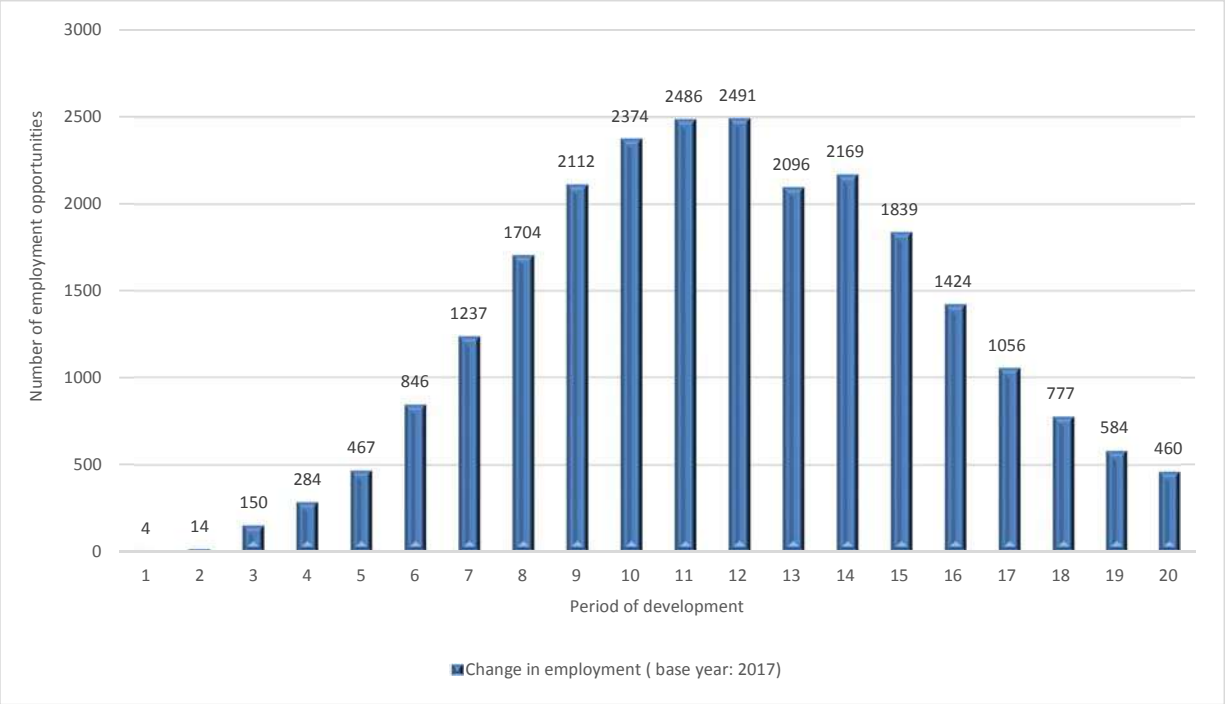


Figure 34: Change in annual employment of the secondary sector of the Stellenbosch economy resulting from the Libertas development

Figure 34 illustrates that in Year 1 and Year 2, 2491 jobs are created based on the estimated capital expenditure. Once construction of top structures commences, an average of 1 229 temporary jobs would be added to the existing employment of the Stellenbosch Municipal area on average of the duration of the development. Some jobs will endure for a further two years, i.e. in Year 20 and 21 once construction is complete as tapering off of indirect opportunities occurs.

13. FIT FOR PURPOSE

In order for the project to be fit for the purpose, broad market and socio-economic criteria need to be considered. Libertas should with some limited variance, fall within the demand forecasts for different housing units in Stellenbosch Town, must offer socio-economic benefits to locals and ensure the Municipality is able to consider the project from both a financial, policy and planning context. This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people.

Figure 35 contributes to the illustration of the fit for purpose presented in Figure 1 by indicating the outcomes of the analysis and alignment with the premise of a fit for purpose. Fit for purpose implies whether or not the development project is able to tick the boxes. From an economic perspective, several criteria would apply, including the following:

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.

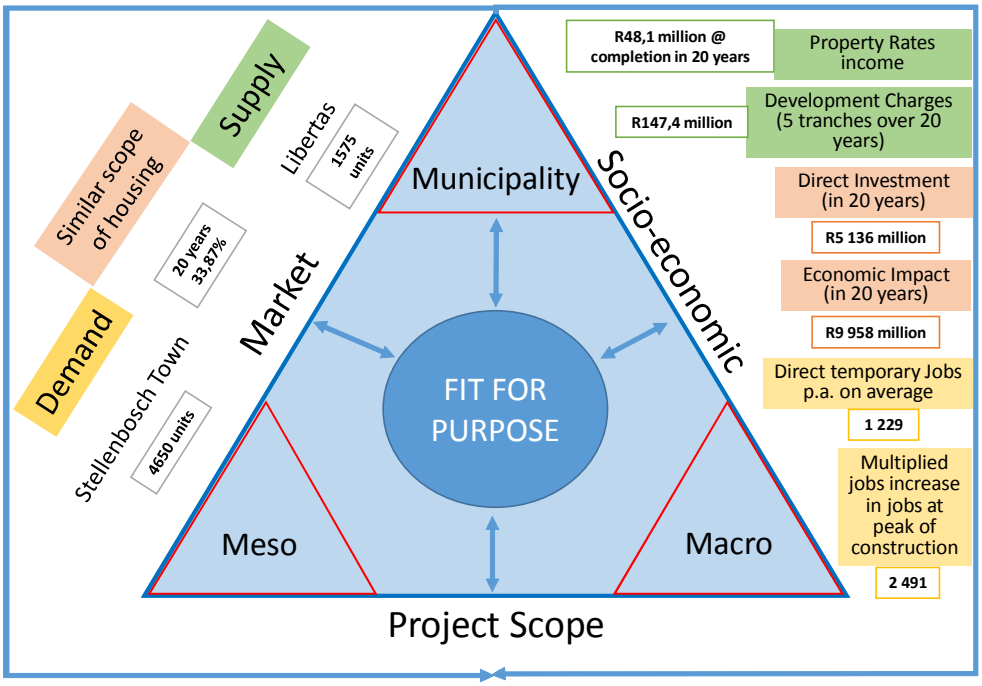


Figure 35: Market related and socio-economic contributions of the Libertas project in the context of the fit for purpose

In terms of demand and supply, the Libertas development adds 1 575 units of stock to the demand for housing, which based on the housing typology envisaged for the project, represents 33,01% of the total number of 5 622 units (or one in three units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that will generate estimated Development Charges of R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality over 20 years from residential uses. Over the duration of the construction period, an average of 1229 people would directly work on the project including the commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

Note that there are no set benchmarks as each project is unique and has its own set of development objectives that result in a specific outcome. The question therefore arises whether or not the Libertas project is able to tick some boxes:

Criteria	Outcome
The project addresses housing demand from a supply perspective	✓
The housing types fit with the need and emerging trends in terms of size, affordability and market segment	✓
The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs)	✓
The local economy benefits from the development in terms of direct capital expenditure and leakages are minimised	✓
Jobs are created on a temporary basis with an emphasis on unskilled local labour	✓

As indicated above, the Libertas project ticks the boxes based on the criteria used for assessment. Funding implications for the Municipality are flagged (indicated in orange), as well as the ultimate scope of housing types envisaged in the context of the environment and the housing policy framework of the Municipality.

14. KEY OUTCOMES

Libertas offers a scope of 1 575 housing units that addresses various emerging trends related to demand for housing of which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark and the surrounding areas. Supplementary and complementary additions to the surrounding built environment include offices and retail as well as an education facility.

Higher priced houses have emerged as a trend in Stellenbosch over the period 2008 to 2017 and it appears that supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

Based on the adjustments of housing demand for Stellenbosch Town, indications are that 464 houses smaller than 80 m^2, 140 larger than m^2, 120 flats and 141 townhouses (a total of 865 dwelling units per annum on average) are required to cover the forecast demand over the next 20 years. A total of 17 301 units form part of the demand over the next 20 years, of which 9 277 are houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses.

Libertas forms part of a pipeline of projects envisaged by developers over the next 10 years. Although the pipeline does not necessary include all projects, indications are that total of 9 575 units is envisaged to be supplied over the following 10 years. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m^2, which are more aligned with middle to high-income groups, 42,27% to affordable housing (lower to middle-income groups), 16,06% to townhouses (middle-income group) and 11,80% to flats. Libertas represents about 16,44% of the total number of houses larger than 80 m^2 and 13,37% of the total number of housing units envisaged as part of the pipeline (excluding indigent houses of smaller than 80 m^2).

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

COMMENTS TO THE "2ND REVIEW OF THE 5TH GENERATION IDP 2022 – 2027": LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

Volume 2:

1. COPY OF APPLICATION FOR DEVIATION AND REZONING
2. COPY OF COMMENTS PREVIOUSLY SUBMITTED TO THE MSDF

ANNEXURE 19

COPY OF APPLICATION FOR DEVIATION AND REZONING

REMAINDER FARM 1040, STELLENBOSCH
REMAINDER FARM 1480, STELLENBOSCH
PORTION 2 OF FARM 374, STELLENBOSCH
REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

APPLICATION FOR DEVIATION FROM COUNCIL POLICY AND REZONING FROM AGRICULTURAL AND RURAL ZONE TO SUBDIVISIONAL AREA

Client: Fleurbaai (Pty) Ltd

Applicant: First Plan Town Planners

Reference: FP/1020/991

Date: JANUARY 2023 (REV 3)

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

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REMAINDER FARM 1040, STELLENBOSCH
REMAINDER FARM 1480, STELLENBOSCH
PORTION 2 OF FARM 374, STELLENBOSCH
REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

APPLICATION FOR A REZONING FROM AGRICULTURE AND RURAL ZONE TO SUBDIVISIONAL AREA AND DEVIATION FROM COUNCIL POLICIES/BY-LAWS

EXECUTIVE SUMMARY

1. SUMMARY OF PROPERTY DETAIL

Table 1: Property details

Property description	• Remainder Farm 1040, Stellenbosch • Remainder Farm 1480, Stellenbosch • Portion 2 Of Farm 374, Stellenbosch • Portion 2 Of Farm 371, Stellenbosch
Property address	Adjacent to the R44, Stellenbosch
Application components/description	• An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019 • An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Conventional Residential Zoned portion (Portion 1), two Mixed Use Zones (Portions 2 and 3), Public Roads & Parking Zone and an Agricultural and Rural Zone (Remainder portions of the subject farms).
Site extent	• Remainder Farm 1040, Stellenbosch - 70.9579 ha • Remainder Farm 1480, Stellenbosch - 108.84 ha • Portion 2 Of Farm 374, Stellenbosch – 0.96 ha • Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery, 371 Stellenbosch – 0.9 ha
Title Deed Numbers	• Farm Fleurbaai No. 1040, Stellenbosch – T2011/1966

	• Farm Libertas No. 1480, Stellenbosch – T21113/2007 • Portion 2 Of Farm 374, Stellenbosch – T50628/1994 • - Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – T50628/1994
Surveyor General ▪ **Erf Diagrams**	▪ Remainder Farm 1040, Stellenbosch - LG11561/65 ▪ Remainder Farm 1480, Stellenbosch - LG5176/2005 ▪ Portion 2 Of Farm 374, Stellenbosch – D562/1898 ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – LG7838/54
Registered owner	▪ Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07) ▪ Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)
Current zoning	Agriculture and Rural Zone
Current land use	Agriculture and vacant land with historical farmyard
Zoning Scheme	Stellenbosch Municipality Zoning Scheme By-Law, 2019
Overlay Zone applicable	No

SECTION B

BACKGROUND INFORMATION

2. BACKGROUND FACTS

The development proposal for Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and Portion 2 of Farm 371, Stellenbosch is the result of various engagements between the owners, the applicant (and supporting project team of specialists) with officials of the relevant departments of the Stellenbosch Municipality and the Provincial Government Western Cape.

As the local authority and Provincial Government Western Cape Land Use Management and Spatial Planning Sections are aware of the challenges and lengthy timeframes encountered with obtaining decisions for complicated planning applications, involving various specialist studies and approval processes, it was agreed on a phased application process for this proposed development. The main intention and aim of this approach is to address the fact that although this application is currently not aligned with the local authority's Municipality's Spatial Development Framework (MSDF), discussions during the required pre-application consultation meetings with the relevant departments of the municipality indicated that they are in agreement that there are sufficient merits in a deviation of the approved spatial policy justified by site specific circumstances which will be addressed in this report.

The agreed phased submission process and approach will inter alia address the fact that in many instances (although not prescribed by any law) the application for Environmental Authorisation (EA) in terms of the National Environmental Management Act, 1998 needs to be done at the beginning of the process. This process requires planning input and a statement confirming whether or not the application is in line with the approved Spatial Development Framework. Where it is not (although there may be site specific circumstances to justify a deviation) the EA is likely to be refused due to the fact that there in nonalignment with the MSDF.

To prevent such a delay, it was agreed with the Municipality that the application for the proposed development of the subject farms would follow the underneath phased process, consisting of various applications which would be submitted in different phases, the one following the other to ensure a well-informed process and decisions:

(i) Firstly an application for a **deviation from a Council Policy** (MSDF) and **rezoning of the subject farms to Subdivisional Area. This is the aim of the current application.**

This application will motivate a site-specific deviation from the Spatial Development Framework to allow for the inclusion of the subject properties within the urban edge. Although the development concept/proposal for the partial development of the subject farms will be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. This application is informed and accompanied by the following specialist studies.

- A Heritage input
- A Landscape Architectural input (High Level Landscape Framework and a Visual Analysis)
- A Visual Impact Study and Visual Statement
- A Natural Environmental Baseline Report
- Urban Design Principles
- Engineering Services (Electrical and Civil) confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- Market Demand/Socio-economic Impact Assessment

(ii) An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development

Once in principle approval has been obtained for the rezoning and the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area and the subdivision of agricultural land would be submitted in terms of the Subdivision of Agricultural Land Act 70 of 1970 to the National Department of Agriculture, Land Reform and Rural Development.

(iii) The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government

It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity

Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment.

(iv) The submission of detailed Subdivision and Site Development Plans

As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment, and the comments received on these studies as well as further consultation with the relevant municipal services departments would then inform the detailed Subdivision and Site Development Plans.

The final design proposal would also be informed by site specific Form-Based Design Principles which would be prepared by the Architects/Urban Designers, *Urba*. These form-based design principles will also be supplemented by a volumetric, element-based code in which the possibilities of each development cluster is more accurately fixed prior to each opportunity being sold and designed.

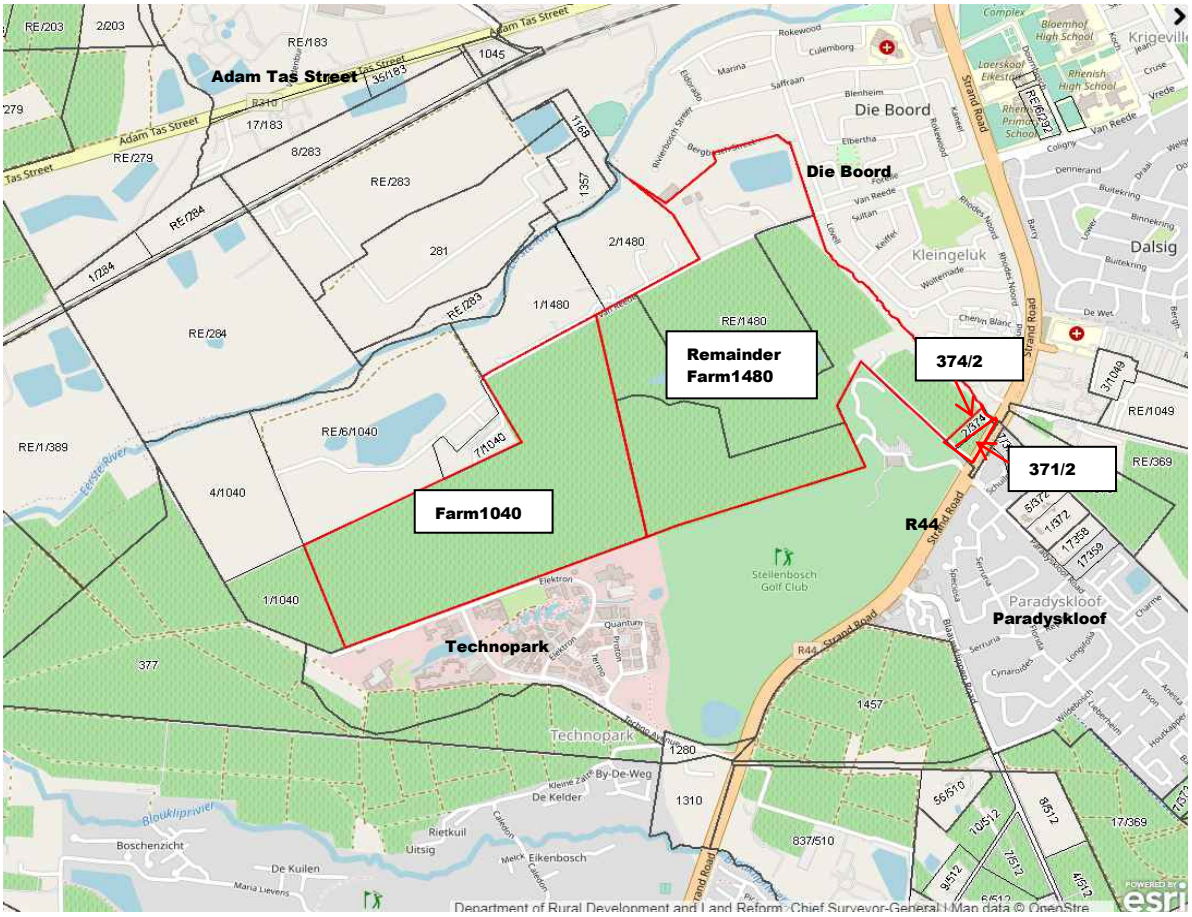


***Figure 1*: Location of the subject farms within the wider urban context**

The intention of this first phase application submission is thus to obtain approval for a deviation **from a Council policy** by including Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and

Portion 2 of Farm 371, Stellenbosch into the demarcated Stellenbosch urban edge as shown in the Stellenbosch Municipal Spatial Development Framework (2019). It also entails an application for the **rezoning** of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Remainder Portion 2 (A Portion Of Portion 1) of Farm Valley Lustery 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Mixed-Used development (±1 241 residential units, ±12 138 m² Retail/Office space and 9 408 m² Cultural/Institutional space and Agriculture/Rural land uses) comprising of three (3) portions on these farms.

The development proposal is based on an Urban Design Principles document by *Nuvorm* informed by development principles developed through a project team effort comprising of the following specialists and initial informing studies, as indicated earlier, to determine the context specific fit for development on the historic farm.

- A Heritage input
- A Landscape Architectural input (High Level Landscape Framework and a Visual Analysis)
- A Visual Impact Study and Visual Statement
- An Environmental Baseline Report
- Urban Design Principles
- Engineering Services (Electrical and Civil) confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- A Market Demand/Socio-economic Impact Assessment

Figure 2: ***Extract from the Urban Design Principles indicating the position of the proposed 3 development portions.***

Table 2 underneath is a summary of the different components of the proposed development and ***Figure 2*** on the previous page shows the position of the proposed footprints of the different precincts.

Table 2: Summary of the components of the proposed development

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed House)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

3. NATURE OF APPLICATION IN TERMS OF THE STELLENBOSCH MUNICIPALITY, LAND USE PLANNING BY-LAW, 2015

In the light of the above-mentioned background information, our client, Fleurbaai (Pty) Ltd, appointed ***First Plan*** **Town and Regional Planners** under power of attorney to prepare and submit the following application in terms of the Stellenbosch Municipal Planning Bylaw of 2015: (Refer to **Annexure 1**: **Power of Attorney/Company Resolution** and **Annexure 2: Application Form**).

3.1 An application for **deviation from a Council policy** by including Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and Portion 2 of Farm 371, Stellenbosch into the demarcated Stellenbosch urban edge as shown in the Stellenbosch Municipal Spatial Development Framework (2019).

3.2 An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the **Rezoning** of Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Conventional Residential Zoned portion (Portion 1), two Mixed Use Zones (Portions 2 and 3), Public Roads & Parking Zone and an Agricultural and Rural Zone (Remainder portions of the subject farms).

4. PRE-APPLICATION CONSULTATION

The development proposal is the result of various engagements between the owners, the applicant, and various departments of the Stellenbosch Municipality and the Provincial Government Western Cape. A final meeting where the current proposal was presented, and the nature of the land use application was confirmed took place on 7 May 2021. On 22 October 2021 a meeting with officials from the Stellenbosch Engineering Department, Lands Use Planning Department and the Spatial Planning Department confirmed the future status of Van Rheede Road as a Class 4 future link road to Techno Park and the proposed Western By-pass Road, as indicated in the Stellenbosch Roads Masterplan.

Please see the attached **Land Use Pre-Application Scrutiny Form** attached as **Annexure 3**.

SECTION C

SITE DESCRIPTION

5. DESCRIPTION OF THE AREA AND SURROUNDING LAND USES

5.1 Property description and locality

The subject site comprises of the following two Stellenbosch farms:

Farm name	Extent	Diagram
Remainder Farm 1040, Stellenbosch	70.9579 ha	LG11561/65
Remainder Farm 1480, Stellenbosch	108.84 ha	LG5176/2005
Portion 2 of Farm 374	0.96 ha	D562/1898
Portion 2 of Farm 371, Stellenbosch	0.90 ha	LG7838/54

The subject farms are located alongside some developed urban areas of Stellenbosch. The residential areas of Kleingeluk, Die Boord and Fairways are located towards the east and the Patrys Vlei development directly to the north. Techno Park, the Stellenbosch Golf Course, De Zalze Golf Estate and the new De Waldorf Lifestyle Estate are located south of the subject properties. Further towards the west is agricultural land.

Figure 3: ***Location of the subject farms showing surrounding urban development***

Figure 3 on the previous page is an aerial photograph showing the location of the subject property as well as the attached **Annexure 4**, **Locality Plan**.

The current access to the site is from Van Reede Road via the R44. The site is in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive linking it with the wider Cape Town area. The planned Techno Park Link Road will connect Adam Tas/Baden Powell (R310) with the R44 road, whereas the proposed development will connect to this Link Road on the southern side of the site which would further enhance accessibility to the site in future.

The subject site is in close proximity of various community facilities such as schools and medical facilities and also close to the Stellenbosch CDB and Stellenbosch University Campus.

5.2 Zonings

The Stellenbosch Municipality Zoning Scheme By-Law, 2019 applies. The subject farms are zoned for Agriculture and Rural Zone purposes. On the next page is a Zoning Plan extract from the Stellenbosch Zoning Plan showing the local and surrounding zonings. Also please refer to the attached **Annexure 5**, **Zoning Plan**.

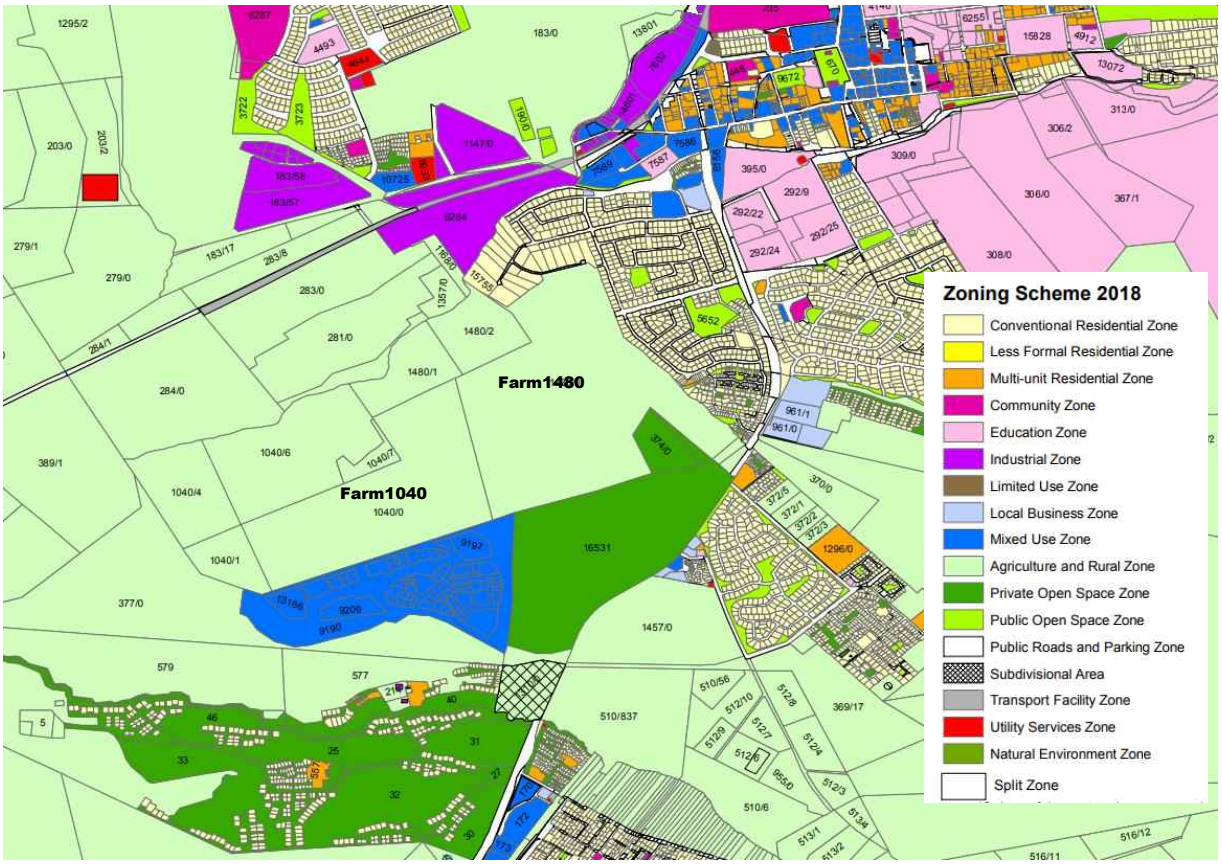


Figure 4: ***Zoning Map for subject sites and surrounding area***

The residential areas in Die Boord are primarily zoned for Conventional Residential Zone purposes while the Techno Park area has a Mixed-Use Zoning and the Stellenbosch Golf Club has a Private Open Space Zoning. The properties to the north and east are zoned for Agriculture and Rural Zone purposes.

5.3 Land uses

- **Surrounding land uses**

The land uses in the area are primarily in accordance with the zoning thereof. The residential areas of Patrysvallei, De Bosch and Die Boord towards the east are primarily lower density single residential properties containing primarily one dwelling unit per erf. The Patrysvlei development directly towards the north is an exclusive very low-density type of rural residential gated estate.

The Techno Park development abutting the subject site towards the south contains office blocks, some tertiary educational facilities, commercial land uses such as low scale restaurants/coffee shops and tourist facilities (Protea Hotel). The Stellenbosch Golf Course is a private open space. The De Zalze Golf Estate is a low density gated development while the new Waldorf Lifestyle Estate is a somewhat higher density gated development aimed at people older than 50 years.

On the next page is a plan (***Figure 4***) which gives an indication of the surrounding land uses. (Please refer to **Annexure 6**, **Land Use Plan**.)

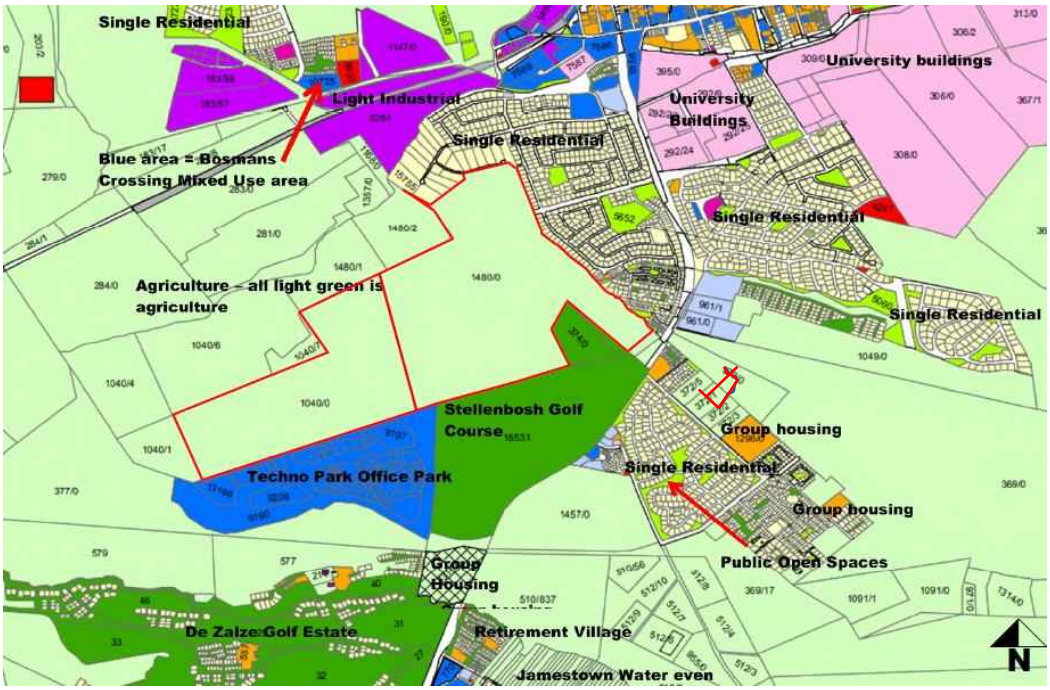


Figure 5: ***Plan showing the land use of the surrounding area (subject properties demarcated in red)***

- **Land uses on the subject farms**

The subject farms are partially used for agricultural purposes with the original manor house and outbuildings located on the northeaster portion of Remainder Farm 1480. On the next page is an aerial photograph showing the existing land uses on the farm.

A large portion of the site has been transformed for cultivation purposes. There are areas which have not been cultivated in the last ten years and therefore may contain natural vegetation. These areas have been identified in the Natural Environmental Baseline Report. No development is proposed within these areas and the existing natural vegetation which is primarily Swartland Granite Renosterveld would be protected and will form part of the natural landscape corridors proposed in the development concept.

Although the existing farm werf (Libertas) carries a high heritage significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. These structures do not form part of the current development proposal, but the upgrading of this historical farm werf will be addressed. Future linkages to the historic farm werf are addressed in the Urban Design Principles.

Figure 6: ***Libertas Farm Werf***

On the next pages are some photographs of the subject farms viewed from respectively Devon Valley, the R44, Polkadraai Road, Van Reede Road and Techno Park.

Figure 7: ***Subject farms viewed from the R44***

Figure 8: ***View from Polkadraai Road towards Stellenbosch***

Figure 9: ***View from Devon Valley showing the context of the subject site in relation to Stellenbosch. Note the Techno Park development hidden behind the windbreak***

Figures 10 and 11: ***Views of the subject farm from Elektron Road in Techno Park***

Figure 12: Van Reede Road

Figure 13: A portion of the adjacent Patrysvlei

5.4 Legal status

Copies of the **Diagrams** for the subject farms are attached as **Annexure 7** The subject properties are owned by:

Farm name	Title Deed number	Diagram
Remainder Farm 1040, Stellenbosch	T2011/1966	LG11561/65
Remainder Farm 1480, Stellenbosch	T21113/2007	LG5176/2005
Portion 2 of Farm 374, Stellenbosch	T50628/1994	D562/1898
Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch	T50628/1994	LG7838/54

Copies of the **Title Deeds** are attached as **Annexure 8**.

Conveyancer Certificates for the properties were prepared by Werksmans Attorneys. Please refer to **Annexure 9**: **Conveyancer Certificate.** It has been confirmed that there are no restrictive title deed conditions prohibiting the proposed development while the identified servitudes will be accommodated within future development proposals.

SECTION D

DEVELOPMENT APPROACH, DESIGN PHILOSOPHY AND DEVELOPMENT CONCEPT

6. DEVELOPMENT APPLICATION APPROACH/PHASES OF APPLICATION PROCESSES

This chapter will describe the development approach and design philosophy of the proposed partial development of the subject farms. As indicated earlier in the report, the development application process would happen in various phases and would require several applications which would have to be submitted both separately and subsequently to the relevant delegated authorities.

It is foreseen that above-mentioned Development Application Approach/Phases of Application Processes would happen as described in paragraphs 6.1 – 6.4 below. This process was agreed to by the Land Use Management Department (Planning & Economic Development) of the Stellenbosch Municipality and the Provincial Department of Environmental Affairs and Development Planning and confirmed during the pre-application consultation process.

6.1 An application for a Deviation of Council Policy and the Rezoning of the subject farms to Subdivisional Area

This is the purpose of the current application, and the intent thereof is to motivate a deviation from a Council policy (Municipal Spatial Development Framework) to allow for the inclusion of the subject properties within the urban edge and the rezoning of the subject farms from Agricultural and Rural Zone to Subdivisional Area. Although the development concept/proposal for the partial development of the subject properties would be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. The current application would be accompanied by **Urban Design Principles**, attached as **Annexure 10** informed by a Landscape Master Plan, a Heritage Statement, a Visual Impact Study and Statement, Engineering Reports, a Traffic Impact Statement and a Natural Environmental Baseline Report.

6.2 An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development

Once in principle approval has been obtained for the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area would be submitted to the National Department of Agriculture, Land Reform and Rural Development.

6.3 The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government

It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment to guide the details of future development. Please see the **Natural Environmental Baseline Report** prepared by Doug Jeffery Environmental Consultants attached as **Annexure 13** and a **Preliminary Identification of Heritage Related Statutory Constraints and a Heritage Response to the Development Proposal** prepared by the heritage consultant Liana Jansen attached as **Annexure 13**

6.4 The submission of detailed Subdivision and Site Development Plans

As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment and the comments received on these studies, further consultation with the relevant municipal services departments and conditions of approval imposed as part of the aforementioned applications and approvals, would then inform the detailed Subdivision and Site Development Plans.

The final design proposal would also be informed by site specific Form-Based Design Principles which would be prepared by the Architects/Urban Designers, Nuvorm. These form-based design principles will also be supplemented by a volumetric, element-based code in which the possibilities of each development cluster will be more accurately fixed prior to each opportunity being sold and designed.

7. COMPONENTS OF THE CURRENT APPLICATION

7.1 DEVIATION FROM A COUNCIL POLICY (STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK)

The Municipal Systems Act (MSA), 2000 (Act 32 of 2000) requires in Section 25 that a Municipality adopt an Integrated Development Plan (IDP) as a single, inclusive, and strategic plan for the development of the municipality. In terms of Section 26(e) of the MSA a Municipal Spatial Development Framework (MSDF) is prescribed as a core component of the IDP.

The MSDF is the considered the main planning instrument in development planning of a municipality and consequently also an important input and required consideration in planning applications. It is important to note that the MSA and the associated Regulations on Municipal Planning and Performance Management (2001) also describes the intended character of such MSDF as ”containing policies” in obtaining it’s objectives and “basic guidelines” for a land use management system for the municipality.

In Section 12 (1)(d) and (2)(b) of the Spatial Planning and Land Use Management Act 2013 (Act No. 16 of 2013) (SPLUMA) the character of a SDF is further described as to [(1)(d)] “*guide planning and development decisions*…” and [(2)(b)] “… *guide and inform the exercise of any discretion or of any decision taken (on) land use and development of land…*”

The MSDF is accordingly in essence generally regarded as a guideline document. Contrary to the generally regarded status of policies and guidelines as non-statutory, the legislative prescripts of SPLUMA however elevates the status of the MSDF to a level of compulsory legislative compliance with a specific and narrow qualification to depart from the provisions of such MSDF if the subject application is not consistent with the MSDF.

Section 22(1) of SPLUMA prohibits a Municipal Planning Tribunal (MPT) from taking land use management decisions that are inconsistent with a Municipal Spatial

Development Framework (MSDF). This general rule is reinforced by the stipulation in SPLUMA that the Land Use Management Scheme adopted by a Municipality "*must give effect to Municipal Spatial Development Frameworks*". An exception to this general rule is however offered in Section 22 (2) of SPLUMA allowing for a departure from an MSDF if "*site-specific circumstances*" justify it.

Subsections (1) and (2) of Section 22 of SPLUMA thus respectively create a "general rule" and an "exception to the general rule". The two subsections must be read together to understand the power granted to the decision maker when considering a land use application and specifically if the application is inconsistent with the MSDF. Section 22 (2) offers both the applicant and the decision maker a degree of flexibility to depart from the general rule in deserving or appropriate cases.

Where there are site specific circumstances in a specific land development application, the decision-maker is obliged to consider those circumstances when deciding on the application. However, it should also be acknowledged that in terms of Section 42(1)(b) of SPLUMA, there are other relevant considerations to be considered as part of the decision-making process which enjoins a decision-maker to: "make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the Municipal Spatial Development Framework".

Although the relevant planning laws do not provide definite clarity on the concept of "*site-specific circumstances"*, there are some definite boundaries in the application of these terms within the realm of both the relevant legislative prescripts and land use planning practice. An application must therefore motivate to justify the deviation. In such instances the unique and exceptional circumstances which are relevant and present in the context of the application in question, may render the applicable guidelines inappropriate.

The National Department of Agriculture, Land Reform and Rural Development prepared a guideline document to assist with the evaluation of applications for deviations from a MSDF, called "*Guideline on the Determination of Site-Specific*

Circumstances in terms of Section 22(2) of the Spatial Planning and Land use Management Act, (Act No. 16 of 2013), 2021".

These guidelines defined site-specific circumstances as "*any land use related condition that is applicable to a specific land parcel. A site-specific circumstance is by nature an attribute or characteristic or condition which is adjudged unique to or exceptionally related to the land which is the subject of a land development application*".

This may include circumstances where:

- the land use was contrary (but ideally compliant) at the time of approval of the MSDF e.g., the MSDF, due to (say) a matter of scale, has not picked up an existing authorized commercial node;
- changed land use has occurred over time necessitating a different or alternative development approach e.g., commercial or industrial land uses have crept into a former residential area and which have not been picked up the drafters of the MSDF or local area plan;
- the land use changes that have taken place are not deliberate, unauthorised and/or encouraged by the applicant e.g., similar to the above example, the MSDF has not recognized previously approved developments which are now technically contrary to the MSDF;
- the land development application is justifiable, not necessarily in terms of the MSDF, but in terms of the uniqueness and special attributes of the development proposal or its immediate environs, (e. g. social, economic and environmentally justification).

A draft guideline document is also in the process of being prepared by the Provincial Government Western Cape which has not yet been approved. This document inter alia states that the circumstances pertaining to "site-specific circumstances" can vary infinitely for each individual case and there will not be predetermined aspects when it comes to determining whether or not a departure from an SDF is justifiable by site-specific circumstances.

Notwithstanding the successful finding of clear and justifiable site-specific circumstances in support of such planning application, it should still be the overarching principle that the resulting development or land use should not explicitly or implicitly be in conflict with or undermine the overall purpose, intent and objectives of the MSDF development agenda to the extent that it would warrant the review and amendment of the development strategy of the MSDF. In the underneath motivation for a deviation from the Stellenbosch Municipality the above is demonstrated.

This report motivates the justification for the proposed deviation in the light of the unique and exceptional circumstances which are relevant and present in the context of the subject property and which renders the current guidelines of the Stellenbosch MSDF inappropriate. The motivation specifically addresses how the development proposal and thus the deviation from the MSDF will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl;

In this regard we would also like to again refer to some recent judgements which confirmed that planning decision makers should consider the specific circumstances of each application. Judge Rodgers stated in his judgement in the Booth court case (William Booth & 2 Others NNO vs Minister of Local Government, Environmental Affairs and Development Planning and the City of Cape Town) that "*blind or rigid adherence to pre-existing policy was, in our common law of review, viewed as a circumstance showing that the decision-makers had failed properly to exercise the discretion vested in him by the empowering provision*".

The judgement confirmed that the formulation and adoption of policy documents, particularly after a process of public participation and with external expert assistance, is a valuable tool of government. This is considered especially true in the sphere of land use and planning as a properly researched and formulated policy aids rational,

coherent and consistent decision-making. It further provides a large measure of useful predictability to the public.

Judge Rogers, however, referred to two other judgements (Johannesburg Town Council v Norman Ansley & Co and Kemp NO vs Van Wyk) in which it was concluded "*that an applicant seeking a favourable decision which departs from a known policy may, while acknowledging the value of the policy, explain why a departure in his particular case should be allowed and why the overall objectives of the policy will not thereby be impaired. In such a case the decision-maker must consider whether there are any circumstances which render the application of the policy to the applicant's particular case undesirable or improper, or to express the same essential point differently, which makes the applicant's case an exceptional one*".

The proposed deviation from the Stellenbosch MSDF, 2019 and the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) are addressed in sub-paragraphs 7.1.1 and 7.1.2 on the next pages referring to the site-specific circumstances applicable to the subject properties which serve as justification for the development proposal.

7.1.1 Stellenbosch Spatial Development Framework (2019)

The subject farms are indicated as “Open Green” in the 2019 Stellenbosch Spatial Development Framework (2019). It is also located outside the urban edge.

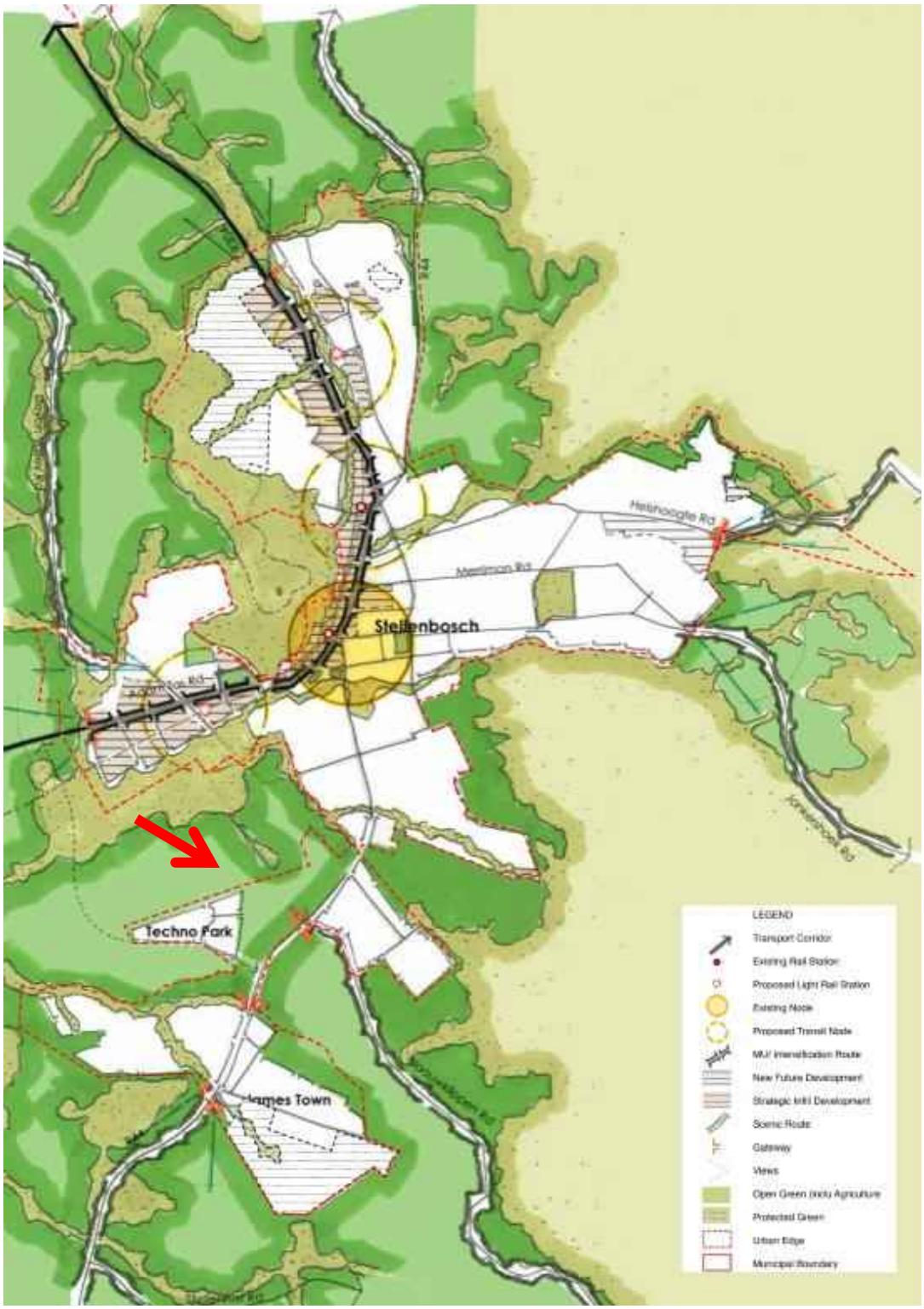


Figure 14: ***Extract from the Stellenbosch Spatial Development Framework. The red arrow shows the position of the subject farms.***

The intention of the identified urban edge is to contain the footprint of Stellenbosch town as far as possible while enable logical, small extensions. The MSDF and other relevant national and provincial spatial policies strive to create a compact settlement form while protecting a municipality's natural, cultural and agricultural assets. Urban development on the urban edge is in general likely to be focused on private vehicular use and caters exclusively for higher income groups (in gated developments). Such developments will often reduce the potential of initiatives to transform Stellenbosch town to offer a wider range of more affordable housing opportunities especially for younger and medium income residents working within the municipal area.

As a general principle the footprint of the Stellenbosch towns should be contained as far as possible within the existing urban edge, while enable logical, small extensions. There are, however, certain areas which are currently indicated in the MSDF as outside the urban edge, but which are bounded by developed areas and where there would thus be pressure for some form of development. In some cases there may be site specific circumstances which may make it desirable to consider limited development on these sites.

Urban edges could thus be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways. If a developer/applicant can prove that a development proposal will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives, it should matter little whether the proposal is located outside the urban edge.

In evaluating such applications for incorporation of these sites within the urban edge and allowing some type of development the following needs to be taken into consideration:

- A development proposal needs to promote compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables public and NMT.
- The proposal needs to consider how it responds to and is integrated with public transport/ NMT and social facilities planning.
- The development proposal needs to be enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context.
- The development proposal must expand housing opportunity for a broader range of groups.
- The development proposal must not "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)
- The proposal must support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.

- The proposal needs to make best use of existing structures on its site.
  Although indicated as "Open Green" in the MSDF and as "Green transitions" in the Stellenbosch Heritage Inventory, the subject farms are surrounding by urban development on all sides and the Municipality's. It is thus inevitable that there would always be some pressure for development.

  A further aspect which plays a role in this specific application is the proposed planned future road network in this area. The MSDF shows the proposed Techno Park Link Road as can be seen in ***Figures 14*** *(dotted red line)* and ***15***. This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and the De Waldorf Development currently under construction.

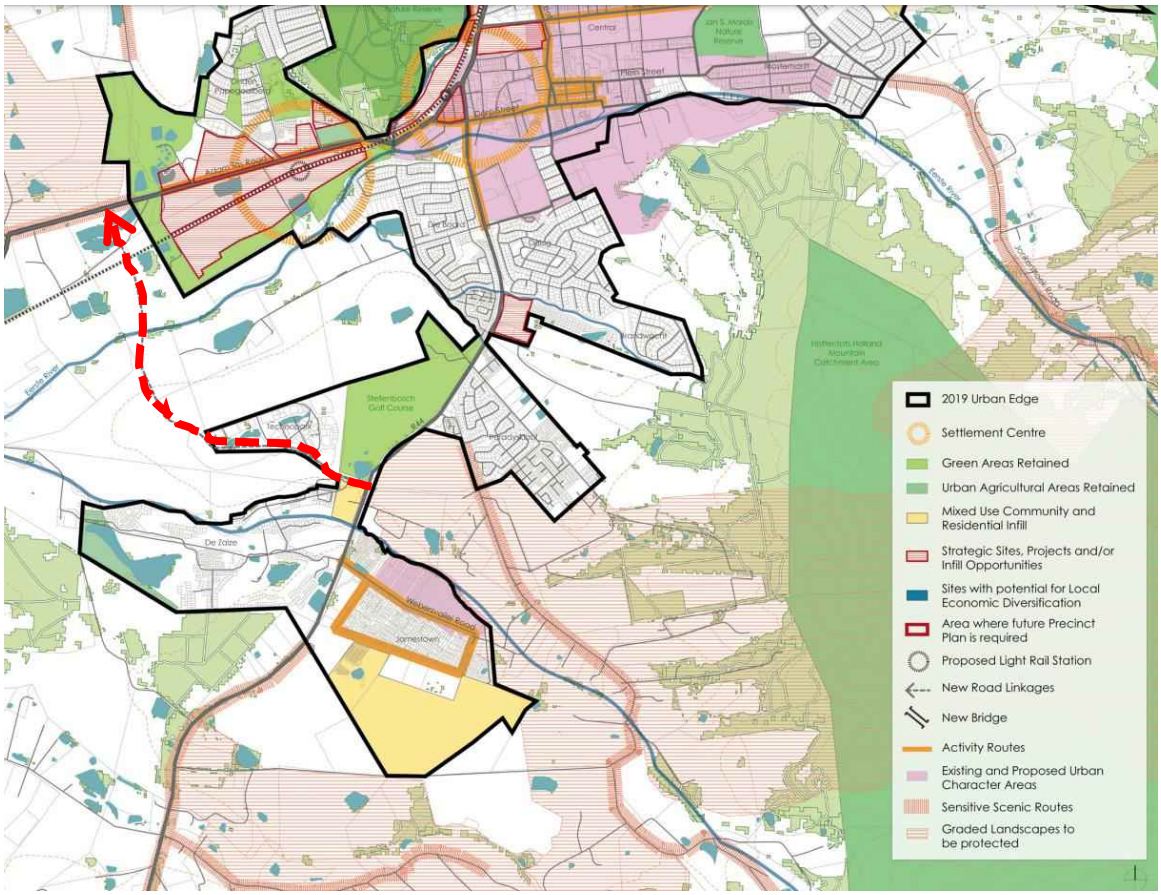


Figure 15: ***Extract from the Stellenbosch Spatial Development Framework showing the proposed Techno Park Link Road (dotted red line)***

The Stellenbosch Municipality's Draft Roads Master Plan, currently out for public comment, indicates Van Reede Road as a Class 4-road link between the Boord and Techno Park. See ***Figure 16*** on the next page. Also see **Annexure 15**, **Traffic Impact Statement**.

Figure 16: ***Future external road network in vicinity of the subject properties***

Figure 17: ***Stellenbosch Municipality's Draft Road Master Plan extract (with notes)***

Access is thus anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets.

Being classified as a Class 4-road in the Draft Roads Master Plan, the said road would thus be limited, i.e. no direct erf accesses will be allowed along the road. The cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following discussions with the Engineering Department of the Municipality, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the Engineering Department provided in principle support. (See **Traffic Impact Statement**, **Annexure 15**) The proposed alignment, in the context of the proposed development pockets, is schematically indicated in **Figure 18** below.

Figure 18: ***Proposed future road link delineation (Van Reede Road) between Die Boord and Techno Park traversing the subject property***

The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

Due to the proposed delineation of this link road, the proposed extension of Van Reede Road and the existing urban development at Technopark it can be accepted that there would be pressure for infill development between this new road link and the existing urban developments of Stellenbosch and thus the eventual amendment of the demarcated urban edge in this area.

This view was confirmed by Mr Bernabie de la Bat of the Spatial Planning Section at a meeting on 22 October 2021, arranged with the Municipality's Engineering, Land Use Management and Spatial Planning Sections, to discuss the future alignment and status of Van Reede Road. At this meeting he indicated that although development outside the demarcated urban edge is in general not supported, it should also be noted that the future expansion of Stellenbosch is limited by geographical factors and the position of existing suburbs. It is thus not considered desirable to for example develop further towards the Helderberg area and that infill development within the areas surrounded by urban development such as the subject farms is considered a better option.

Mr De la Bat further indicated that from a spatial planning point of view, it is considered more desirable to rather develop a total farm such as the subject site, than portions of several farms on the urban edge. Due to the specific location of the subject farms between existing urban developments, namely Die Boord and Technopark as well as the future extension of Van Reede Road as a class 4 link road to Technopark and the proposed future Western bypass, it has always been envisaged as a possible future development area of Stellenbosch. He is of the opinion that the visual impact of the proposed development on the Stellenbosch Cultural Landscape and from the identified scenic routes would be relatively low, except for certain areas, e.g. next to Technopark and a small portion next to the R44 as confirmed in the Visual Impact Study and Visual Statement submitted with this application. More detailed mitigation measures to lessen visual impact will be addressed in the more detailed Visual Impact Assessments for the proposed development and individual precincts which will be submitted during a later phase of the application process.

It is considered important to ensure that the nature of any development on the subject farms, which have cultural and heritage value, should benefit the wider Stellenbosch community and be in accordance with the principles set out earlier, e.g. it being a compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables and link with public and existing NMT networks, offering housing opportunities for a broader range of groups while acknowledging and

protecting the heritage and cultural value of the site. Such development should also not compromise the impetus for the development of other identified development nodes such as the Adam Tas Corridor.

The opinion is held that the current development proposal complies with the above as:

- The design of this development proposal, which will be limited to three precincts on the subject farm, of which the location and footprints thereof have been informed by various specialist studies which includes urban design, heritage (cultural landscape analysis), visual screenings and landscape/environmental inputs, has been explained earlier. The proposed development concept would ensure that a substantial component of the farms will remain agricultural and the existing green systems and the cultural and heritage significance thereof would be protected and enhanced.

- The proposed development and the detailed design proposals for the individual precincts would further be guided by strict Urban Design Principles which would be informed by further specialist studies such as a Heritage Impact Assessment, Visual Impact Assessment and an Environmental Impact Assessment.

- Provision has been made for linkages from the proposed development precincts and green areas with the proposed non-motorised transport network of Stellenbosch, the current and proposed green network of the wider Stellenbosch township area, the adjacent developed urban areas (Die Boord and Technopark) as well as the wider Stellenbosch township. This has been addressed in detail in the design proposal and Urban Design Principles to ensure that more people would have access to this important heritage and cultural asset which is currently not accessible to residents of Stellenbosch.

- The mixed-use activities (commercial, retail, institutional and educational) would be of a local nature, e.g. smaller offices and local shopping facilities which would allow opportunities for smaller scale entrepreneurs and businesses. This will also limit additional traffic through adjacent areas such as Die Boord.

- The approved Stellenbosch 2017 Integrated Human Settlement Plan has a target of ±18 775 residential units to cater for the current housing backlog. This municipal plan aims to guide and facilitate the development processes involved for housing projects aimed at informal settlement upgrade, social housing, formalized home ownership, employer housing and GAP housing. A key proposal was to utilize municipal land provided at reduced cost for formal home ownership in order to cross-subsidize other housing types. A cohesive effort has been made with Provincial and National Departments of Human Settlements to declare Stellenbosch a Restructuring Town with Restructuring Zones where economic, social and ecological sustainability are

promoted while improving the lives of communities through rental housing programs. This achievement will accelerate the processes and supply of housing development aimed at the lower income residents.

There is, however, a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, which are predominantly attracted by the booming services sector. Developments, focused on providing much needed residential opportunities on this side of the economic spectrum, derives predominantly from the private sector on privately owned land. The IDP makes provision for possible amendments to the MSDF to accommodate for this need through the identification of infill and development areas. The subject property can be deemed desirable spatially as it will not perpetuate ad hoc or leapfrog development.

The Stellenbosch Municipality appointed Rode & Associates to draft a Stellenbosch Municipality Urban Development Strategy (UDS). The purpose of the report is to assist Council in understanding the Municipality's current urban context and to formulate strategies for urban growth and development. The UDS identified the subject property as a transformation zone; i.e. a transformation zone is an area where coordinated public and private sector investments are prioritised for urban intensification and expansion – see ***Figure 19*** on the next page. The Urban Design Strategy indicates the following adjusted demand for housing within Stellenbosch. "A total of 17 301 units forms part of the estimated demand over the next 20 years, e.g. 9 277 houses smaller than 80 m², 2793 houses larger than 80 m², 2402 flats and 2 829 town houses." Please refer to **Annexure 18**, **Market Demand/Socio-Economic Study**.

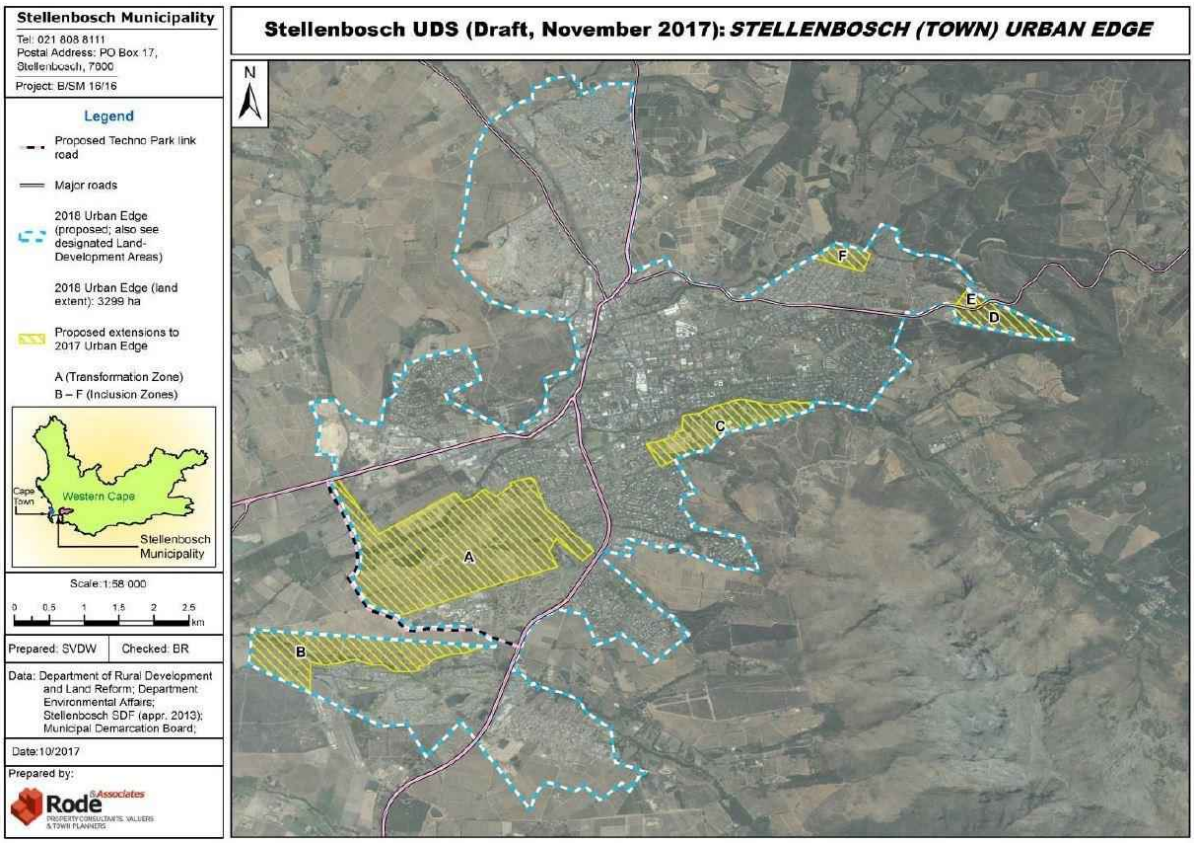


Figure 19: ***Extract of the Draft Stellenbosch Urban Development Strategy***

The development proposal would offer a range of housing opportunities which would primarily cater for a market segment for which there is little housing stock available within Stellenbosch and which is not the target market for e.g. the Adam Tas Corridor development.

Provision is made for 1 241 units of a medium density, non-suburban type distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly either of duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance of 26 units or 2.1% found in precincts A and C are larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m² GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA a market value between R4 and R 12 million. These figures thus correlate well with the recommendations in terms of housing demand by type as outlined by the Urban Design Strategy.

As indicated earlier in the report, notwithstanding the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower

previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

- The proposed development will have significant socio-economic benefits for Stellenbosch in the form of new employment opportunities, taxes, infrastructure upgrades, traffic improvements and new housing opportunities as well as commercial and community facilities. Please refer to **Annexure 18**, **Market Demand/Socio Economic Study**.

  The MSDF also addresses future transport planning. The Stellenbosch Municipality Comprehensive Integrated Transport Plan is a conceptual public transport network supporting the MSDF. It proposes the establishment of additional transport routes to address the backlog of an incomplete road network. These additional routes, such as the proposed new link roads would provide for a more effective distribution of traffic which would benefit broader communities as well as to the traveling public through all modes of transport (including public transport and NMT). It is also acknowledged that the proposed Techo Avenue Link Road will form the western boundary of Stellenbosch and help define a new compact urban form for Stellenbosch, containing future development.

  The proposed development of of the subject property is thus considered to be in line with the objectives of the Stellenbosch Municipality Spatial Development Framework for sites of this nature.

7.1.2 Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019)

Stellenbosch has a deep history and a rich and varied heritage. The Stellenbosch Winelands is a distinct and unique landscape with global significance in terms of natural and cultural typologies. The unique characteristics of its scenic quality are the dramatic mountain backdrops and the pattern of settlement of individual farms along the rivers. The Cape Dutch architectural style is unique to South Africa, as is the Fynbos vegetation.

Agricultural areas, particularly those under vineyards and orchards, thus attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations. It is therefore imperative that all land use

decisions should enhance the integrity of both the natural and the cultural environment as an important form of capital.

The National Heritage Resources Act (Act 25 of 1999) (NHRA) requires all municipalities to undertake or update inventories of the heritage resources in the area of their jurisdiction within 10 years (Sect. 9(3)(c)). Such a Heritage Inventory has been finalised for the Stellenbosch Municipal Area and has been approved by Heritage Western Cape.

Underneath (***Figure 20***) is an extract form the Stellenbosch Heritage Inventory describing the settlement typology of the area:

Stellenbosch Winelands	**Settlement Typology**	**Scenic Beauty (Land Form)**
	Settlement along rivers, individual farms with blocks of vineyards on each farm property. Each farm typically has a main farmhouse and workers' cottages in a row or a cluster.	Dramatic mountains as armature with rolling hills. Settlement at the confluence of rivers and routes on the valley bottoms

Figure 20: ***Extract from the Stellenbosch Heritage Inventory***

The Heritage Inventory is accompanied by a Heritage Management Plan which contains general principles derived from the heritage vision for the Stellenbosch Winelands, namely conserve/maintain, enhance, regenerate and intervene. From these principles a set of conservation systems and development criteria were developed for each of the identified "Landscape and Townscape Units" within the municipal area. It set out the minimum criteria that all proposals must satisfy in order to ensure that heritage significance is protected and through which the Municipality, landowners, and potential developers are informed about the heritage significance of each landscape unit, its context and components, and an indication of the degree of change that may be contemplated for each place in order to retain its particular character, and thereby its heritage significance.

The subject farms fall within Landscape Unit C15 (that stretches from Technopark towards the Eerste River), a well-defined landscape feature on the southwestern edge of Stellenbosch with vineyards and early farm complexes. The main heritage

aim for this unit is to conserve and enhance the existing character of this landscape unit that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape. Where sites have been degraded, manage and regenerate these heritage environments into the future, to become more inclusive.

This Landscape Unit is located within the town-scale "green transition system", which aims to maintain the clear division between townscape and surrounding rural landscape and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.

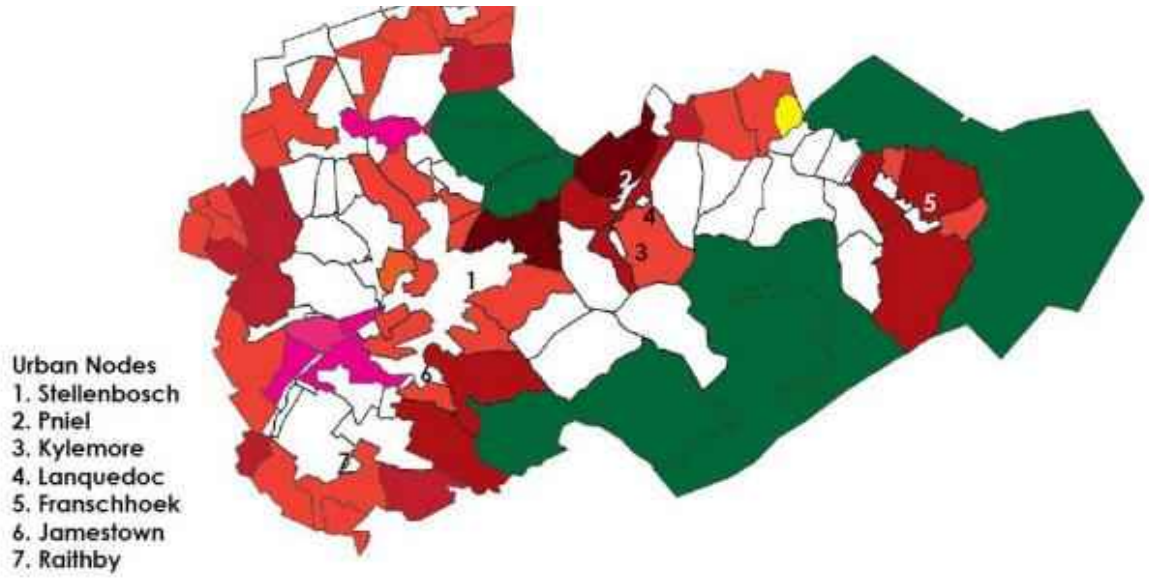


Figure 21: ***Extract from the Stellenbosch Heritage Inventory showing the "Green Transitions" (town and municipal scale) – green areas***

Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape cannot be supported.

None of the above is proposed. The submitted the design proposal is a collaboration between the urban designers/architects, the heritage/visual impact consultants, and the landscaping architects as well as an initial input form environmental consultants to ensure that it takes cognisance of the principles and recommendations of the Heritage Management Framework.

It is accepted that the only way development could be considered on the subject farms is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric and adheres to all the indicators of the landscape. The opinion is held that the described development proposal is such a design concept and that the development proposal offers many opportunities by which the principles of the Heritage Management Framework for this area can be promoted, namely:

- Urban Design Principles, informed by more detailed heritage, environmental and landscape studies as well as furthermore detailed engineering reports will guide the future detail design of the development.

- Rather than proposing development over the whole farms, the development proposal defines four precincts of which the footprints, scale and massing have been determined and set by the above principles and specialist inputs. The remainder of the farms will be retained for agricultural purposes. The proposed development will further be guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural and historical landscape as per the principles of the Heritage Management Framework.

- As part of the concept development, a visual study and landscape character analysis of the site has been completed. Please refer to the **Visual and Landscape Character Analysis** and the **High Level Landscape Framework** prepared by TERRA Landscape Architects which is attached as **Annexure 13** and a **Visual Impact Study and Visual Statement** by FILIA, attached **Annexure 14.**

  TERRA Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

- The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

- The development concepts aim to steer away from a low density, one-dimensional and suburban (mostly gated) development approach that has become the norm in the extensions towards the south of the historic core. The design proposal thus aims to consciously erasing the site boundaries to give a holistic impression of fit. The

higher density of the development is offset by access to the large remaining portion of the farm.

- A non-motorised network weaves through the total site to support a walking, jogging and cycling on the greater site and beyond and which links Techno Park and Die Boord via the remainder of the farm. It will also offer an opportunity to open the agricultural fields for recreation for more Stellenbosch residents.

  Access across this piece of land will thus be beneficial to more individuals than a single landowner. The Urban Design Principles provides details regarding the recreational use of this space internally as well as linkages with external areas. This would be addressed in more detailed in the later Site Development Plan submission phase where the more details design proposal will have be informed by further specialist studies such as an Environmental Impact Assessment, containing specialist studies such as a Heritage Impact Assessment, a Visual Impact Assessment.

  The proposed motorised and non-motorised transport networks have been informed by the existing historical pattern of the vineyards as well as the historical wagon route which crossed the subject farms.

- Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into a category 'Enhance' in which remedial action will be better than leaving it as is. The upgrading of the historical farm werf (manor house and associated buildings) is planned as a later stage of the current development proposal. A specific Site Development Plan informed by the Heritage Impact Assessment with inputs from a heritage architect will be prepared with recommendation about restoring and adaptable reuse of this complex and wider access to this significant heritage resource.

  The opinion is thus held by the heritage practitioner of the project team, Liana Jansen, that the design team presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development positively responds to the Development Criteria as per the Stellenbosch Conservation Management Plan (2019). The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns. If necessary, this will be addressed in consultation with the design teams during the detail design phases.

The **Preliminary Identification of Heritage Related Statutory Constraint** and the **Heritage Response** to the proposed development as well as a later (November 2021) **Assessment of the proposed Libertas Development on the Stellenbosch Cultural and Visual Landscape** are attached as **Annexure 13.**

These documents should also be read together with the **Landscape Character Study** of TERRA+ (contained in **Annexure 14**) and a **Visual Impact Study and Visual Statement** by FILIA, attached as **Annexure 15.**

7.2 APPLICATION FOR REZONING FROM AGRICULTURAL AND RURAL ZONE TO SUBDIVISIONAL AREA

7.2.1 DEVELOPMENT PHILOSOPHY

It is recognised that a town's urban form is dictated by biophysical factors such as topography, flood lines, infrastructure, major transport routes, etc. which may lead to an irregular form with tentacles and nodes. However, there will always be the natural inclination to follow a compact and regular form, striving towards optimum proximity and connectivity.

Although the subject site is currently indicated as outside the demarcated urban edge of the Stellenbosch Municipal area in the Stellenbosch Municipal Spatial Development Framework (2019), the subject property is ideally located close to the town's central business district and can be regarded as a logical infill development opportunity, as its most western boundary will more or less follow the natural western edge of the town as already dictated by De Zalze and Techno Park (and the proposed Techno Park Link Road). As indicated earlier in the report, this view is supported by the Spatial Planning Section of the Municipality.

This reality calls for a nuanced but clearly articulated and presented response in context and one that leaves no space for ambiguity in the way built form may fit into this historical and ecologically sensitive landscape. Integrative and interdisciplinary but mostly tangible and visually accessible urban design would provide the tools to achieve this through strategic and demonstrable three-dimensional design.

The Urban Design Principles, which will be discussed in paragraph 8, will thus attempt to strike a balance between retaining the special character of the farms, being identified in the Stellenbosch Heritage Inventory and Management Plan as part of the "Green Transitions" of the Stellenbosch Municipal area and limiting the development to certain footprints (Precincts) on the subject farm as a result of the inputs received from the various specialists on the project team.

Underneath is a summary of the aim of the urban design concept as well as the methods to achieve it.

Table 3: Urban Design Intent

	AIM	**METHOD**
(i)	A responsive, enquiry by design approach with no preconceived rights in mind.	Do not commence designing from a typical floor area/unit count perspective. Research/ demonstrate appropriate contextual fit at the highest possible level with demonstrable commitment towards using ecological and heritage concerns to build responsively and appropriately in this context.
(ii)	A predominantly topographical-, ecological- and heritage driven response with a high level of commitment towards achieving contextual fit and a proud legacy.	Front load, prioritise and resource these opportunities and constraints, even before any official EIA process commences. Engage in a wider debate early in the process and with specific reference to visual impact and the historic homestead
(iii)	Prioritisation of an accessible development which combines demonstrated development rights with public amenity that benefits the wider community.	By not limiting the conceptualisation of opportunities to the cadastral site boundaries, but see access to the redeveloped farm as a lateral opportunity for wider participation and enhanced public amenity/recreation. The design concept would clearly demonstrate this.
(iv)	Selective pockets of development informed by detailed research rather than seeking blanket rights across the full cadastral extent.	By acknowledging the fact that great discretion is required in what and how one builds on this site and that it all likelihood needs to be something that sensitively straddles urban and architectural by creating hybrid conditions.
(v)	Up-front three dimensional/volumetric fixing of all built form and statutory/compulsory adherence during subsequent developments (not superficial	Urban Design Coding would be used which would provide for the statutory fixing of built form envelopes 'in-place'. The logic of where and how each and every three-dimensional envelope is placed is deducted from the context specific arguments developed in (1) to (iv) above. Over and above the envelope fixes, guidance would extend into integrated landscape and material use.

The Stellenbosch Municipality is currently busy with the Adam Tas Corridor/ARC study. This project will provide high density residential opportunities in central

Stellenbosch. The Fleurbaai / Libertas development project will complement the Adam Tas Corridor initiative by providing alternative housing opportunities in close proximity to central Stellenbosch; i.e. a combination or medium to high density development as well as more family orientated plots as it cannot be expected that all families must reside in high-rise apartment blocks.

The development proposal thus aims to introduce limited and sensitive new development closely aligned with the principles introduced in the Stellenbosch Municipality's IDP Report dated April 2020, namely:

- To promote spatial integration and connectivity
- Facilitate people orientated development with maximum density, a mix of uses, non-motorised transport and public transport solutions
- Create walkable environments
- Financial sustainability Infrastructure - light and replicable
- Support place making, identity and sense of place
- Designed to be inclusive and developmental in nature by supporting flexible growth

From an environmental perspective and specifically from a visual impact perspective the success of a proposed development is not primarily related to the number of units but to the holistic footprint and fit of the total development in the extended landscape. A balance was thus sought between respecting the natural landscape and heritage character of the site and proposing an optimal footprint. This would be achieved through an iterative, principles-driven design process, by sculpting three-dimensional form in the landscape rather than merely subdividing the land into erven.

Once the footprint of the proposed development has been accepted, the detail design would be filtered through a set of Site Development Plans as well as other specialist studies such as the EIA and HIA with specific reference to the findings and recommendations of the Visual Impact Assessment. This will ensure the required level of synergy and balance that is required to protect both the natural and heritage landscape and the individual asset values of properties.

The proposed partial/conditional extension of urban development is considered in line with international principles of best practice. Rather than applying for subdivision/land splitting over the whole farm, the proposal defines three (3) development precincts while maintaining the "green transitions"/agricultural character of the remainder of the farms and historical farmyard while also addressing linkages with the already developed abutting areas and the green system of the town.

7.2.2 URBAN DESIGN PRINCIPLES AND APPROACH

- **Design Principles**

The site offers the opportunity to become an economic growth catalyst within the greater municipal region. The aim of the high level **Urban Design Principles** (**Annexure 10**) prepared by *Nuvorm* is to demonstrate the merits of a discretionary and responsive development on a historic farm immediately outside the existing urban edge of the Stellenbosch town.

The urban design concepts are informed by the underneath seven principles developed through a project team effort in terms of addressing issues of context specific fit on the historic Libertas Farm:

(i) Densify in clusters and with an appreciation of the specifics of the historic farm, rather than adopting a blanket sub-divisional approach. The specifics are a combination of cultural landscape and established natural features.

(ii) Extend the response to features and systems that are located or originates outside the site in recognition of the fact that cultural and ecological landscapes are not confined by artificial and often invisible site boundaries.

(iii) Incorporate optimal affordable housing (in the form of low rise, medium density housing as the dominant land use type and in support of the objectives of the SDP and IDP), supported by other functions but retain a bias in favour of housing. See this as an opportunity to compliment Techno Park, rather than competing with it.

(iv) Initiate typologies that offer opportunities for continuity of enclosure in the form of urban rooms rather than individual and competing form dotted throughout the landscape. Vary typologies in terms.

(v) Set up a logic by which the design of the spaces between the buildings are conceived as urban rooms and with care taken to prevent it becoming a car and parking dominant environment, with a focus rather on a people friendly and walkable environment.

(vi) Don’t be obsessed with views from within units on the north facing and sloping site. Rather engage in a trade-off that facilitates the creation of a range of people friendly spaces between buildings and at the interface between buildings and landscape and/or natural features

(vii) Make resolution of specific challenges such as the future of the historic homestead, with access to the Eerste River and the future of the farm workers’ housing the subject

of dedicated studies and proposal to follow, but in the context of the integrating framework presented here.

- **Layered Approach**

  The proposal follows a layered approach in which the team indicates how identifiable conditions each generate what is believed to be an appropriate response. An iterative, interdisciplinary approach was followed which resulted in a proposal in which 'the whole is greater than the sum of the constituent parts'.

  The following layers informed the concept design proposal: the **Visual and Landscape Character Analysis** and ***High Level Landscape Framework*** *by* Terra Landscape Architects **(Annexure 13)** and the ***Preliminary Identification of Heritage Related Statutory Constraints*** and a ***Heritage Response to the Development Proposal*** **(Annexure 13)** and shows the existing situation and how it would be affected by the development proposal.

- **Tree Structure**

  This analysis indicates the prevalence of thickets of continuous and linear tree infrastructure along the riverbed and into the areas surrounding the site. This provides an opportunity for it to be reinforced and extended into new developments that is not exclusively vineyard.

  The proposed tree structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site.

Figure 22: ***Existing Tree Structure***

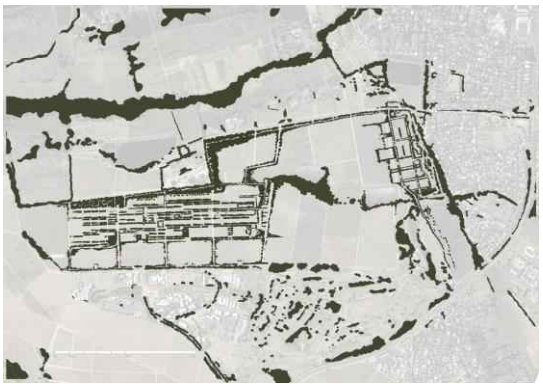


Figure 23: ***Proposed Tree Structure***

- **Agriculture (Vineyard Structure)**

  The existing vineyards provide a historic structure with recognizable breaks. This offers an opportunity for this logic of breaks to be incorporated into the design, as well

as having retention of vineyards contribute to the character and retention of the legacy of the historic farm.

A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi-rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Techno Park as well as against the R44 scenic route as one of the many vineyards experienced as one enters Stellenbosch.

Figure 24: ***Existing Vineyard Structure***

Figure 25: ***Remaining Vineyard Structure***

- **Natural/Ecological Corridors**

The natural/ecological open space corridors that cross into and over the site are easily recognizable and should be protected and reinforced by the development proposal.

The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site. This became an important informant towards identifying pockets of developable land that does not encroach on the open system.

Figure 26: ***Ecological Corridors***

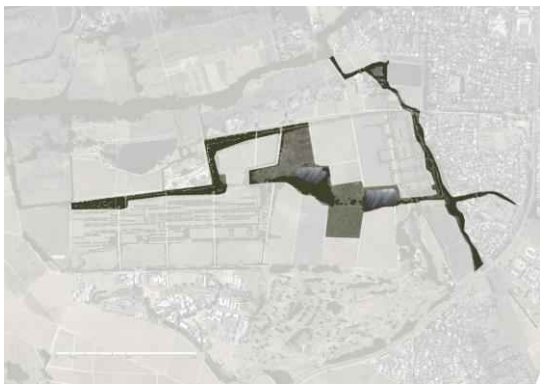


Figure 27: ***Reinforcing Ecological Corridors***

- **Internal Formal Green Structure**

  The site benefits from an ecology of small wetlands, retained water bodies and rivulets feeding into the adjacent Eerste River. Apart from recognizing and protecting these in their own right, it offers an opportunity for integration with development proposals and to support contact with nature within a wider walkability network.

  The primary network of trees and the identified ecological corridors, provide points of connection for a secondary, development-specific street- and tree network.

Figure 28: ***Existing water bodies and streams***

Figure 29: ***Proposed Informal Green Structure***

- **Roads Structure**

  The existing and proposed road network feeds into the site from two ends. From the east via Die Boord and from the west via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged.

  The proposed internal roads- and street network extends from the existing connection through Die Boord in the east and the proposed Link Road towards the west. The internal network is consciously meandering and of limited width to support a semi-rural character and prevent rat-running through the site, whilst accommodating a public transport shuttle service.

***Figure 30*: Existing Road Structure**

***Figure 31*: Proposed new internal Road Structure**

- **Building Typologies/New Built Form**

  Apart from the historic homestead that is of specific merit, the existing build form surrounding the historic farm is generally of a disappointing, mono-functional character not in keeping with contemporary urban design best practice. The aim should be to rebalance this through higher density combined with a mixed of uses and carefully considered three-dimensional built form. A form-based coding document will be prepared as a step in the approval process.

  New built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters will have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkability/cyclability within the total site. These connections extend into Techno Park.

  The **proposed building typologies** within the proposed development are demonstrated in the Urban Design Principles Document. The overall architectural design would, however, be based primarily on the guidelines of the **Stellenbosch Urban and Rural Conservation Overlay Zone**, and the following have been proposed by the Urban Design Team:

(a) Building height may not exceed 3 storeys/10 m from natural ground level to top of flat parapet or 3 storeys/12 m to mid apex of a typical 30 degree sloped roof . This will be fixed via three dimensional, built-form code prior to SDP approval.

(b) on the balance of the land unit (outside the 15 meters measured from a public road) the height of a building may not exceed 5 storeys or the maximum number of storeys permitted in the base zone, whichever is the lowest;

(c) the Municipality may withhold its permission if any increase in height of a structure would, in the opinion of the Municipality, interfere with the growth of any mature tree within the road reserve, or if it would necessitate the undesirable pruning or removal

of that tree or its branches; this will be addressed in the built form code with input from the landscape architect but generally not relevant to redeveloping a site that is currently mostly free of trees.

(d) the Municipality may enforce a street building line for a basement set back from the street boundary if, in the opinion of the Municipality, the structure will interfere with the root system and growth of any mature trees within the abutting public road; this will be addressed in the built form code with input from the landscape architect but generally not relevant to redeveloping a site that is currently mostly free of trees.

(e) face brick may not be visible from a public road; but flush-jointed and painted brickwork permitted.

(f) no pre-cast concrete walls of any kind, no barbed wire fencing or flat pressed industrial steel fences may be used which are visible from a public road.

(g) water tanks, solar panels, antennae and such similar attachments may not be visible from a public road; Water tanks in perforated brick enclosures.

(h) the following colours shall be used unless otherwise approved by the Municipality:

(i) plastered walls shall be white or off-white; but flush jointed and painted accepted.
(ii) outside woodwork, if painted, shall be green, brown or black; but white and grey also permitted.
(iii) piping and guttering shall be painted the same colour as the background.
(iv) roofing, if visible shall be black or thatch colour. (0) white and grey also permitted.

(i) notwithstanding the permitted land uses in the base zone, the following land uses shall be a consent use application and may be refused if in the opinion of the Municipality it will have a detrimental impact on the character of the street or area:

(i) motor showrooms, public parking areas and parking garages.
(ii) plant nurseries.
(iii) supermarkets, shopping centres (only small-scale retail proposed).

(j) The Municipality may also impose conditions on how buildings and land use activities should be positioned in relation to the public road or a public open space to mitigate negative impact. This will be addressed in the form based code, with proposed basket of rights overlay

(k) Notwithstanding the requirements of section 22 related to parking ratios, the Municipality may waive or reduce parking ratios and/or loading requirements on a land unit in this overlay zone or may impose a requirement for the provision of non-motorised transport provision in lieu of the provision of parking. Such alternative requirements shall be agreed to in writing and shall be deemed to be alternative development parameters applicable to the property. Parking extent will be integrated into the 3D form-based code to follow.

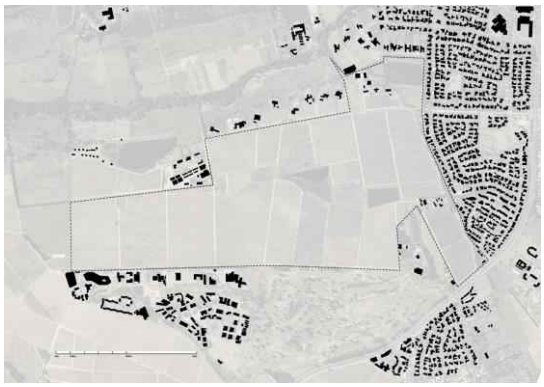


Figure 32: ***Existing Built Form***

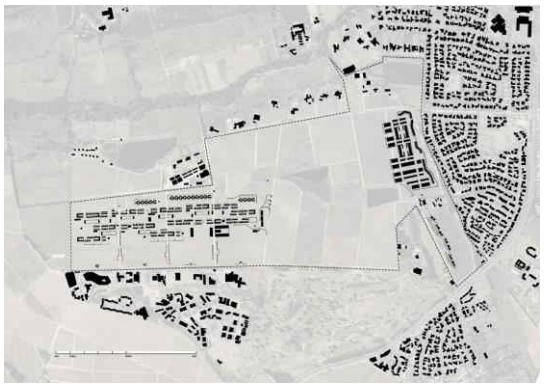


Figure 33: ***Proposed new Built Form***

7.2.3 DEVELOPMENT PROPOSAL (DESCRIPTION OF THE DEVELOPMENT PORTIONS)

Three Development Portions (1 – 3) are proposed as shown on the ***Figure 34*** underneath.

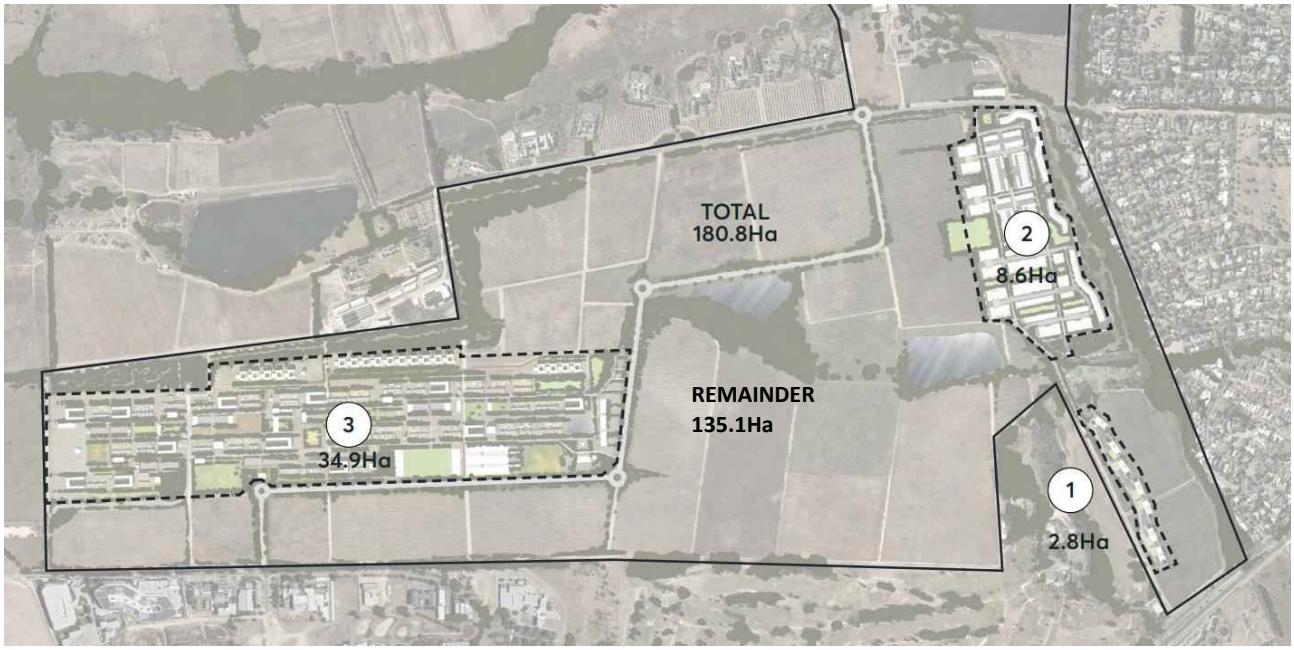


Figure 34: ***Map with Proposed Development Portions showing the areas to remain agriculture***

- Portions 1 and 2 are low rise medium density Residential typologies with some mixed land uses (Retail/Office and Cultural/Institutional)
- Portion 3 is a low-rise medium density courtyard Residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional)

On the next page, ***Figure 35*** is a Zoning Plan depicting the proposed new land uses and the remainder of the farm which would stay agricultural. The **Zoning Plan** is also attached as **Annexure 11**.

Figure 35: ***Zoning Plan***

Underneath, ***Table 4***, is a summary of the land use mix of the proposed development.

Table 4: Summary of the land use mix of the proposed development

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed Use)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

The proposal entails to limit the footprint which would be controlled by Urban Design Principles for each Portion. These developments are further guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural landscape. The Urban Design Principles thus provides a detailed land use mix of each of the Precincts. The different land use mixes for the three Precincts are described underneath:

- **PORTIONS 1 AND 2**

Proposed development Portions 1 and 2 will abut the existing Die Boord residential area.

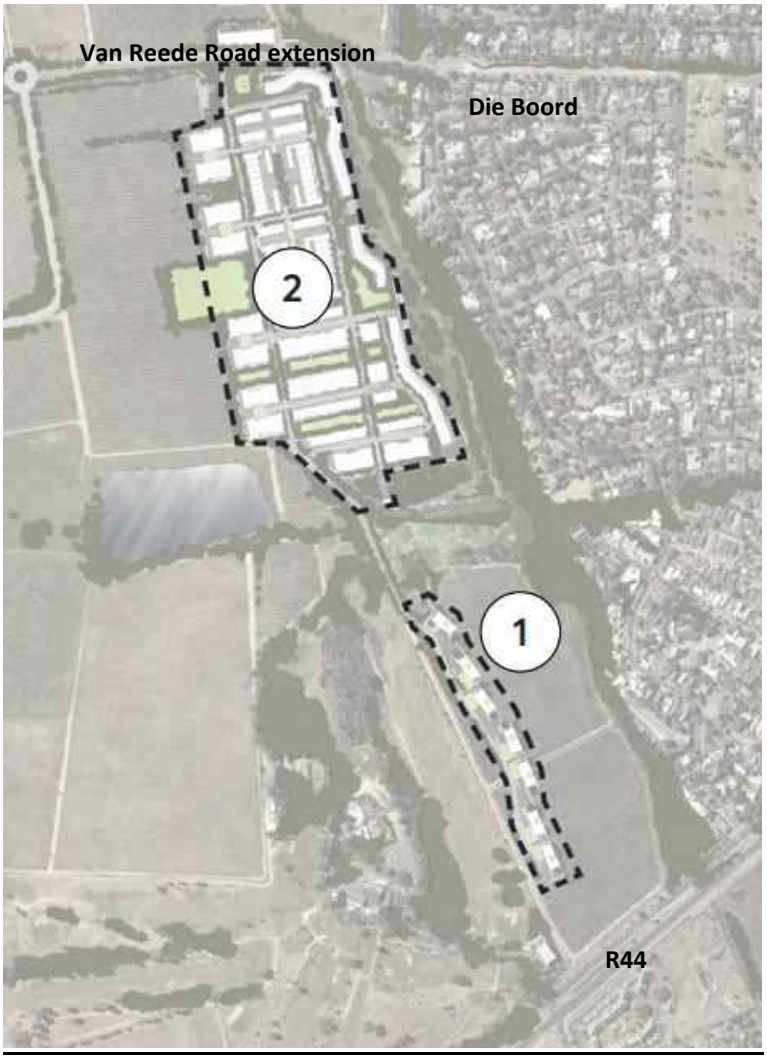


Figure 36: ***Portions 1 and 2***

PORTION 1

Portion 1 (see ***Figure 35***) is a proposed contour-following single residential typology which makes provision for 7 housing units.

PORTION 1 Land Use Mix (Total area of 3 780 m²)		
Category	**Total**	
Housing	7 units	Floor Area Ratio: 0.25 Units/ha: 4.6 Height: maximum 2 levels

The proposed Portion 1 will be located on the eastern side of the site. It would be located within a narrow strip of vineyards which continue from the workers cottages along the contour towards the R44. A small strip of buildings is currently proposed on the slope where the current road traverses.

PORTION 2

Portion 2 (± 48.5 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks interspersed. Some mix land uses are also proposed – namely retail/office and cultural/institutional.

PORTION 2 Land Use Mix (Total area of 48.5 ha)		
Category	**Total**	
Housing	510 units	Floor Area Ratio: 0.42 Units/ha: 22.4 Height: maximum 3 levels
Retail/Office	1 472 m²	
Cultural/Institutional	To be confirmed	

Portion 2 has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyards. In this section of the site, this type of development is considered appropriate in scale and height. The final height mix would be determined by the HIA and Visual Impact Assessment. Underneath are some images demonstrating the proposed residential typologies for Portions 1 and 2.

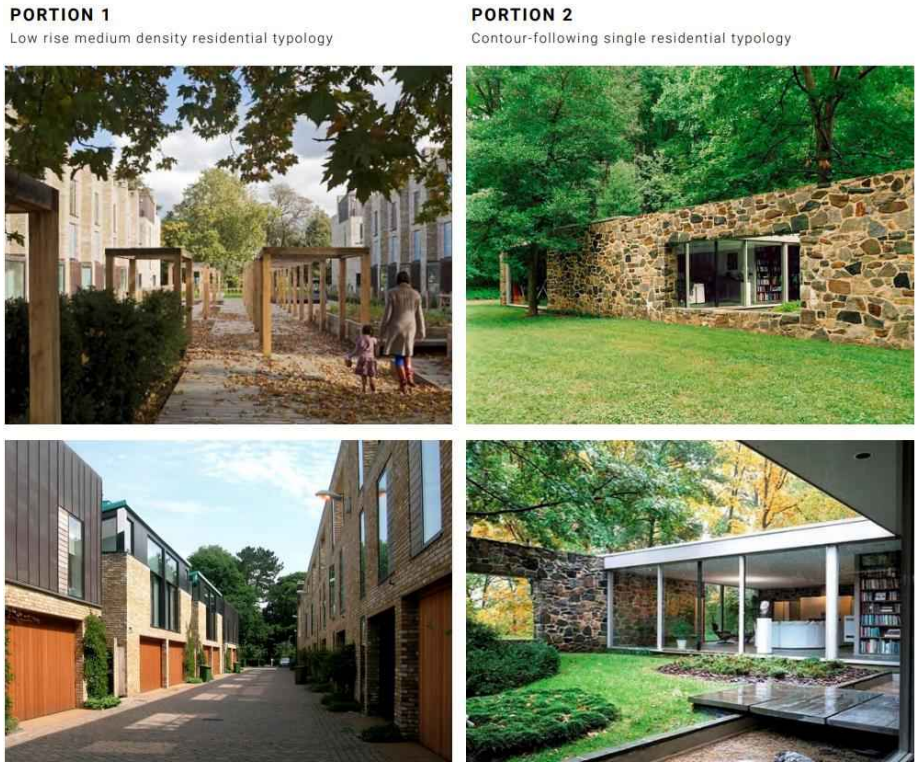


***Figure 37*: Proposed residential typologies for Portions 1 and 2**

- **PORTION 3**

Portion 3 (65.9 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional).

***Figure 38*: Portion 3**

PORTION 3 Land Use Mix Summary (Total area 65.9 ha)		
Category	**Total**	
Housing	724 units	Floor Area Ratio: 0.27 Units/ha: 22.4 Height: maximum 3 storeys
Retail/office	10 666 m²	
Cultural/Institutional	9 408 m²	

Figure 39: ***Image showing the nature of the building typologies for Portion 3 namely a low rise medium density courtyard residential typology with mini apartment blocks interspersed (maximum height of three levels)***

This proposed low rise medium density village has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The final height mix would be determined by the HIA and Visual Impact Assessment.

8. ROAD CONNECTIONS WITHIN THE PROPOSED DEVELOPMENT

Road connections within the proposed development are conceived as being of two types. The first type is the main, higher order mobility connections. Access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will also be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets. This future extension of Van Reede Road is classified as a Class 4-road in the draft Roads Masterplan of the Municipality..

The second type is the internal road structure links amongst the three Precincts and internally within these Precincts. The internal road links will be addressed in more detail in the next phases of the development application. The visual impact of the

proposed road network system will be addressed later in this report. Also see paragraph 10 which provides more detail regarding access and road structures as addressed in the Traffic Impact Statement.

8.1 NMT Proposals as described in Urban Design Principles document

A non-motorised network weaves through the total site to support a healthy lifestyle of walking, jogging and cycling on the greater site and beyond and which links Techno Park to Die Boord via the remainder of the farm and proposed Precincts. The Urban Design Principles also stress the importance of non-motorised transport as identified in the Stellenbosch MSDF and as also pointed out in the Heritage Input and Landscaping Reports.

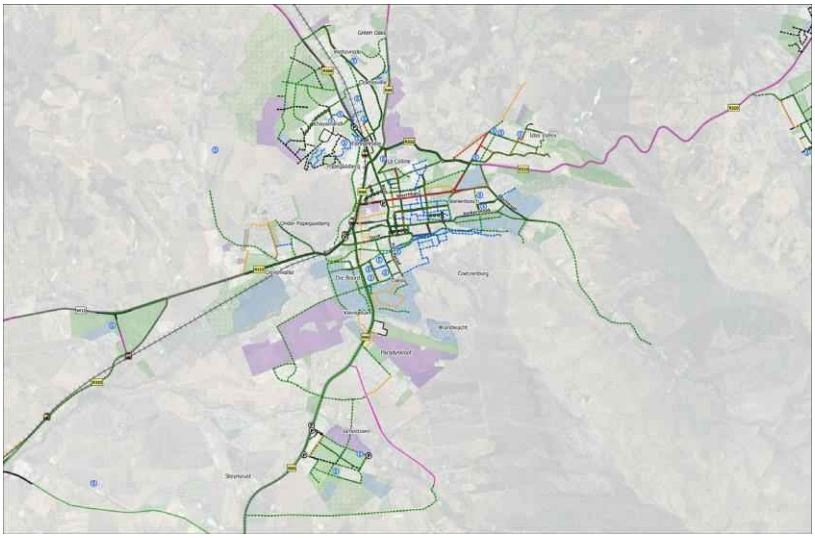


Figure 40: ***Stellenbosch Municipality NMT Masterplan: Existing & proposed pedestrian and cyclist infrastructure***

Figure 41: ***Proposed Non-motorised Transport Network***

1) Possible connection to the Adam Tas Corridor (through neighbouring properties)
2) Possible connection to Hottentots-Holland mountains (through neighbouring properties)
3) Pedestrian route along stream
4) Proposed recreational routes through site
5) Pedestrian links to Techno Park

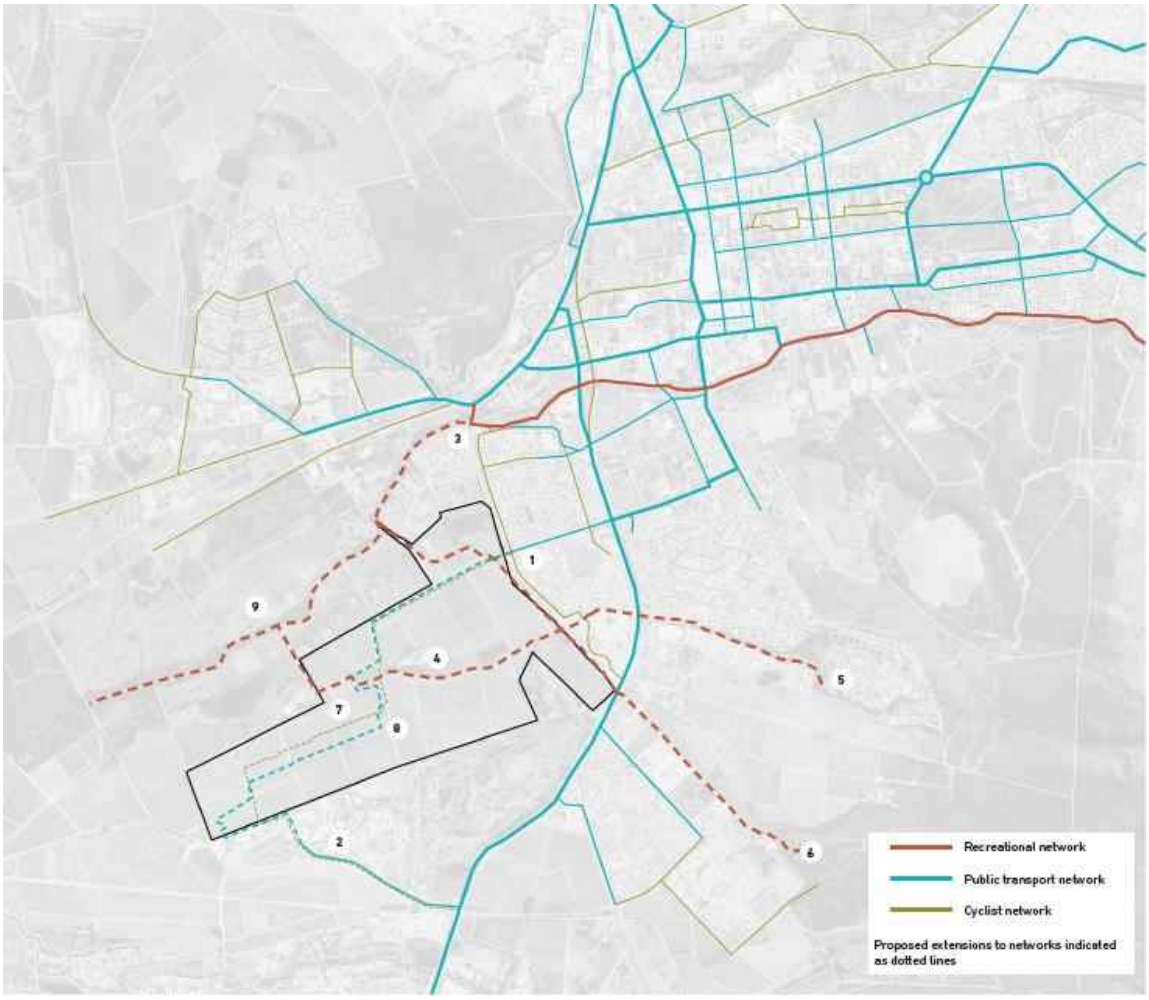


Figure 42: ***Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan***

1) Termination of proposed MNT network including cycle network at end of Van Reede Street
2) Termination of proposed MNT network including cycle network at in Technopark
3) Conceptual extension of recreational route system along Eerste River
4) Extension of recreational route through Libertas farm
5) Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains
6) Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains
7) Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park
8) Extension of public transport route through Libertas farm connecting Die Boord with Techno Park
9) Conceptual extension of recreational route system from Libertas farm to route along Eerste River

9. LANDSCAPING AND VISUAL ANALYSIS

As part of the concept development, a visual study and landscape character analysis of the site has been completed. Please refer to the **Visual Impact Study and Visual Statement, Annexure 14** and the **High-Level Landscape Framework** attached as **Annexure 15**.

Terra Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place. The following landscape recommendations and guidelines which respond to the complex web of social, cultural and ecological informants have informed the design proposal:

- Acknowledges typology of heritage remnants and facilitates ecological connectivity
- Agricultural patterning - acknowledges typology of heritage remnants and maintains semi-rural aesthetic
- Sequence of important nodes along eastern drainage edge
- The vineyards along the R44 is contact of agricultural pattern in urban setting
- Essential to re-establish and re-connect the eroded landscape patterns
- Re-connect to the ecological corridor
- Recognise the importance of the historical werf in the re-connection of the site to the Eerste River
- Future development to recognise the werf typology in layout and landscape response
- Retain a clear line of site from the werf to the site context
- Linear development on western portion of the site must use the contours to establish development pattern
- Possible higher intensity development along eastern edge
- Interstitial spaces - supports social and recreational opportunity

Underneath, ***Figure 43***, is the Composite High Level Landscape Framework Plan diagram indicating the different areas within the proposed development.

Figure 43: ***Composite High Level Landscape Framework Plan***

1) Entrance Avenue
2) Historic Landscape Patterns Embedded ecology and green systems - Development as per Urban Design Framework
3) Embedded ecology and green systems - Development as per Urban Design Framework
4) Connection to broader green network and ecology
5) Increased indigenous tree planting and fynbos planting -increased diversity and green connection
6) Embedded ecology and green systems - Development as per Urban Design Framework

10. TRAFFIC IMPACT STATEMENT

A **Traffic Impact Statement** was done by UDS Africa for the proposed development. A copy of this report is attached as **Annexure 16.**

10.1 Current access

Access to the subject property is currently obtained via Van Reede Road. The first section of the said access road, to the west of the existing Die Boord residential area, is currently a servitude providing access to the abutting properties – see ***Figure 44*** below.

Figure 44: ***Current Access – Right of Way (ROW) Servitude (yellow)***

10.2 Traffic generation

Access to the subject property is currently obtained from the extension of Van Reede Road, which intersects the R44 from the west, as indicated in the Urban Design Principles. Future access is anticipated to be via the said section of Van Reede Road to the R44, and via Techno Avenue/Neutron Road, which will provide further access to the R44, as well as to Adam Tas Road via the future Techno Park Link Road.

A Trip Generation Analysis was done, taking into consideration the proposed land uses as set out in the Urban Design Principles. This analysis confirms that the potential peak hour trip generation, based on the available development information at this stage, compares well with the previous EMME modelling conducted for former development proposals on the subject farms. Based thereon, it is anticipated that sufficient capacity would exist to accommodate the proposed development with the proposed Techno Park Link Road (between Techno Park and Adam Tas Road) in place.

According to preliminary comment received from Stellenbosch Municipality: *Infrastructure Services (Roads, Transport, Stormwater & Traffic Engineering)* on the proposed development, there would be capacity for development, without

overloading the road network, once the extension of Van Reede Road and the western link between Techno Park and Adam Tas Road are in place.

Detail on road reserves, road layouts/cross-sections, intersection lane layouts, etc. will be addressed during further design stages.

10.3 Future Road Network

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available.

These improvements to the current road network have been implemented/are currently being implemented where funding is available. The most recent road upgrades in the vicinity of the subject property are a) the duelling of Techno Avenue (between the R44 and Proton Street) which includes the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and b) the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years.

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject property at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m² Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m² GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Figure 46***on the next page:

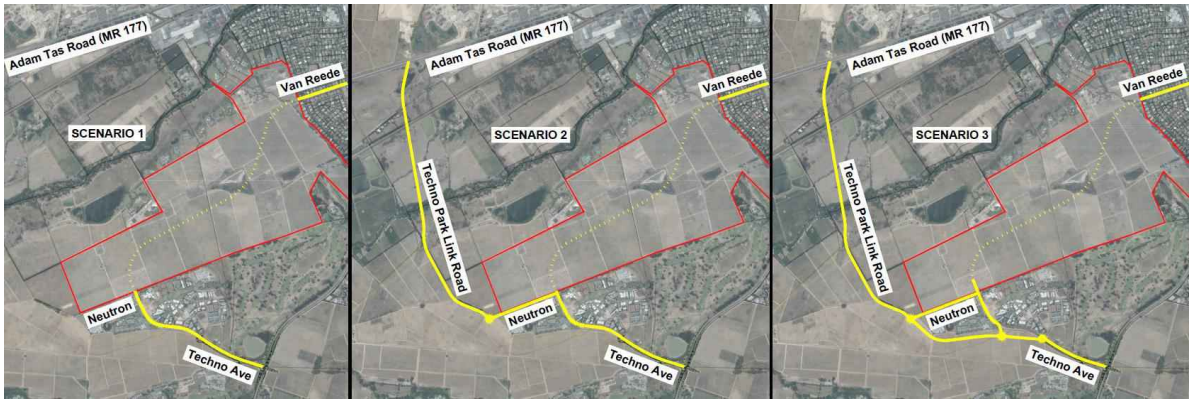


***Figure 46**: Modelling of alternatives for the western bypass road*

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Figure 47*** below.

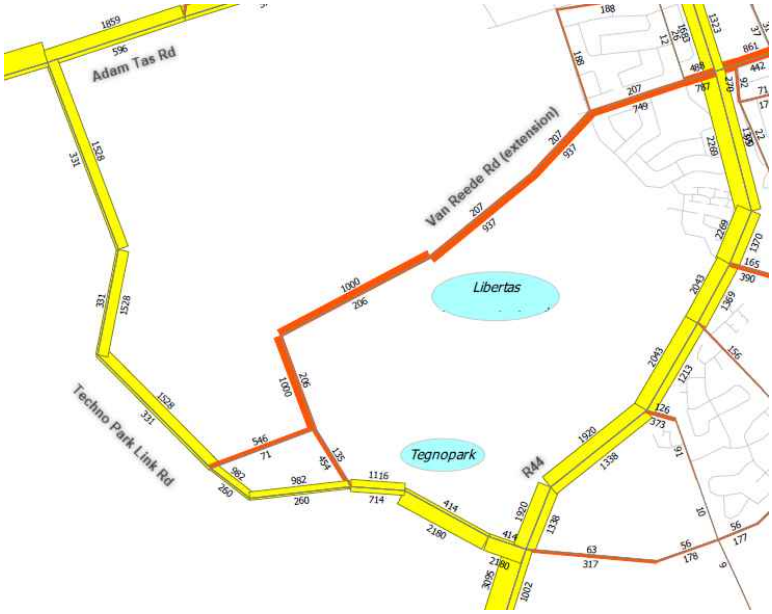


Figure 47: ***EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)***

The Techno Park Link Road (as second access to Techno Park) was thus identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022. The ultimate future road network in the area, as identified in the Municipality's Draft Roads Master Plan, includes some additional link roads and potential bypass roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation.

It is proposed that the identified Techno Park Link Road will provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely be a signalised intersection.

The proposed Eastern Link Road is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

The abovementioned roads are also included in the Stellenbosch Municipality's Draft Roads Master Plan, currently out for public comment. The final alignment of these roads is currently being finalised whereafter the required legal processes will follow. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): Department of Transport and Public Works, during the approval process of the Capitec Head Office recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and "*will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m*", which "will be more than enough to cover the construction costs for the link road". The approval letter for the Capitec development received from WCG (26 February 2018), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal for the subject farms, which is noticeably smaller than the previous proposal, the possible Development Contributions payable can be expected to be considerably lower than the figure quoted above.

Figure 48: ***Extract from Stellenbosch Municipality Draft Road Master Plan (with notes from traffic engineers)***

10.4 Proposed Development Access/Roads

Access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets. According to information, Van Reede Road is classified as a Class 4-road.

The Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 metres (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts should thus adhere to these guidelines, details of which will be addressed during further design stages. Similarly, the cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following discussions with the Municipality's Engineering Department, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the engineering department provided in principle support. The proposed alignment, in the context of the proposed development pockets, is schematically indicated in ***Figure 49*** underneath. The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

Figure 49: ***Proposed road link between Die Boord and Techno Park traversing the subject property***

10.5 Parking

Parking will be addressed during further design stages but will be provided in line with the requirements of Stellenbosch Municipality Zoning Scheme By-Law, 2019.

10.6 Public- and Non-Motorised Transport

Although details on the individual and overhead Site Development Plans will be addressed during further design stages, it is anticipated that public transport embayments will be required along the road traversing the subject farms, especially at the intersections of the accesses to the development clusters/pockets.

Figure 50: ***Stellenbosch Municipality's NMT Master Plan extract (with notes)***

Similarly, accommodation for non-motorised transport (NMT) is anticipated to be required along at least the road traversing the property. The NMT provided traversing the site will also be linked to the surrounding facilities in line with the proposals included in the NMT Master Plan of Stellenbosch Municipality. An extract of the said plan is indicated above (***Figure 50***), with the green lines traversing the subject property (between Van Reede Road and Techno Park) indicating proposed Class 2-NMT routes:

As per the abovementioned NMT Master Plan Report, the following is applicable to Class 2 routes: "Path which is located within the road reserve, located adjacent to the road way on the same alignment, but separated from the road way by level difference and / or kerb and reserved for either cyclists only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path". Proposal for pedestrian and cycle routes are included in the Urban Design Guidelines.

10.7 Visual impact assessment of proposed road layouts (specifically with regard to the alignment of the future Van Reede Road link)

Following meetings held with the Engineering and Land Use and Spatial Planning Departments of the Municipality in 2022, the project team investigated several options to enable a road to traverse the subject site (connecting Die Boord and Techno Park).

In the 2021 URBA proposal, the sub-precincts were linked by a narrow meandering road, where access and circulation within the development proposal relied mostly on

the existing roads, with the aim of maintaining and strengthening the existing landscape patterns. Various access points negated the need for a central circulation route, allowing all roads to be reduced in scale and order, which resulted in no one major traffic link between Techno Park and the Libertas development.

As the Municipality's Engineering Department are in support of the through road (which will be a class 4 road with two lanes - one per direction) as shown in the Draft Road Management Plan of the Municipality, Filia Visual was tasked with undertaking a brief study to identify the suggested route with lowest visual impact. This study forms part of the **Visual Impact Study and Visual Statement** attached as **Annexure 15**.

Figure 51: ***Initially, Filia Visual was tasked with assessing 5 road alignment options, illustrated above (Smit, 2022,; Sources: URBA, 2022)***

Indicative "Simulation" graphics were generated to understand the position of various road layouts when viewed by the public. The findings of assessing the visual impact of the proposed road layout options are set out in detail in Paragraph 4.3(a), pages 18 – 22 of the Visual Impact Study and Visual Statement.

Observations and findings from the initial comparative road alignment study can be summarised as follows:

- The visual impact of the five proposed routes (A – to D indicated on Figure 51) are identical from the entrance at Sub-Precinct B up to the second circle.
  - Traffic circles would represent a node of higher visibility along the proposed routes but are expected to be less visually intrusive than a traffic lights.
  - The use of traffic circles rather than traffic light intersections is supported pending the findings of the Simulations anticipated in the VIA.

- In terms of overall visibility, based on site topography and the nature of the receiving environment:
  - A would be the most visible option;
  - B and C are comparable;
  - D and E are comparable, and will have slightly lower impact than B and C.

- The placement of the portion of the route that is identical to all the proposals could be improved if the route avoids cutting through the agricultural areas midslope. If possible, the route should hug the northern boundary, following the existing road until it must turn south to run along the eastern edge of Sub-precinct A.

- Proposals that route the new road through any portions of Sub-precinct A will generally have a lower visual impact because the buildings and vegetation of the proposed development will absorb the roadway, streetlights etc. visually from the vantage point of sensitive viewers (the Scenic route, specifically).
  - Routing any road along the southern edge of Sub-precinct A would be similarly screened from the Scenic route and other sensitive receptors to the north.

- In reference to the above, all of the options are routed through Sub-precinct A at some point, so their potential visual impact is dependent almost entirely on how the section between the southern edge of Sub-precinct A and the northern edge of Technopark is routed.

- Any roadway that runs perpendicular to the site contours and crosses the “buffer area” at the crest of the hill (between Sub-precinct A and the northern edge of Technopark) will be visible from Adam Tas Scenic route and increase the visual impact of the proposed development overall, especially at night due to streetlights (static, continuous light source) and car headlights (moving, short duration but noticeable).

  The “buffer area” illustrated in ***Figure 52*** on the next page is considered the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban). According to the Heritage practitioner, this buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side 2

  .

Figure 52: ***Graphic illustrating the "buffer area" which the visual and heritage assessments identified as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)***

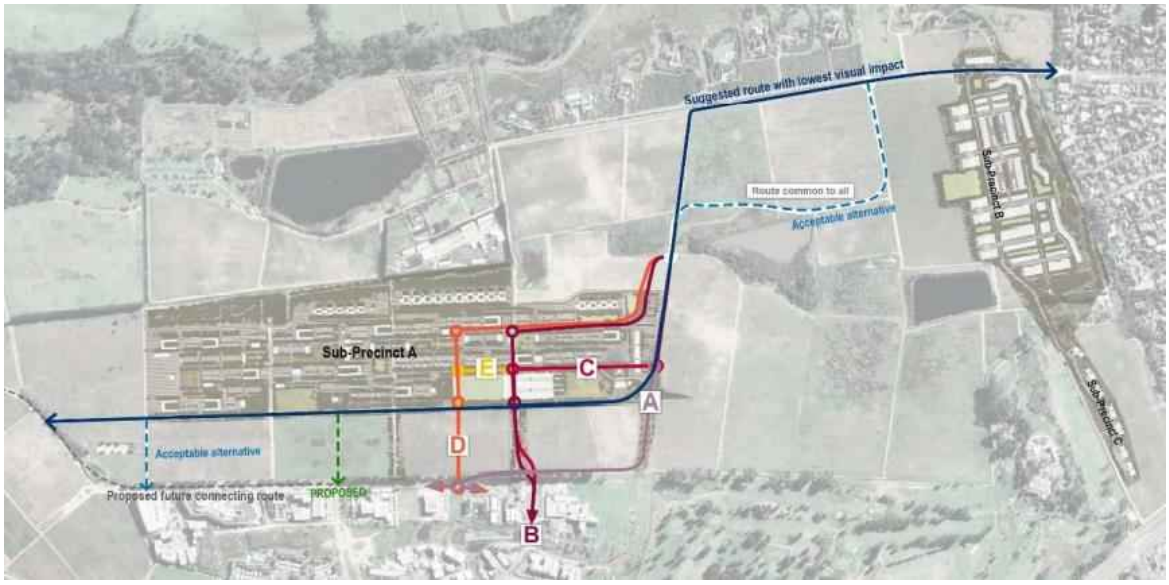


Figure 53: ***Graphic illustrating the suggested route with lowest potential visual impact and two acceptable alternatives form a visual impact point of view. It also indicates by means of the green dotted link, the preferred link from a traffic access point via Technopark (Smit, 2022; Sources: URBA, 2022 and UDS Africa, 2022)***

Currently all the route proposals include a portion of the proposed road that crosses the "buffer area". Therefore, none of the five proposed routes were supported outright by the visual specialist. The "buffer area" illustrated in ***Figure 53*** is the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape (as described in Appendix 3: Conservation Systems of the CMP) and the scenic significance of protected landscape features that maintain the relationship

between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban).

The green dotted line indicated through the "buffer area" in ***Figure 53*** is the preferred link to Technopark, identified by the traffic engineers, taking into consideration existing roads and road intersections as well as sight distances.

The current road proposal for the future alignment of Van Reede Road will thus be of a higher order, and although it still meanders through the landscape somewhat and will largely support the semi-rural character, this is likely to become an important route connecting the various Stellenbosch urban areas to one another. The preliminary Impact Study and Visual Statement thus concluded that the visual impact of the overall development is likely to increase as a result of the proposed road alignment over the visually sensitive "buffer area". The development criteria do however only specify that buildings in the "buffer area" should be avoided and the future more detailed Visual Impact Assessment which would be part of the later submissions will make specific recommendations regarding mitigating the visual impact of the road over the "buffer area". The current visual study indicates that it would be possible to mitigate the impact of the road connection over the "buffer area"

11. AVAILABILITY OF MUNICIPAL SERVICES (CIVIL AND ELECTRICAL)

11.1 CIVIL ENGINEERING SERVICES

A Civil Services Availability Report was prepared by Integrate Structural and Civil Engineering. A copy of the **Engineering Services Report** (18 May 2021) is attached as **Annexure 17**. This report also addresses storm water management on the site.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage.

Integrate Structural and Civil Engineering has investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.

The internal and external civil infrastructure will be designed to comply with the minimum standards contained in the "Guidelines for Installation of Engineering Services in Residential Areas", also known as the "Blue Book", as well as, standards and requirements of the Department of Water Affairs (DWA), the Stellenbosch Municipal Guidelines and Standards, and the Provincial Roads Engineer.

- **Site Geomorphology and Geology**

  A comprehensive Geotechnical Investigation will be undertaken by Professional Geologists and the findings will guide the foundation and structural design of the buildings as well as the design of the Civil Infrastructure.

- **Internal Roads**

  Internal roads will be surfaced with a combination of tar, paving and cobbling to suite the architectural theme. The road widths will be determined by the expected generated traffic and traffic calming measures will be implemented throughout to create an environment safe for pedestrians and cyclists.

- **Potable Water**

  Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply system to serve the proposed development.

  It was confirmed that adequate spare capacity exist in the Raw Water Supply, Water Treatment, Potable Water Storage and Conveyance Systems to supply the development. The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 120 / A, Bulk Water Supply Layout.

  The Annual Average Daily Demand (AADD) of the proposed development is calculated as 1,04 M l /day with an Instantaneous Peak Flow of 57 l/ s . The development will be supplied by two pressure zones from the Paradyskloof Reservoir with a TWL of 191,8 MSL and the Papegaaiberg Reservoir with a TWL of 137,1 MSL

- **Sewerage**

  The Annual Average Daily Wet Weather Flow (AADWWF) of the development is calculated as 0,94 Ml / day .

  Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external sewerage system to serve the proposed development.

  It was confirmed that adequate spare capacity exists in the External Bulk Sewage Conveyance System as well as the Sewage Treatment Works to serve the proposed development.

The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 130 / A, Bulk Sewer Connections.

The connection points are described as follows;

- The existing malfunctioning Baltron Sewage Pumpstation in Technopark will be abandoned and effluent will be diverted to connect with the proposed internal reticulation under gravity.
- A gravity connection will be made onto the existing Kleingeluk Gravity System.
- A gravity connection will be made to onto the existing Die Boord Gravity System.
- A new Pumpstation will be built on the lowest portion of the site to serve portions of the development that cannot gravitate to either the Kleingeluk or Die Boord gravity systems. The rising main will cross the Eerste River, either by attachment to an existing bridge crossing or via trenchless crossing at depth and will be installed in the existing servitude registered for the recently installed 355 mm dia De Zalze Sewer Rising Main. The approximate performance figures of the proposed pumpstation is as follows;
- Peak Incoming Flow: 35 l/ s
- Pumping Rate: 45 l/ s
- Starts / Hour: 5
- Rising Main Diameter: 250 mm

The performance figures will be finalized once the development proposals have been fixed.

- **Storm Water**

Stormwater run-off up to the 5 year storm event from hardened areas will be collected via catch pits and inlet grids and conveyed via a combination of open concrete channels and underground concrete pipework. The existing farm dams will be utilized as retention ponds to not exceed the predevelopment runoff rates, intercept solids and provide water polishing prior to release to the Eerste River. Adequate escape avenues exist for storms exceeding the 5-year event.

11.2 Electrical Services capacity and availability

An **Electrical Capacity Report**, dated 17 May 2021, was prepared by CKR Consulting Engineers addressing the impact of the proposed amendments. A copy thereof is attached as **Annexure 18** to this report.

Based on the above calculations for the current development proposal done by Urban Design Principles dated May 2021 an Estimate of 5.8MVA will be needed for the development which will be done in different phases.

Stellenbosch Municipality has confirmed on 13 October 2020 that they have 1MVA available form Golf Substation for the first phase of the development, once formal Electricity applications are made planning will start to upgrade this figure.

SECTION E

COMPLIANCE WITH DECISION CRITERIA OF SECTION 42 OF THE STELLENBOSCH MUNICIPAL PLANNING BYLAW, 2015

12. COMPLIANCE WITH SECTION 42(1)

12.1 Procedural requirements

The application complies with all the prescribed procedural requirements which were confirmed at the pre-application consultation meetings.

12.2 Compliance and consistence with the National, Provincial and Municipal Spatial Development Frameworks and Policies

Section 42(1)(b) requires that a proposed development should be consistent with the norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the municipal spatial development framework: Compliance with the Stellenbosch Municipality Spatial Development Framework and other local spatial policies is motivated below.

12.2.1 Provincial Spatial Development Framework

The National Planning Commission (NPC) proposes a national focus on spatial transformation given the enormous costs imposed by existing spatial divides. It recognises that achieving this is a complex long-term process. The NDP's human settlement targets are: More people living closer to their places of work; better quality public transport; and more jobs in proximity to townships. To achieve these targets it advocates strong measures to prevent further development of housing in marginal places, increased urban densities to support public transport, incentivising economic activity in and adjacent to townships; and engaging the private sector in the gap housing market. The NDP also targets the development of a more inclusive and integrated rural economy. Its rural strategy is based on land reform, agrarian transformation, livelihood and employment creation, and strong environmental safeguards.

The Provincial Spatial Development Framework of the Western Cape is based on the following guiding principles:

- **Spatial Justice**

A socially just society is based on the principles of equality, solidarity and inclusion. Inclusionary settlements focus on the public realm rather than on private enclaves; support civic interaction and equitable access throughout the public environment; and make urban opportunities accessible to all. Past spatial and other development imbalances should be redressed through improved access to and use of land by disadvantaged communities.

The development proposal will be a mixed-use development containing a combination of retail, office, cultural and educational land uses as well as a wide range of housing opportunities.

Provision is made for 1 241 units of a medium density, non-suburban type. These units will be distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance (± 26 units or 2.1%) will be accommodated in precincts A and C and will be larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m^2 GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA will average at a market value between R4 and R 12 million.

Irrespective of the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

- **Sustainability and Resilience**

Land development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromise ecosystems. Resilience is about the

capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal, novelty and innovation. The focus should be on creating complex, diverse and resilient spatial systems that are sustainable in all contexts.

Although the subject site is currently zoned for Agricultural and Rural Purposes and shown as outside the demarcated urban edge of the Stellenbosch Municipal area, as indicated in the Stellenbosch Municipal Spatial Development Framework (2019), the subject property is bordered by urban development to the west and south. The proposed delineation of the future Techno Park Link Road (between Techno Park and Adam Tas Road) as well as the fact that the site is ideally located close to the town's central business district and community facilities such as schools and open spaces can be regarded as site specific circumstances to consider the site as a logical infill development opportunity, as its most western boundary will more or less follow the natural western edge of the town as already dictated by De Zalze and Techno Park.

Deviation from the provisions of the MSDF will be motivated in more detail in Section 14.3.1. In general it can be stated that the development proposal for the partial development of the Fleurbaai/Libertas Farms attempts to strike a balance between retaining the special character of the farms, being identified in the Stellenbosch Heritage Inventory and Management Plan as part of the "Green Transitions" of the Stellenbosch Municipal area and a sensitive development taking cognisance of this much valued local heritage resource by limiting development to four (4) precincts on the subject farms.
Densification will be in clusters and with an appreciation of the specifics of this site with high cultural and historical significance, rather than adopting a blanket sub-divisional approach. The specifics are a combination of cultural landscape and established natural features.

The footprints, nature and scale of the footprints of these precincts as well as the broader design concept have been informed by various specialist studies, of which the most important is the initial heritage, landscape and environmental inputs, to ensure the future sustainability and resilience thereof. The detail design of the development would further be informed by an Environmental Impact Assessment and a Heritage Impact Assessment which it is foreseen would also include a Visual Impact Assessment.

- **Spatial Efficiency**

Efficiency relates to the form of settlements and use of resources - compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; residential areas close to work opportunities as opposed to dormitory settlement, and

prioritisation of public transport over private car use. When a settlement is compact higher densities provide thresholds to support viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper.

The Stellenbosch Municipality is currently busy with the Adam Tas corridor/ARC study. This project will provide high density residential opportunities in central Stellenbosch. The Fleurbaai/Libertas design proposal will complement the Adam Tas Corridor initiative by providing localised alternative medium to higher density residential development as well as localised commercial and community opportunities within an area of logical infill in close proximity to central Stellenbosch and Techno Park. This development would provide housing opportunities for a mark segment for which there is currently very little housing stock available within the Stellenbosch municipal area.

The development would be a mixed-use development limited to four compact fixed precincts on the subject farms. Due to the higher density nature of the development it would make future public transport options more viable. The design concept thus makes provision for internal and external non-motorised linkages to the remainder of the farms (remaining agricultural and green component) as well as to the bigger Stellenbosch area and surrounding green network of the town. It also allows for external linkages to the wider Stellenbosch and surrounding area.

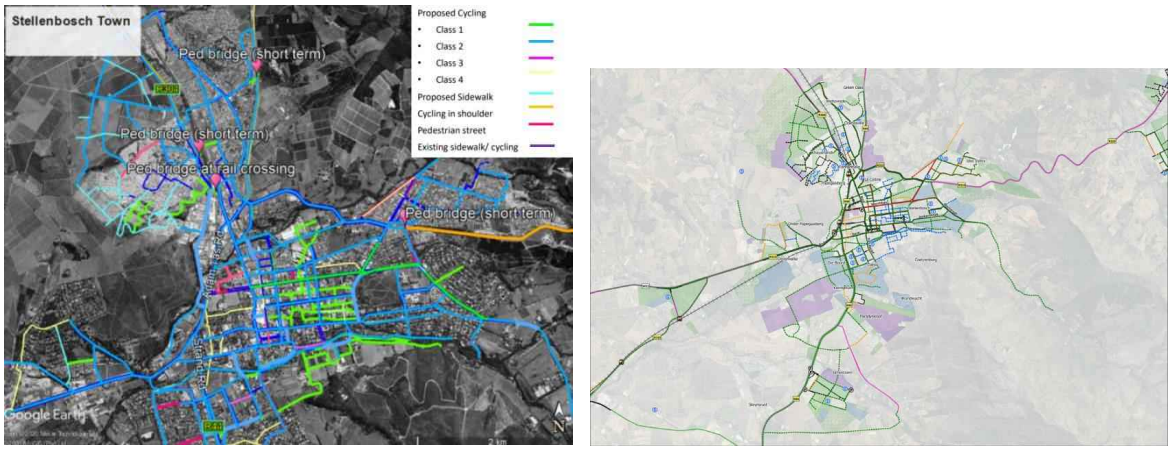
The proposed development concept would thus promote spatial efficiency.

- **Accessibility**

Improving access to services, facilities, employment, training and recreation, and safe and efficient transport modes is considered essential. Accessibility is also defined by convenient and dignified access to private and public spaces for people with impaired mobility. Good and equitable access systems must prioritise the pedestrian, as well as provide routes for bicycles, prams, wheelchairs and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities. Visual access implies direct sight lines or unfolding views, signs or other visual cues, and being able to see other people - all of which help in negotiating places.

The proposed development will have a mixed-use character which would improve access to inter alia employment opportunities. Although close to existing community and education facilities, it will also accommodate such facilities as existing facilities are currently at capacity in Stellenbosch. It would at the same time offer a wider choice of residential opportunities for individuals and families who struggle to find affordable housing within the central Stellenbosch area.

As indicated in the Urban Design Principles, the Visual en Landscape Character Document and the Traffic Impact Statement, the proposed development would also offer a wider permeability network in the form of a non-motorised network which weaves through the total site to support a healthy lifestyle of walking, jogging and cycling on the greater site and beyond and which links Techno Park to Die Boord via the remainder of the farm and proposed Precincts. It also links with the municipality's non-motorised transport network as proposed in their draft Non-Motorised Transport Plans.



Figures 54 and 55: ***Extracts from Stellenbosch Municipality Draft Non-Motorised Transport Masterplan***

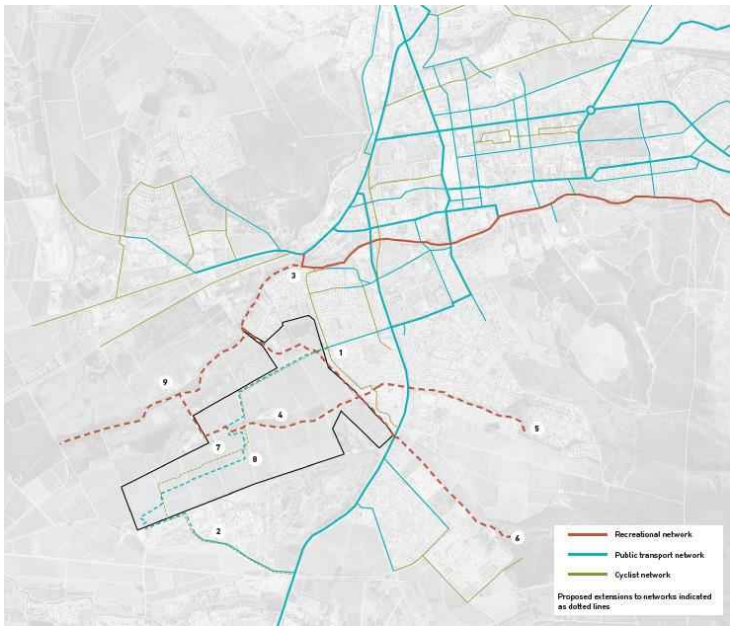


Figure 56: Extract from the Urban Design Principles indicating the proposed NMT network and its connection with the proposed Stellenbosch NMT network

- **Quality and Liveability**

The quality of an environment directly contributes to its liveability. A q quality-built environment is one that is legible, diverse, varied and unique. Legible built

environments are characterized by the existence of landmarks such as notable buildings and landscaping, well- defined public spaces, as well as navigable street networks. Diverse built environments offer a variety of opportunities, experiences and choice. The more varied a place, the more it is distinguishable because of the individual qualities that make it distinctive from other places. Liveable settlements balance individual and community facilities and display a logic of order and random incident.

The development proposal is based on a set of urban design principles which inter alia requires the initiation of typologies that offer opportunities for continuity of enclosure in the form of urban rooms (containing mixed land uses and housing opportunities in a range of price classes) rather than individual and competing form dotted throughout the landscape.

The main thrust of the compilation of the development proposal has been based on reducing the aesthetics (visual impact) of the proposed development in the surrounding landscape which has much cultural and historical value in the Stellenbosch context. The form-based design approach would greatly enhance the quality of this development which would be sensitively placed within identified precincts in this “green transition area’ as identified in the Stellenbosch Heritage Inventory.

Urban form will be enhanced and enforced by a form-based code approach as explained earlier in this report. This design approach would serve to create acceptable parameters in terms of footprint and typologies that are appropriate to the site. Once the footprint is accepted in terms of environmental legislation, the design needs to be filtered through a set of site-specific form-based codes for each cluster and each unit within this. This will ensure the required level of synergy and balance that is required to protect both the “green transition area” character of the subject farms and the individual asset values of future individual properties.

12.2.2 Western Cape Land Use Planning Guidelines Rural Areas (March 2019)

The Western Cape Guidelines for Rural Areas has been prepared to promote sustainable development in appropriate rural locations throughout the province and to protect agriculture as a primary land use in the rural landscape. Norms for the subdivision of agricultural land were established following a consultative process. The objective of these guidelines is to provide clarity to all role players and partners (public and private) on the type of development that is appropriate beyond the current built-up areas, suitable locations where it could take place, and the desirable form and scale of such development.

Guidelines are provided for development adjacent to existing urban settlements and outside the identified urban edges. It is indicated that when considering the desirability of development proposals in such areas the following inter alia needs to be taken into consideration.

- Accessibility and public transport availability, and access for the disabled.
- Infrastructure provision and cost and long-term maintenance costs.
- Environmental impact (e.g. waste management).
- Agricultural impact.
- Visual impact, especially on the rural landscape.
- Historical settlement patterns and form.
- Natural landscape and topographical form as design informants.
- New buildings and structures should conform to the massing, form, height and material use in existing settlements.
- When accommodating development in existing settlements, the following principles should be adhered to:
  - Maintain and enhance public spaces.
  - Reinforce the close relationship of settlements to the regional route structure.
  - Integrate new development into the settlement structure.
  - Respect socio-historical and cultural places.

These requirements and guidelines have all been addressed in the design proposal as motivated in this report. It has been informed by various specialist studies including engineering reports, environmental baseline input as well as landscaping and heritage inputs. Urban Design Principles have been prepared which provides information regarding the desirable massing, form, height and material use in the proposed development which took cognisance of the historical settlement and historical architectural patterns on the site and wider Stellenbosch area, the visual impact of the development from various viewpoints and using the natural landscape and topographical form as design informant. A substantial portion of agricultural land will be retained and the existing green structure on the farms will be extended and enhanced. Much thought has been given to linkages within the development through specifically the promotion of non-motorised transport as well as linkages with the wider township area and green spaces of Stellenbosch while simultaneously enhancing accessibility to the farms which is not currently the case.

This development would not impede the implementation and development of identified development nodes such as the Adam Tas Corridor. The Adam Tas Corridor aim to promote connections between the more effluent and less affluent areas in Stellenbosch and making housing opportunities and community facilities in the central area of Stellenbosch more accessible to lower income groups. While this is considered to be a priority it should also be recognised that there is currently very

little affordable housing opportunities available for the middle and higher middle-income groups in the Stellenbosch area and these people and their families often need to reside elsewhere while they have to spent a substantial amount of time and money to daily commute to their works places in the town. Please refer to **Annexure 19**, **Market Demand/Socio-Economic Study**.

12.3 Municipal Policies

12.3.1 Stellenbosch Municipality Spatial Development Framework (2019)

As this application is not fully compliant with the current proposals of the 2019 Stellenbosch MSDF a component of this application is to apply for a deviation from Council Policy and to motivate site specific circumstances why such a deviation would not be detrimental to the Stellenbosch Municipal area. This has been addressed in detail in Paragraph 7.1 of this report.

12.3.2 Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019)

As certain components of this application are not fully compliant with the current proposals of the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) a component of this application is to apply for a deviation from Council Policy. This has been addressed in detail in Paragraph 7.1 of this report and it was motivated why the specific design proposal, informed by various specialist studies by a heritage practitioner, a landscape architect and a visual analyst, will not have a detrimental impact on the heritage and landscape asset of the town. .

12.3.3 Stellenbosch Comprehensive Integrated Transport Plan (2016 - 2020) and the Stellenbosch Municipality Roads Master Plan (2018 Update)

The Stellenbosch Comprehensive Integrated Transport Plan makes proposals for the improvement of the major road network in and around the town of Stellenbosch including a western “by-pass” road intended to relieve traffic congestion in the town and to provide an alternative route for through traffic.

The motivations for the Techno Park Link Road proposal are inter alia:

- The Stellenbosch Roads Masterplan (2012) as well as the updated 2018 document indicate that the section of the R44 between Paradyskloof and the van Reede Street intersection and Adam Tas Road between the junctions with the R44 and Merriman Street are operating above their capacity. The congestion in the peak period on these critical sections of the road network means that the traffic comes to a virtual standstill.

- Additional road capacity is required and critical intersections along the Adam Tas Corridor need to be upgraded due to saturated peak hour traffic.

- There is also a significant proportion of through trips (in excess of 10%) between Paarl and Somerset West that use the road.

- The corridor provides access to the commuter rail service at the Stellenbosch and Du Toit Stations. The stations are accessed by public transport and a high volume of pedestrians that must cross the Adam Tas Corridor on the way to the town centre, giving rise to pedestrian / vehicle conflicts.

- Due to the traffic congestion on the Adam Tas Corridor, traffic seeks alternative routes through the historical part of the Stellenbosch town on roads that are not intended to carry high volumes of traffic.

- The congestion on the R44 leads to a number of unintended consequences such as: - Wasted time - Increased operating costs (fuel) - Raised pollution levels

- The net effect is that the reduced accessibility impedes any further development which is in conflict with the stated SDF goals. The Stellenbosch Municipality's intention is to promote "the right type of development at the right places". The right type of development is such that it can be supported by public transport, meaning densification along public transport corridors rather than urban sprawl. The right places are those that do not threaten the historical heritage part of the town. If nothing is done the pressure to redevelop the historical part of the town will intensify. Alternatively, random satellite developments may occur as developers explore cheaper alternatives, not necessarily supporting the stated SDF goals

  The proposal for the western bypass road is also included in the Stellenbosch Municipality's updated Draft Roads Master Plan (2018), currently out for public comment. This document also recommends the following with regarding to the western bypass road:

  - Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them.

  - The planning of the western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This

should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work.

- Planning for the funding of the road projects must commence to ensure that the short and medium term priority listing can be achieved.

- This updated Roads Master Plan should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such at the SDF and IDP should complement this RMP, and vice-versa.

It is thus clear that the proposed western by-pass road is a priority for the municipality. The proposed development's development contributions would assist in the funding of these much needed road upgrading.

As motivated earlier, the construction of this road would also contribute to the site specific circumstances for deviation from the urban edge policy of the municipality Due to the proposed delineation of this link road and the existing urban development at Technopark, it can be accepted that there would be pressure for infill development between this proposed new road link and the existing urban developments of Stellenbosch and thus the eventual amendment of the demarcated urban edge in this area. Due to the nature of the proposed development and the proposed Urban Design Principles and coding approach the proposed development would benefit the wider Stellenbosch community and be in accordance with the spatial principles set out in the relevant legislation and spatial policies, e.g. it being a compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables and link with public and existing NMT networks, offering housing opportunities for a broader range of groups while acknowledging and protecting the heritage and cultural value of the site.

12.4 Public interest

Approval of the proposal will have a positive socio-economic impact in regard to providing additional employment opportunities during the construction period and thereafter. Please refer to **Annexure 19**, **Market Demand/Socio-Economic Study**.

12.5 Impact on existing rights and obligations

The impact of the proposed development on the immediately abutting properties is not considered negative and due to the design approach and layout thereof it can be successfully absorbed within the natural, cultural and scenic landscape of the surrounding area without any negative impact thereon. The proposed use will also not impact on the health or wellbeing of neighbours. It will also provide security and

stability for farm workers through the offered opportunity of inclusive housing and tenure for them.

12.6 Impact on the external engineering services

An initial Services Availability Report, an Electrical Capacity Report and a Traffic Impact Assessment confirm that there is suitable bulk infrastructure available in the area for the amended proposed development subject to certain upgrading.

12.7 Impact on safety, health and wellbeing of community

The subject property is currently not accessible to the general public. The proposed development will create opportunities for more people to utilise and have access to this historic and cultural asset of Stellenbosch. A non-motorised transport network which will include pedestrian and cycle links to the green open systems will contribute to the health and wellbeing of the wider community.

12.8 Impact on Environment

The impact on the environment has been addressed in a desktop **Natural Environmental Baseline Report** done by Doug Jeffery Environmental Consults, attached as **Annexure 13** to this report. An Environmental Baseline Study (EBS) helps to determine existing environmental conditions in an area, defining significant resources that may require protection from development or other forms of transformation. This sequentially assists in predicting and evaluating potential environmental impacts prior to any development.

According to the GIS data used, a small Critical Biodiversity Area and an Ecological Support Area are identified on the site. The site contains a natural drainage corridor and may contain localised wetland areas (Figures 2 & 5 in the report). Further, NFEPA wetland areas were identified but these wetlands are associated with the artificial dams located on site. A freshwater specialist will need to conduct a site investigation to confirm the presence of wetlands in this area of the site and the final plans for the subject property should take any confirmed wetland areas into account.

The original vegetation type of the site is Swartland Granite Renosterveld. The majority of the site has been transformed for agriculture purposes. From this desktop investigation, however, it is apparent that there are areas, identified in this report, that have not been cultivated in the last ten years and therefore may contain natural vegetation. It is recommended that a botanical specialist investigate the site to determine the status of the natural vegetation.

This report shows that the identified potentially sensitive vegetation areas coincide with the drainage line and wetland patches and are located in a discrete area of the site as identified in figure 4 of this report.

According to the Stellenbosch Municipality Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas.

The total site considered in this report is approximately 180 ha in extent. The identified potentially sensitive areas are restricted to less than 20 ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development.

A more detailed environmental study would be done, if required in terms of the National Environmental Act, 1999, for the more detailed development proposal.

SECTION F

REASONS FOR SUPPORT

13. SUMMARY OF MOTIVATION/REASONS FOR SUPPORT

- The development proposal includes reference to sufficient site-specific circumstances to motivate a departure from approved policy and in so doing complies with the criteria for decision making and desirability as set out in Section 42 of the Stellenbosch Municipality Land Use Planning By-Law of 2015.

- The development proposal is in line with the land use development principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014).

- The proposal allows for a broader range of housing opportunities in accordance with the guidelines and objectives of the Stellenbosch Integrated Development Plan, the Municipal Spatial Development Framework, the Stellenbosch Urban Development Strategy and the Integrated Human Settlement Plan.

- The development proposal is the result of inputs by various specialists which includes a Heritage input, a Landscape Architectural input, Visual Statement, an Environmental Baseline Report, Engineering Services (Electrical and Civil) confirmation reports and a Preliminary Traffic Impact Statement (also incorporating NMT linkages).

- The scale and nature of the proposed amended development proposal is considered to be compatible with the character of the surrounding area as being confirmed by the Heritage Report.

- The development proposal will not negatively impact on the heritage and cultural significance of the site as the recommendations of the Stellenbosch Municipality Heritage Inventory and Management Framework have been taken into consideration.

- The development is guided by an Urban Design Principles and would be further informed by form based codes for individual blocks and buildings which would ensure a high quality urban environment most suitable for this specific site.

- The development contributions will assist with the building of the proposed Techno Park Link Road which would be beneficial to the wider Stellenbosch community.

- The proposed development will create employment opportunities and thus socio-economic upliftment.

- There will be no negative impact on the bio-physical environment as identified in the Environmental Baseline Report as environmentally sensitive areas will be incorporated and enhanced in the proposed green structure of the development.

- Once the principle of development has been approved, further specialist studies would be conducted such as a Visual Impact Assessment, Heritage Impact Assessment and additional Environmental Studies.

SECTION G

CLOSING STATEMENT

14. CONCLUSION

It is the opinion of *FIRST PLAN* that sufficient motivation has been given for site-specific circumstances to deviate from approved policy and it can therefore be argued that this application should be considered to be in line with the criteria for decision making and desirability as set out in Section 42 of the Stellenbosch Municipality Land Use Planning By-Law of 2015. The development proposal should therefore also be viewed as in line with the land use development principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014).

15. RECOMMENDATION

Due to the above-mentioned ***FIRST PLAN* Town and Regional Planners** therefore believes that the approval of the proposed development will ensure the sensitive and desirable development of limited areas of the subject properties.

It is therefore submitted herewith that there is no evidence that this proposal will impede on anybody's rights as it will lead the way for the optimum use and enhancement of the subject properties to the long-term benefit of all parties concerned.

The relevant decision body of the Stellenbosch Municipality is therefore respectfully requested to support this application for approval.

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

Verw/Ref: FP/1020/991 30 January 2023 :Date/Datum

For Attention: Mr Robert Fooy
Land Us Management: Department: Planning & Economic Development
3rd Floor, Stellenbosch Mall
Andringa Street
Stellenbosch 7600

Dear Mr Fooy

REMAINDER FARM 1040, STELLENBOSCH, REMAINDER FARM 1480, STELLENBOSCH, PORTION 2 OF FARM 374, STELLENBOSCH AND REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

APPLICATION FOR DEVIATION FROM COUNCIL POLICY AND REZONING FROM AGRICULTURAL AND RURAL ZONE TO SUBDIVISIONAL AREA

I refer to your e-mail dated 26 August 2021 to Gideon Roos as well as a further meetings and discussions on 22 Oktober 2021 and 14 December and various telephonic discussions.

Please see our underneath response to the issues you raised in your feedback:

	COMMENT	RESPONSE
1	The first section of the report must contain a motivation that specifically addresses reasons as to why a Site-Specific Deviation from the Stellenbosch MSDF should be considered and supported.	The Town Planning Motivation Report has been revised as such. This section refers to the National Department of Agriculture, Land Reform and Rural Development "Guideline on the Determination of Site-Specific Circumstances in terms of Section 22(2) of the Spatial Planning and Land use Management Act, (Act No. 16 of 2013), 2021" as well as the draft document of the Provincial Government Western Cape. It was also discussed with Ms Chantel Hauptfleisch of the Spatial Planning Section of the Municipality.

2	The second part of the application must deal with the Rezoning portion of the application and the points raised in the underneath Section 3 must be included as part of the motivation with the relevant precinct plans providing the relevant information required to inform the reader as to what is proposed.	The Town Planning Motivation Report has been revised as such. See underneath paragraph 3 with regard to addressing the listed items.
3	A general overview must be provided with which addresses underneath is required.	
3.1	Main access roads to and in the development	The TIA prepared by UDS Africa was updated (January 2023) to provide more information regarding the main access roads to the proposed development, please see paragraph 4.3. Access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets. Van Reede Road is classified as a Class 4-road. The Municipality's Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 m (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts should thus adhere to these

		guidelines, details of which will be addressed during further design stages. Detail on the road width, lane layout, etc. of this road will be determined during further design stages. The **revised TIS** is attached as **Annexure 16** to the town planning motivation report. The proposed future alignment of Van Reede Road over the subject properties is the result of investigations done by the project traffic engineers, an input from the heritage consultants and a visual assessment done to address the impact thereof on the landscape. A preferred alternative was presented to the Municipal Engineering Department who supports it. The more detailed Visual Impact Assessment, which will form part of a later phase of the application, will address mitigating measures to lessen the impact on the most visually sensitive portion of the farm – namely the link to the existing road network in Technopark via the so called "buffer area" at the crest of the hill where development is discouraged. This is addressed in detail in the Town Planning motivation report and the Visual Impact Study and Visual Statement submitted with the application.
3.2	Precincts that are to be created.	"Precinct D" which was shown on the previous plans has been removed from the development proposal due to the perceived negative visual impact thereof. The three proposed development portions (1 – 3) are described in Paragraph 7.2 of the town planning report which has been revised as requested.
3.3	Main Services available	Services Reports confirming availability of main services were prepared and submitted with the application. A **Civil Services Availability Report** was prepared by Integrate Structural and Civil Engineering. A copy of the Engineering Services Report (18 May 2021) is attached as

		Annexure 17 to the town planning submission documentation. This report also addresses storm water management on the site. An **Electrical Capacity Report**, dated 17 May 2021, was prepared by CKR Consulting Engineers addressing the impact of the proposed amendments. A copy thereof is attached as **Annexure 18** to the Town Planning Submission Documentation.
3.4	The Management of the Open space and Nature areas.	A Master Home Owner Association will be established for the proposed development which will be responsible for the management of the public open spaces. The remainder of the farm will still be utilized for agricultural purposes. The details in this regard will form part of later applications as explained earlier.
3.5	A broad discussion of impact that the proposal will have on the existing character of the area.	An **Assessment of the Proposed Development on the Stellenbosch Cultural and Visual Landscape** has beenwas done by the heritage consultant, Liana Jansen. This document is part of **Annexure 13** of the Town Planning Submission Documentation. This report has been revised as a result of the revised road proposal.
4	Visual Impact of the various components specifically from the Polkadraai Rd.	A revised **Visual Impact Study and Visual Statement** was prepared by Filia Visual which inter alia addresses the visual impact of the various components on Polkadraai Road and from elsewhere. It also addressed the proposed new alignment of Van Reede Road. This document is part of **Annexure 15** of the Town Planning Submission Documentation.
5	Each development must be discussed in detail if you intend to submit detailed subdivision plans and the following points should be discussed:	
	• Land uses proposed • Access roads and NMT • Density / Bulk • Height of buildings proposed (only been done for Precinct A) • Density / ha • Architectural Styles / typical	Preliminary information in this regard is given in the Town Planning Submission Documentation and revised Urban Design Principles (January 2023). It was, however, agreed with the municipality at various pre-application meetings that the application for the proposed development of the subject farms would follow a process consisting of various applications which would be submitted in different phase, the one following the other to

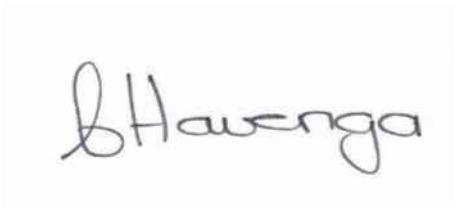
	house typology proposed if any, etc • Visual impact mitigation • NMT and public transport facilities if any.	ensure a well-informed process and decisions , namely: (i) Firstly an application for rezoning of the subject farms to Subdivisional Area. This is the aim of the current application. This application will also motivate a site-specific deviation from the Spatial Development Framework to allow for the inclusion of the subject properties within the urban edge. Although the development concept/proposal for the partial development of the subject farms will be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. This application is informed and accompanied by the above mentioned specialist studies. (ii) An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development Once in principle approval has been obtained for the rezoning and the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area and the subdivision of agricultural land would be submitted in terms of the Subdivision of Agricultural Land Act 70 of 1970 to the National Department of Agriculture, Land Reform and Rural Development. (iii) The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact

		Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment. (iv) The submission of detailed Subdivision and Site Development Plans As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment and the comments received on these studies as well as further consultation with the relevant municipal services departments would then inform the detailed Subdivision and Site Development Plans. The revised **Urban Design Principles** and **Zoning Plan** (attached as **Annexures 10 and 11** to town planning report) provides information regarding the following for each of the e Precincts: • Land uses proposed • Access roads and NMT • Density / Bulk • Height of buildings proposed • Density / ha • Architectural Styles / typical house typology proposed if any, etc • Visual impact mitigation • NMT and public transport facilities
6	The consolidation of the various portions applicable.	It is intended to submit a consolidation application, if required, once the exact footprints of the individual development portions have been established. This will thus be done at a later stage after e.g. the required environmental and heritage processes.

7	Treatment / management of public open space area etc	A Master Home Owner Association will be established for the proposed development which will be responsible for the management of the public open spaces. The remainder of the farm will still be utilized for agricultural purposes. The details in this regard will form part of later applications as explained earlier.
8	Integration of development with its surroundings	An **Assessment of the Proposed Development on the Stellenbosch Cultural and Visual Landscape** has been done by the heritage consultant, Liana Jansen. This document is part of **Annexure 13** of the Town Planning Submission Documentation and address the integration of the development with the surrounding landscape context. A **Traffic Impact Statement** attached as **Annexure 16** to the Town Planning Submission Documentation address the integration with the motorised and non-motorised transport network of the municipality.
9	Diverse housing opportunities if any. (Affordable housing opportunities / SocialHousing opportunities etc)	A variety of housing opportunities is proposed. The detail in this regard would form part of later phases of the application process as explained earlier.

I trust that the above information and the revised Town Planning Submission Documentation have addressed your questions adequately. If you require any further information, please do not hesitate to contact the authori.

Yours faithfully



CHRISTINE HAVENGA

ANNEXURE 1:
POWER OF ATTORNEY AND TRUST RESOLUTIONS

FLEURBAAI (PTY) LTD
REGISTRATION NUMBER 1965/000852/07
("the Company")

WRITTEN RESOLUTION OF THE DIRECTORS ON 07 JULY 2021, ADOPTED IN ACCORDANCE WITH THE MEMORANDUM OF INCORPORATION OF THE COMPANY AND THE COMPANIES ACT NO. 71 OF 2008 ("COMPANIES ACT")

RESOLVED THAT

1. POWER OF ATTORNEY: FIRST PLAN TOWN PLANNERS

The company will sign a Power of Attorney to appoint First Plan Town Planners to apply, on behalf of the company, for the rezoning to subdivisional area and a deviation from a council policy, in respect of the following property:

Remainder Farm 1040 Stellenbosch

to en able the property to be developed/used for the following purposes:

Mixed uses, multi-unit residential units, private open spaces, private roads, utility services, agricultural activities and educational.

2. AUTHORISATION

John Conrad Burke, ID number 7911235144087, in his capacity as Chief Operations Officer of the Company be and is hereby authorized and directed from time to time to execute and deliver all documents, agreements or other writings, whether under the corporate seal of the Company or otherwise, as may be necessary or advisable, and to sign for and in the name and on behalf of the Company all such documents and writings and to take all such steps as in his or her opinion may be necessary or advisable for the purpose of giving effect to this resolution, and any documents pertaining to this resolution.

N VAN DER WESTHUIZEN
DIRECTOR

James Mason

JW MASON
DIRECTOR

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

POWER OF ATTORNEY
REGISTERED OWNER'S CONSENT FORM

I/WE FLEURBAAI PTY LTD (Reg No. 1965/000852/07)

Name of Registered Owner

THE REGISTERED OWNER(S) OF THE FOLLOWING PROPERTY(IES):

Remainder Farm 1040 Stellenbosch

HEREBY CERTIFY THAT AUTHORITY HAS BEEN GRANTED TO:

FIRST PLAN CC (Reg no. 2000/002213/23)

TOWN & REGIONAL PLANNERS

Name of Applicant

TO APPLY FOR:

REZONING TO SUBDIVISIONAL AREA AND A DEVIATION FROM A COUNCIL POLICY

IN RESPECT OF THE ABOVE-MENTIONED PROPERTY(IES) TO ENABLE THE PROPERTY(IES) TO BE DEVELOPED/USED FOR THE FOLLOWING PURPOSE(S):

Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services, Agricultural Activities and Educational

THE UNDERSIGNED THEREFORE NOMINATES, CONSTITUTES AND APPOINTS THE APPLICANT WITH POWER OF SUBSTITUTION TO BE THE REGISTERED OWNER'S LEGAL REPRESENTATIVE/AGENT AND TO ACT IN THE NAME, PLACE AND STEAD OF THE REGISTERED OWNER IN THE ABOVE REGARD. POWER OF ATTORNEY IS ACCORDINGLY HEREBY GRANTED TO THE APPLICANT TO SIGN ALL CORRESPONDENCE IN RESPECT OF MATTERS REFERRED TO ABOVE.

OWNER'S NAME	John Conrad Burke
OWNER'S SIGNATURE	
DATE	07 / 07 / 2021

HELLOSIGN

Audit trail

TITLE	FLEURBAAI - RESOLUTION & POA
FILE NAME	Resolution_...ty) Ltd.pdf and 1 other
DOCUMENT ID	f2d3eb0a57ad4cec6947c1a9f1134105fe75622b
AUDIT TRAIL DATE FORMAT	DD / MM / YYYY
STATUS	● Completed

Document history

SENT	**07 / 07 / 2021** 14:23:34 UTC+2	Sent for signature to Nico van der Westhuizen (nico@foundationcapital.co.za), James Mason (james@kalander.co.za) and Conrad Burke (conrad@foundationcapital.co.za) from marike@finleys.co.za IP: 102.39.53.142
VIEWED	**07 / 07 / 2021** 14:27:34 UTC+2	Viewed by Conrad Burke (conrad@foundationcapital.co.za) IP: 102.39.53.142
SIGNED	**07 / 07 / 2021** 14:27:50 UTC+2	Signed by Conrad Burke (conrad@foundationcapital.co.za) IP: 102.39.53.142
VIEWED	**07 / 07 / 2021** 14:29:57 UTC+2	Viewed by Nico van der Westhuizen (nico@foundationcapital.co.za) IP: 41.13.243.102

HELLOSIGN

Audit trail

TITLE	FLEURBAAI - RESOLUTION & POA
FILE NAME	Resolution_...ty) Ltd.pdf and 1 other
DOCUMENT ID	f2d3eb0a57ad4cec6947c1a9f1134105fe75622b
AUDIT TRAIL DATE FORMAT	DD / MM / YYYY
STATUS	Completed

Document history

SIGNED	**07 / 07 / 2021** 14:30:11 UTC+2	Signed by Nico van der Westhuizen (nico@foundationcapital.co.za) IP: 41.13.243.102
VIEWED	**07 / 07 / 2021** 15:16:37 UTC+2	Viewed by James Mason (james@kalander.co.za) IP: 197.185.117.123
SIGNED	**07 / 07 / 2021** 15:22:27 UTC+2	Signed by James Mason (james@kalander.co.za) IP: 197.185.117.123
COMPLETED	**07 / 07 / 2021** 15:22:27 UTC+2	The document has been completed.

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

POWER OF ATTORNEY

REGISTERED OWNER'S CONSENT FORM

I/WE Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)

Name of Registered Owner

THE REGISTERED OWNER(S) OF THE FOLLOWING PROPERTY(IES):

Remainder Farm 1480 Stellenbosch, Portion 2 of Farm 374 Stellenbosch and Remainder Portion 2 (a portion of Portion 1) of Farm Valley Lustery Number 371 Stellenbosch

HEREBY CERTIFY THAT AUTHORITY HAS BEEN GRANTED TO:

FIRST PLAN CC (Reg no. 2000/002213/23)

TOWN & REGIONAL PLANNERS

Name of Applicant

TO APPLY FOR:

REZONING TO SUBDIVISIONAL AREA AND A DEVIATION FROM A COUNCIL POLICY

IN RESPECT OF THE ABOVE-MENTIONED PROPERTY(IES) TO ENABLE THE PROPERTY(IES) TO BE DEVELOPED/USED FOR THE FOLLOWING PURPOSE(S):

Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services, Agricultural Activities and Educational

THE UNDERSIGNED THEREFORE NOMINATES, CONSTITUTES AND APPOINTS THE APPLICANT WITH POWER OF SUBSTITUTION TO BE THE REGISTERED OWNER'S LEGAL REPRESENTATIVE/AGENT AND TO ACT IN THE NAME, PLACE AND STEAD OF THE REGISTERED OWNER IN THE ABOVE REGARD. POWER OF ATTORNEY IS ACCORDINGLY HEREBY GRANTED TO THE APPLICANT TO SIGN ALL CORRESPONDENCE IN RESPECT OF MATTERS REFERRED TO ABOVE.

OWNER'S NAME	A C BLAKE
OWNER'S SIGNATURE	
DATE	6/07/2021

RESOLUTION PASSED AT A MEETING OF TRUSTEES OF THE

AC BLAKE FAMILY TRUST

Registration Number IT 918/1994

HELD AT STELLENBOSCH ON THE 6TH JULY 2021

IT WAS RESOLVED THAT:

1. The Trust in respect of the property(ies) known as :

   REMAINDER FARM 1480 STELLENBOSCH, PORTION 2 OF FARM NO. 374 STELLENBOSCH AND REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM NO. 371 STELLENBOSCH;

   authorise and empowers

   FIRST PLAN CC (Registration No. 2000/002213/23)
   TOWN & REGIONAL PLANNERS

   to apply for rezoning to subdivisional area and a deviation from a council policy in respect of the property(ies) to be developed or used for the following purposes:

   Mixed Uses, Multi-Unit Residential Units, Private Open Spaces, Private Roads, Utility Services, Agricultural Activities And Educational

2. **ANDRIES CHRISTOFFEL BLAKE** in his/her capacity as a Trustee be and is hereby authorised to sign the relevant Power of Attorney and/or document which may be necessary to give effect to the above.

SIGNED BY ALL THE TRUSTEES

TRUSTEES	SIGNATURES
ANDRIES CHRISTOFFEL BLAKE (Identity no. 540412 5059 088)	
CARIN BLAKE (Identity no. 561106 0062 089)	
PETRUS DANIEL CARINUS CARINUS (Identity no. 570219 5099 086)	

ANNEXURE 2:
LAND-USE APPLICATION

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

DIRECTORATE: PLANNING & ECONOMIC DEVELOPMENT

www.stellenbosch.gov.za/planning-portal/

SUBMIT COMPLETED FORM TO landuse.applications@stellenbosch.gov.za

LAND USE PLANNING APPLICATION FORM

(Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015) and other relevant legislation)

KINDLY NOTE: Please complete this form using BLOCK letters and ticking the appropriate boxes.

PART A: APPLICANT DETAILS

First name(s)	**Christine**				
Surname	**Havenga**				
Company name *(if applicable)*	**First Plan Town and Regional Planners**				
Postal Address	**P O Box 15865**				
	Panorama		Postal Code	**7506**	
Email	**christine.havenga@firstplan.co.za**				
Tel	**021 930 7148**	Fax		Cell	**073 1951 040**

PART B: REGISTERED OWNER(S) DETAILS *(If different from applicant)*

Registered owner(s)	▪ **Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)** ▪ **Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07)** ▪ **Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)** ▪ **Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)**				
Physical address	**Adjacent to the R44, Stellenbosch. Between Die Boord and Techno Park**				
			Postal code	**7600**	
E-mail	**Conrad@foundationcapital.co.za**				
Tel		Fax	**021 930 7210**	Cell	**827771228**

PART C: PROPERTY DETAILS *(in accordance with title deed)*

Farm No.	1040	**Portion(s) if Farm**	Remainder	**Allotment area**	Stellenbosch
Farm No.	1480	**Portion(s) if Farm**	Remainder	**Allotment area**	Stellenbosch
Farm No.	374	**Portion(s) if Farm**	2	**Allotment area**	Stellenbosch
Farm No.	371	**Portion(s)**	2	**Allotment**	Stellenbosch

		if Farm		**area**	
Physical Address	**Adjacent to R44**				

Current Zoning	**Rural and Agricultural**	Extent	• **Remainder Farm 1040, Stellenbosch - 70.9579 ha** • **Remainder Farm 1480, Stellenbosch - 108.84 ha** • **Portion 2 Of Farm 374, Stellenbosch – 0.96 ha** • **Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery, 371 Stellenbosch – 0.9 ha**	Are there existing buildings?	**Yes**	N
Applicable Zoning Scheme	**Stellenbosch Integrated Zoning Scheme**					
Current Land Use	**Agriculture and vacant land with historical farm yard**					

Title Deed number and date	T	• **Farm Fleurbaai No. 1040, Stellenbosch – T2011/1966** • **Farm Libertas No. 1480, Stellenbosch – T21113/2007** • **Portion 2 Of Farm 374, Stellenbosch – T50628/1994** • **Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – T50628/1994**
Attached Conveyance's Certificate	Y	**No** — Any Restrictions i.t.o. the Attached Conveyance's Certificate? If yes, please list condition(s) as per certificate
Are the restrictive conditions in favour of a third party(ies)?	Y	**No** — If Yes, list the party(ies):
Is the property encumbered by a bond?	Y	**No** — If Yes, list the bondholder(s):
Is the property owned by Council?	Y	**No** — If Yes, kindly <u>attach a power of attorney</u> from the Manager Property Management

Is the building	Y	N	Is the building	**YES**	N	Is the application	**YES**	N	If Yes, kindly

located within the historical core?			older than 60 years?			triggered by the National Heritage Resources Act, 1999 (Act 25 of 1999)[1]			indicate which section are triggered and attached the relevant permit if applicable. **Section 38 An HIA will be submitted to HWC**	

Any existing unauthorized buildings and/or land use on the subject property(ies)?	Y	**No**	If yes, is this application to legalize the building / land use[2]?	Y	**No**
Are there any pending court case(s) / order(s) relating to the subject property(ies)?	Y	**No**	Are there any land claim(s) registered on the subject property(ies)?	Y	**No**

PART D: PRE-APPLICATION CONSULTATION

Has there been any pre-application consultation?	**YES**	N	If Yes, please attach the minutes of the pre-application consultation.
Has the pre-application scrutiny form been submitted?	**YES**	N	If yes, please attach the written feedback received.

PART E: LAND USE PLANNING APPLICATIONS AND APPLICATION FEES PAYABLE

APPLICATIONS IN TERMS OF SECTION 15 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015)

Tick	Type of application: ***Cost are obtainable from the Council Approved tariffs***
X	15(2)(a) rezoning of Land
	15(2)(b) a permanent departure from the development parameters of the zoning scheme
	15(2)(c) a departure granted on a temporary basis to utilise land for a purpose not permitted in terms of the primary rights of the zoning applicable to the land
	15(2)(d) a subdivision of land that is not exempted in terms of section 24, including the registration of a servitude or lease agreement
	15(2)(e) a consolidation of land that is not exempted in terms of section 24
	15(2)(f) a removal, suspension or amendment of restrictive conditions in respect of a land unit
	15(2)(g) a permission required in terms of the zoning scheme
	15(2)(h) an amendment, deletion or imposition of conditions in respect of an existing approval
	15(2)(i) an extension of the validity period of an approval
	15(2)(j) an approval of an overlay zone as contemplated in the zoning scheme
	15(2)(k) an amendment or cancellation of an approved subdivision plan or part thereof, including a general plan or diagram
	15(2)(l) a permission required in terms of a condition of approval
	15(2)(m) a determination of a zoning
	15(2)(n) a closure of a public place or part thereof
	15(2)(o) a consent use contemplated in the zoning scheme
	15(2)(p) an occasional use of land
	15(2)(q) to disestablish a home owner's association
	15(2)(r) to rectify a failure by a home owner's association to meet its obligations in respect of the control over or maintenance of services

[1] All applications triggered by section 38(1)(a) - (e) in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999) may not be processed without a permit issued by the relevant department

[2] No application may be submitted to legalize unauthorised building work and or land use on the property if a notice has been served in terms of Section 87(2)(a), and until such time a Section 91 Compliance Certificate have been issued in terms of the Stellenbosch Land Use Planning By-law (2015)

	15(2)(s) a permission required for the reconstruction of an existing building that constitutes a non-conforming use that is destroyed or damaged to the extent that it is necessary to demolish a substantial part of the building
	15(2)(6) when the Municipality on its own initiative intends to conduct land development or an activity
	15(2)(l) amendment of Site Development Plan
	15(2)(l) Compilation / Establishment of a Home Owners Association Constitution / Design Guidelines

OTHER APPLICATIONS		
X	Deviation from Council Policies/By-laws	R
	Consent / Permission required in terms of a title deed	R
	Technical approval in terms of the Zoning Scheme Bylaw, 2019	R
	Other (specify): _____	R
	TOTAL A:	**R**

PRESCRIBED NOTICE AND FEES** *(for completion and use by official)*

Tick	**Notification of application in media**	**Type of application**	**Cost**
	SERVING OF NOTICES	Delivering by hand; registered post; electronic communication methods	R
	PUBLICATION OF NOTICES	Local Newspaper(s); *Provincial Gazette*; site notice; Municipality's website	R
	ADDITIONAL PUBLICATION OF NOTICES	Site notice, public meeting, local radio station, Municipality's website, letters of consent or objection	R
	NOTICE OF DECISION	*Provincial Gazette*	R
	INTEGRATED PROCEDURES	T.B.C	R
		TOTAL B:	**R**
		TOTAL APPLICATION FEES* (TOTAL A + B)	**R**

* ***The complete application should first be submitted without the payment of any applicable application fees. Only when satisfied that a complete and accurate application has been submitted, will a proforma invoice be submitted to the applicant with payment instructions. Application fees that are paid to the Municipality are non-refundable and once proof of payment is received, the application will be regarded as duly submitted.***

***** The applicant is liable for the cost of publishing and serving notice of an application. Additional fees may become applicable and the applicant will be informed accordingly.***

BANKING DETAILS

Account Holder Name: Stellenbosch Municipality
Bank: FIRST NATIONAL BANK (FNB)
Branch no.: 210554
Account no.: 62869253684
Payment reference: LU/_____ and ERF/FARM _____

Please use both the Land Use Application number and the Erf/Farm number indicated on the invoice as a reference when making EFT payment

DETAILS FOR INVOICE

Name & Surname/Company name (details of party responsible for payment)	**FLEURBAAI PTY LTD (Reg No. 1965/000852/07)**
Postal Address	**Office 101, 1st floor Oude Bank Building, Church Street, Stellenbosch**
Vat Number (where applicable)	**4950281651**

PART F: DETAILS OF PROPOSAL

	Building line encroachment	Street		From	m	To	m
		Street		From	m	To	m
		Side		From	m	To	m
		Side		From	m	To	m
		Aggregate side		From	m	To	m
		Rear		From	m	To	m
	Exceeding permissible site coverage			From	%	To	%
	Exceeding maximum permitted bulk / floor factor / no of habitable rooms			From		To	
	Exceeding height restriction			From	m	To	m
	Exceeding maximum storey height			From	m	To	m
	Consent/Conditional Use/Special Development To permit…… in terms of Section……of the……Zoning Scheme Regulations						
	Other (please specify)	_____ _____ _____					

Brief description of proposed development / intent of application:

An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services and Agricultural Activities and Educational.

An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019

PART G: ATTACHMENTS AND SUPPORTING INFORMATION AND DOCUMENTATION FOR LAND USE PLANNING APPLICATION

Complete the following checklist and attach all the information and documentation relevant to the proposal. Failure to submit all information and documentation required will result in the application being deemed incomplete.

Information and documentation required

YES	N	Power of attorney / Owner's consent if applicant is not owner		Y	N	Bondholder's consent (if applicable)
YES	N	Resolution or other proof that applicant is authorised to act on behalf of a juristic person		Y	N	Proof of any other relevant right held in the land concerned
YES	N	Written motivation pertaining to the need and desirability of the proposal		**YES**	N	S.G. diagram / General plan extract (A4 or A3 only)

YES	N	Locality plan (A4 or A3 only) to scale		Y	N	Site development plan or conceptual layout plan (A4 or A3 only) to scale	
YES	N	Proposed subdivision plan (A4 or A3 only) to scale		Y	N	Proof of agreement or permission for required servitude	
Y	N	Proof of payment of application fees		**YES**	N	Proof of registered ownership **(Full copy of the title deed)**	
YES	N	Conveyancer's certificate		Y	N	Written feedback of pre-application scrutiny and Minutes of pre-application consultation meeting (if applicable)	
Y	N	N/A	Consolidation plan (A4 or A3 only) to scale	**YES**	N	N/A	Land use plan / Zoning plan (A4 or A3 only) to scale
Y	N	N/A	Street name and numbering plan (A4 or A3 only) to scale				
YES	N	N/A	Landscaping / Tree plan (A4 or A3 only) to scale	Y	N	N/A	1 : 50 / 1:100 Flood line determination (plan / report) (A4 or A3 only) to scale
Y	N	N/A	Abutting owner's consent	Y	N	N/A	Home Owners' Association consent
YES	N	N/A	Copy of Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) / Traffic Impact Assessment (TIA) / Traffic Impact Statement (TIS) / Major Hazard Impact Assessment (MHIA) / Environmental Authorisation (EA) / Record of Decision (ROD)	**YES**	N	N/A	Services Report or indication of all municipal services / registered servitudes
Y	N	N/A	Copy of original approval and conditions of approval	Y	N	N/A	Proof of failure of Home owner's association
Y	N	N/A	Proof of lawful use right	Y	N	N/A	Any additional documents or information required as listed in the pre-application consultation form / minutes
YES	N	N/A	Required number of documentation copies	Y	N	N/A	Other (specify)

PART H: AUTHORISATION(S) SUBJECT TO OR BEING CONSIDERED IN TERMS OF OTHER LEGISLATION

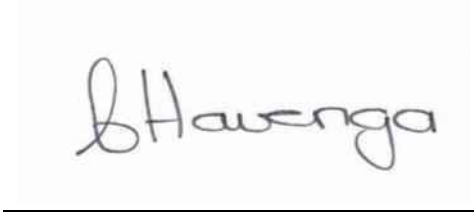
YES	N	If required, has application for EIA / HIA / TIA / TIS / MHIA approval been made? If yes, attach documents / plans / proof of submission etc.		Specific Environmental Management Act(s) (SEMA) (e.g. Environmental Conservation Act, 1989 (Act 73 of 1989)		
				Y	N/A	National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004)
YES	N/A	Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)		Y	N/A	National Environmental Management: Waste Act, 2008 (Act 59 of 2008)
Y	N/A	Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)(SPLUMA)		Y	N/A	National Water Act, 1998 (Act 36 of 1998)

Y	N/A	Occupational Health and Safety Act, 1993 (Act 85 of 1993): Major Hazard Installations Regulations		Y	N/A	Other (specify)
Y	N/A	Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)				
Y	N	Do you want to follow an integrated application procedure in terms of section 44(1) of the Stellenbosch Municipality Land Use Planning By-Law? If yes, please attach motivation.				

SECTION I: DECLARATION

I hereby wish to confirm the following :

1. *That the information contained in this application form and accompanying documentation is complete and correct.*
2. *I'm aware that it is an offense in terms of section 86(1)(e) to supply particulars, information or answers knowing the particulars, information or answers to be false, incorrect or misleading or not believing them to be correct.*
3. *I am properly authorized to make this application on behalf of the owner and that a copy of the relevant power of attorney or consent is attached hereto.*
4. *Where an agent is appointed to submit this application on the owner's behalf, it is accepted that correspondence from and notifications by the Municipality in terms of the by-law will be sent only to the agent and that the owner will regularly consult with the agent in this regard.*
5. *I confirm that the relevant title deed(s) have been read and that there are no restrictive title deed restrictions, which impact on this application, or alternatively an application for removal/suspension or amendment forms part of this submission.*
6. *I confirm that I have made known all information relating to possible Land / Restitution Claims against the application property.*
7. *It is the owner's responsibility to ensure that approval is not sought for a building or land use which will be in conflict with any applicable law.*
8. *The Municipality assesses an application on the information submitted and declarations made by the owner or on his behalf on the basis that it accepts the information so submitted and declarations so made to be correct, true and accurate.*
9. *Approval granted by the Municipality on information or declarations that are incorrect, false or misleading may be liable to be declared invalid and set aside which may render any building or development pursuant thereto illegal.*
10. *The Municipality will not be liable to the owner for any economic loss suffered in consequence of approval granted on incorrect, false or misleading information or declarations being set aside.*
11. *Information and declarations include any information submitted or declarations made on behalf of the owner by a Competent Person/professional person including such information submitted or declarations made as to his or her qualification as a Competent person and/or registration as a professional.*
12. *A person who provides any information or certificate required in terms of Regulation A19 of the National Building Regulations and Building Standards Act No 103 of 1977 which he or she knows to be incomplete or false shall be guilty of an offence and shall be prosecuted accordingly.*
13. *A person who supplies particulars, information or answers in a land use application in terms of the Stellenbosch Municipality Land Use Planning By-law knowing it to be incorrect, false or misleading or not believing them to be correct shall be guilty of an offence and shall be prosecuted accordingly.*
14. *The Municipality will refer a complaint to the professional council or similar body with whom a Competent Person/professional person is registered in the event that it has reason to believe that information submitted or declaration/s made by such Competent Person/professional person is incorrect, false or misleading.*

Applicant's signature:		Date:	**1 July 2021**
Full name:	**Christine Havenga**		
Professional capacity:	**Professional Town Planner A945/1997**		

FOR OFFICE USE ONLY

Date received: _____ Received By: _____	Municipal Stamp

ANNEXURE 3:
PRE-APPLICATION SCRUTINY FORM

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

DIRECTORATE: PLANNING & ECONOMIC DEVELOPMENT

www.stellenbosch.gov.za/planning-portal/

SUBMIT COMPLETED FORM TO landuse.applications@stellenbosch.gov.za

LAND USE PRE-APPLICATION SCRUTINY FORM

1. *This Land Use Pre-Application Scrutiny Form must be submitted prior to the submission of any Land Use and Land Development application in terms of Section 15(2) of the Stellenbosch Municipal Land Use Planning Bylaw, 2015 (SLUPB).*
2. *Relevant documents can be accessed at: https://stellenbosch.gov.za/planning-portal/*
3. *The applicant will receive feedback per e-mail following a weekly internal technical discussion on the pre-application scrutiny submission.*
4. *A pre-application consultation meeting may be required in terms of Section 37 of the said Bylaw on receipt and consideration of this Pre-Application Scrutiny.*

PART A: APPLICANT, OWNERSHIP & PROPERTY PARTICULARS

Applicant Name	First Plan Town and Regional Planners
E-Mail Address	christine.havenga@firstplan.co.za
Tel/ Cell Number	073 1951 040
Registered Owner	▪ Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07) ▪ Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)
Property Description (Erf / Farm Number)	• Remainder Farm 1040, Stellenbosch • Remainder Farm 1480, Stellenbosch • Portion 2 Of Farm 374, Stellenbosch • Portion 2 Of Farm 371, Stellenbosch

Physical / Street Address	Adjacent to the R44, Stellenbosch
Suburb & Town	Stellenbosch
Current Zoning	Agriculture and Rural Zone
Current Land Use Activities / Buildings	Agriculture and vacant land with historical farm yard

Are there existing buildings on the subject property(ies)?	(Yes)	No
Are there any existing unauthorized buildings and/or land use on the subject property(ies)?	Yes	(No)
If yes, is this application to legalize the building/ land use?	Yes	(No)
Are there any pending court case(s)/ order(s) relating to the subject property(ies)?	Yes	(No)
Is the property located in a heritage area or contains any heritage significant buildings?	(Yes)	No
Does the property fall inside the urban edge?	Yes	(No)

PART B: APPLICATION

1. WHAT LAND USE PLANNING APPLICATIONS ARE REQUIRED IN TERMS OF SECTION 15(2) OF THE SLUPB?

s15 (2)(a)	(Rezoning)	s15 (2)(f)	Removal / Suspension Amendment of restrictive conditions	s15 (2)(l)	Permission in terms of condition of approval	s15 (2)(q)	Disestablishment of HOA
s15 (2)(b)	Permanent Departure	s15 (2)(g)	Permission in terms of zoning scheme	s15 (2)(m)	Determination of a zoning	s15 (2)(r)	Rectify failure by HOA
s15 (2)(c)	Temporary Departure	s15 (2)(h)	Amendment of condition(s) of approval	s15 (2)(n)	Closure of a public place	s15 (2)(s)	Permission required for the reconstruction of a building
s15 (2)(d)	Subdivision	s15 (2)(i)	Extension of validity period of approval	s15 (2	Consent use		Other:

				) (o)			
s15 (2)(e)	Consolidation	s15 (2)(k)	Amendment / cancelation of approved subdivision plan	s 15 (2) (p)	Occasional use		Other: Deviation from a Council Policy

OTHER	s13 ZSBL	Technical Approval	24(2) SLUPB	Exemption	Title Deed	Title Deed consent / permissions	

Details of the Proposal: (Brief description of development proposal. List expected land use activities. Short motivation of intended land use. Detail planned outcome. If change of zoning is required, list which zoning is applied for. Describe additional use planned for. List type of consent use applied for.)

- An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services and Agricultural Activities and Educational.

- An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019

The development proposal makes provision for 4 Precincts as per the underneath Table and plan:

Table 2: Summary of the components of the proposed development

Precinct A	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9408 m²
Precinct B	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Precinct C	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Precinct D	
Category	**Total**
Housing	0 units
Retail/office	1 000 m²
Cultural/Institutional	To be confirmed
Remainder Farm	
Housing	2
Retail/Office	0
Cultural/Institutional	0
Agricultural	1.4 ha
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	13 138 m²
Cultural/Institutional	9 408 m²
Agricultural	135.1ha

2. RELEVANCE OF ANY PLANNING LEGISLATION/ POLICIES AND PLANS

RELEVANT PLANNING CONSIDERATIONS		
(a) Are any Municipal plans/policies/guidelines, or any restrictive title conditions, or other legislation / authorizations applicable to the application, and if yes, is the proposal consistent/ compliant with such?	**Yes**	**No**
		X
Details with reference to applicable plans/ policies/ guidelines: Stellenbosch Spatial Development Framework Stellenbosch Draft Conservation Management Plan and Heritage Inventory		
(b) Does the proposal require the following additional infrastructure / services? e.g. electricity; water; sewerage; road network; other?	**YES**	**NO**
	X	
Details on required infrastructure: **A Civil Engineering and Electrical Engineering Services Capacity Report are submitted with the application**		
(c) Does the development proposal include the provision of residential units, and if so, what is the target market re: range in income bracket/ selling price or rental for the units?	**YES**	**NO**
	X	
Details on target market: Provision is made for 1 241 units of a medium density, non-suburban type. These units will be distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average		

of 70 m² GBA per unit. The balance (± 26 units or 2.1%) will be accommodated in precincts A and C and will be larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m^2 GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA will average at a market value between R4 and R 12 million.

(d) In addressing the SPLUMA principle of Spatial Justice and as it relates to prescripts on the provision of inclusionary housing, how will this development proposal target affordable market segments?	**YES**	**NO**
	X	

Details on inclusionary housing provision:

Irrespective of the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

PART C: COPIES OF PLANS / DOCUMENTS TO BE SUBMITTED AS PART OF PRE-APPLICATION SCRUTINY

The following minimum documentation **must** be attached to this pre-application scrutiny form:

1. **Locality plan**
2. **Layout Plan of proposal** (e.g. copy of existing building plan, indicating proposal on site plan, etc.)
3. **Full copy of the title deed or Conveyance Certificate**

Note:

- The Municipality may request any other information deemed necessary for the purpose of this pre-application scrutiny.
- If an incomplete pre-application scrutiny form or the required minimum supporting documents are not submitted the pre-application scrutiny form will not be accepted by the Municipality.

DECLARATION:

I hereby confirm that the information contained in this pre-application scrutiny form and accompanying documentation is complete and accurate.

Applicant's signature: _____ Date: 30 June 2021

FOR OFFICE USE:

Municipal Stamp

Received by: _____

Date: _____

DETERMINATION BY AUTHORISED OFFICIAL

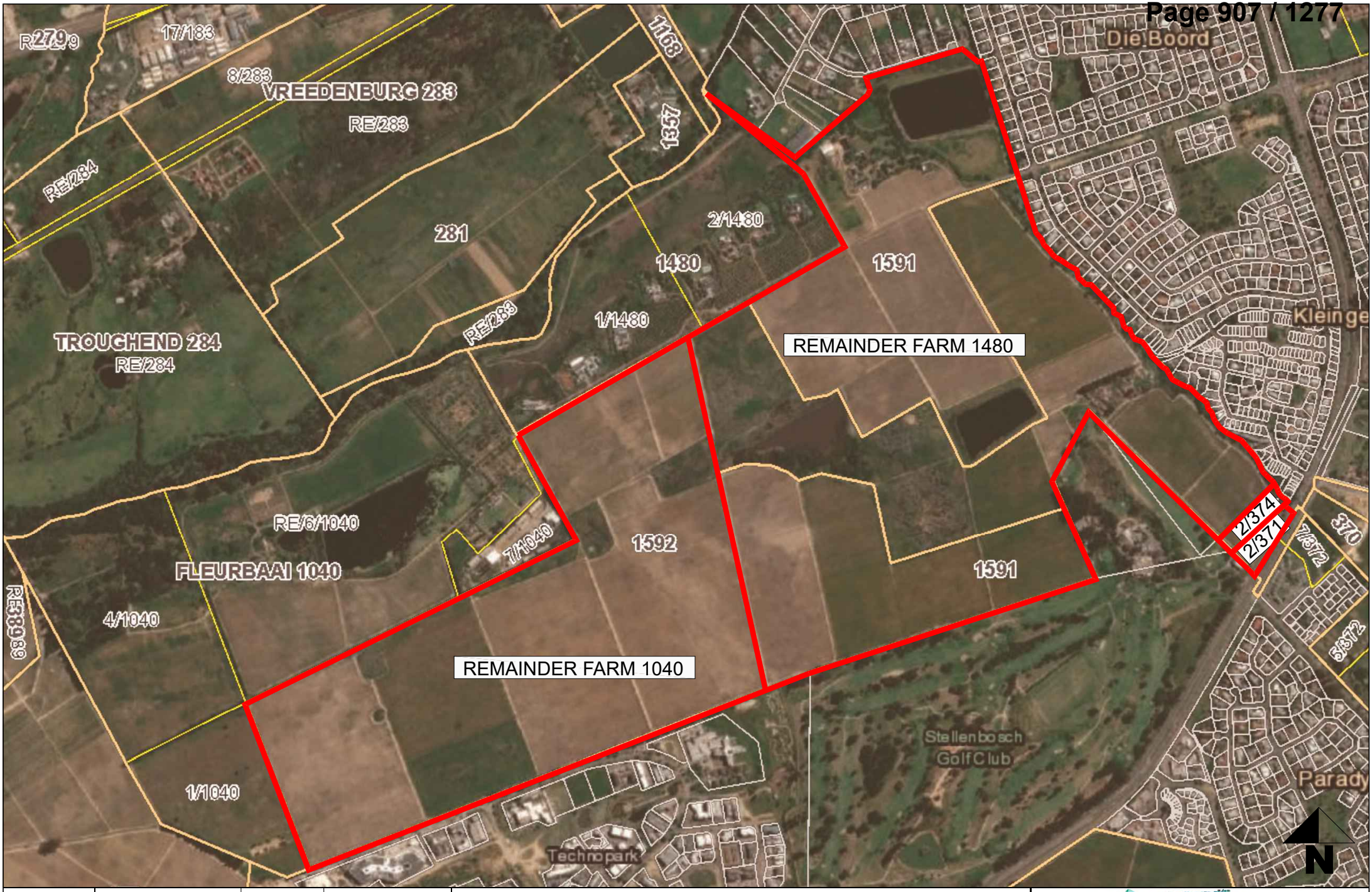
Additional Information		Pre-Application Consultation		Application Ready	

Sign: **Date:**

APPLICANT INFORMED BY RESPONSIBLE OFFICIAL

Sign: **Date:**

ANNEXURE 4:
LOCALITY PLAN



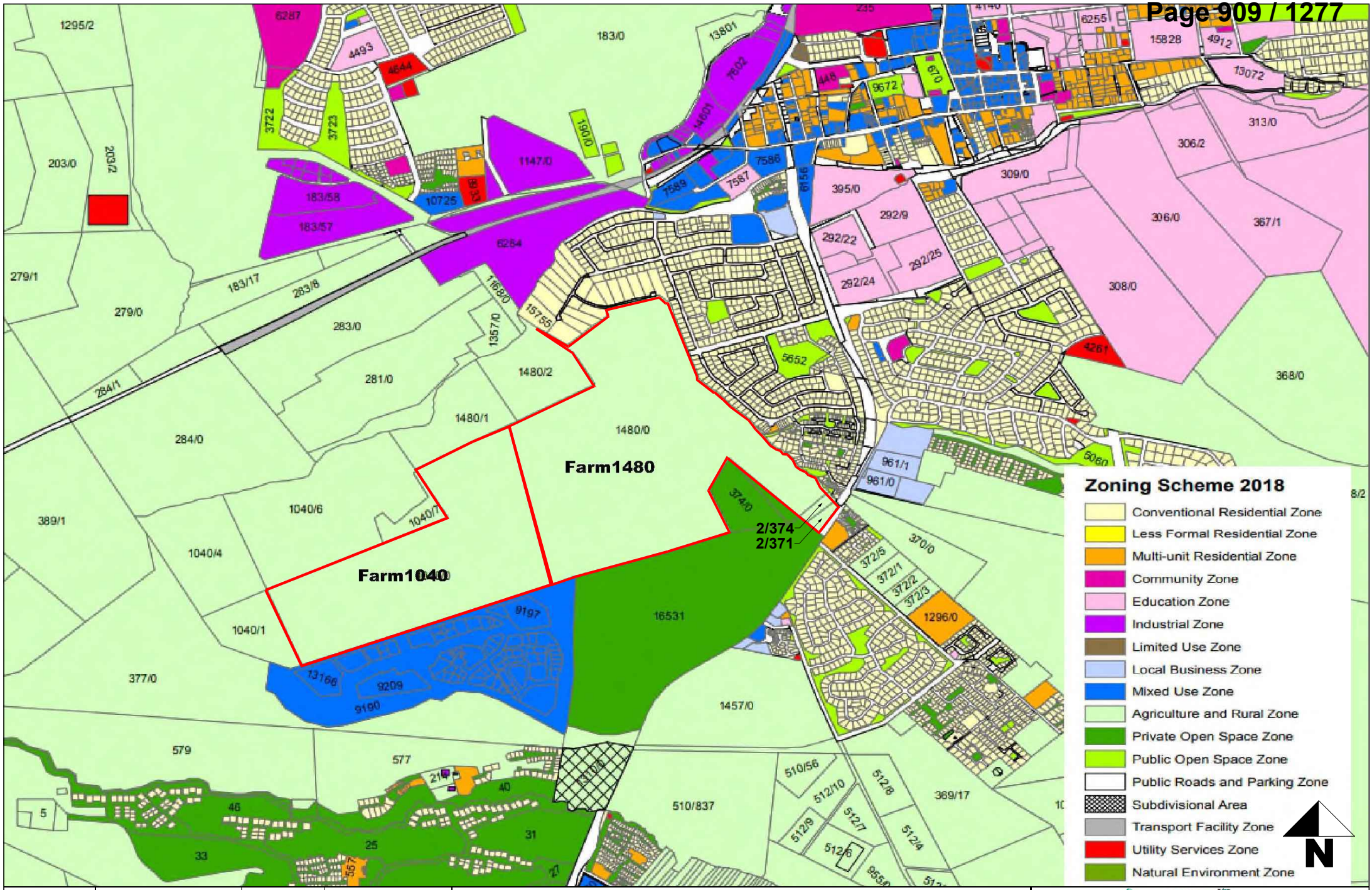
SCALE	Not to scale	FILE NR	FP/1020/991		
DATE	June 2021		ANNEX	4	
CLIENT	Fleurbaai (Pty) Ltd.				

LOCALITY PLAN

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 5:
ZONING PLAN OF SURROUNDING



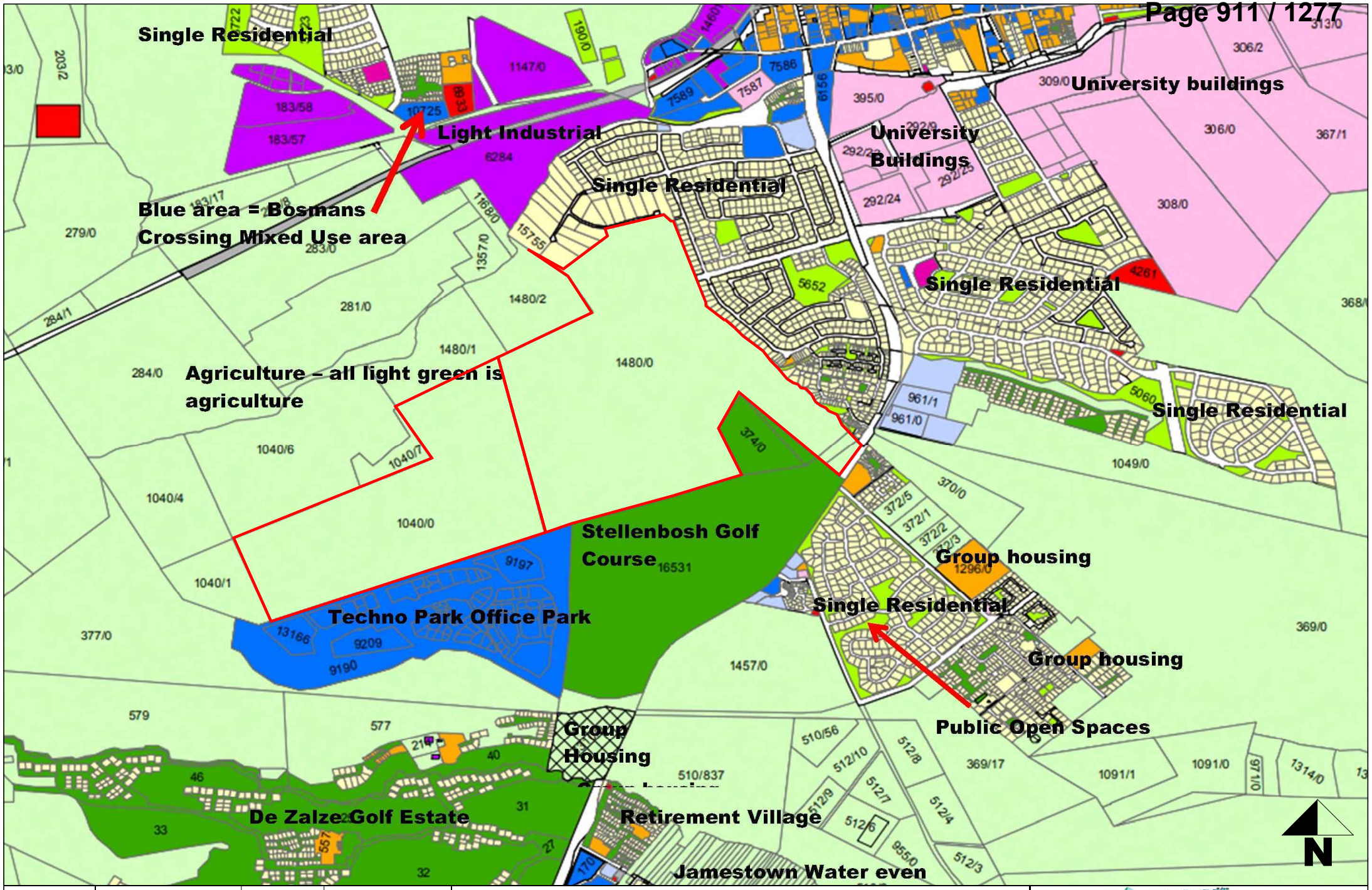
SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	5
CLIENT	Fleurbaai (Pty) Ltd.			

ZONING PLAN OF SURROUNDING AREAS

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 6:
LAND USE PLAN



SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	6
CLIENT	Fleurbaai (Pty) Ltd.			

LAND USE PLAN OF SURROUNDING AREAS

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

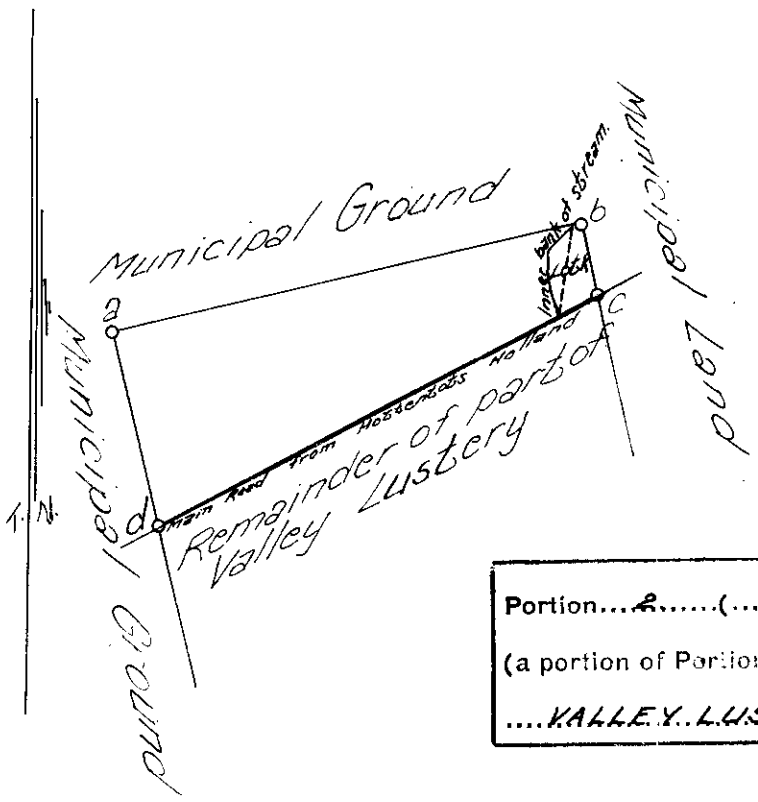
FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 7:
DIAGRAMS

S.G. Dgm. No. 562/1898. No. 562/1898.

The numerical data of this diagram are sufficiently consistent.
(Sgd) J.J. Bosman.
Examiner.

Sides. C.R.	
ab	50 . 00
bc	7 . 71
cd	51 . 76
da	21 . 10
Angles.	
a	90 . 00 . 00
b	90 . 00 . 00
c	104 . 59 . 30
d	75 . 00 . 30



Portion...2.....(.....)
(a portion of Portion....1.....) of the farm
....VALLEY LUSTERY.....No..371....

Scale: 20 Cape Roods - 1 Inch.

*Now known as Portion 2 of the farm Valley Lustery.

The above diagram a.b.c.d. represents 1 Mor. 120 Sq.Roods of land, situated in the Division of Stellenbosch being portion of the part of the Freehold Farm Valley Lustery, transferred to Jacobus Johannes Delport on the 22nd October, 1874.

Bounded NE by Municipal Ground.
NW " Municipal Ground.
SW " Municipal Ground.
SE " Remainder of part of Valley Lustery.

Framed from actual survey by me,
(Sgd) H.E. Tindall.
Govt. Land Surveyor.
Nov., 1897.

Copied from the diagram relating to
Transfer.....Title Deed No....2234.....
dated.....24th March, 1898.....in favour of
.....Paul J.A. Roux.....
.....
for SURVEYOR-GENERAL,
CAPE TOWN.
7 APR 1955

Sh BH 8 DC 1 W S 3

For list of deductions see back of diagram

V.N. C1/2.
A.V.L.

KANTOORAFSKRIF
OFFICE COPY

L. G. No. 7838/54

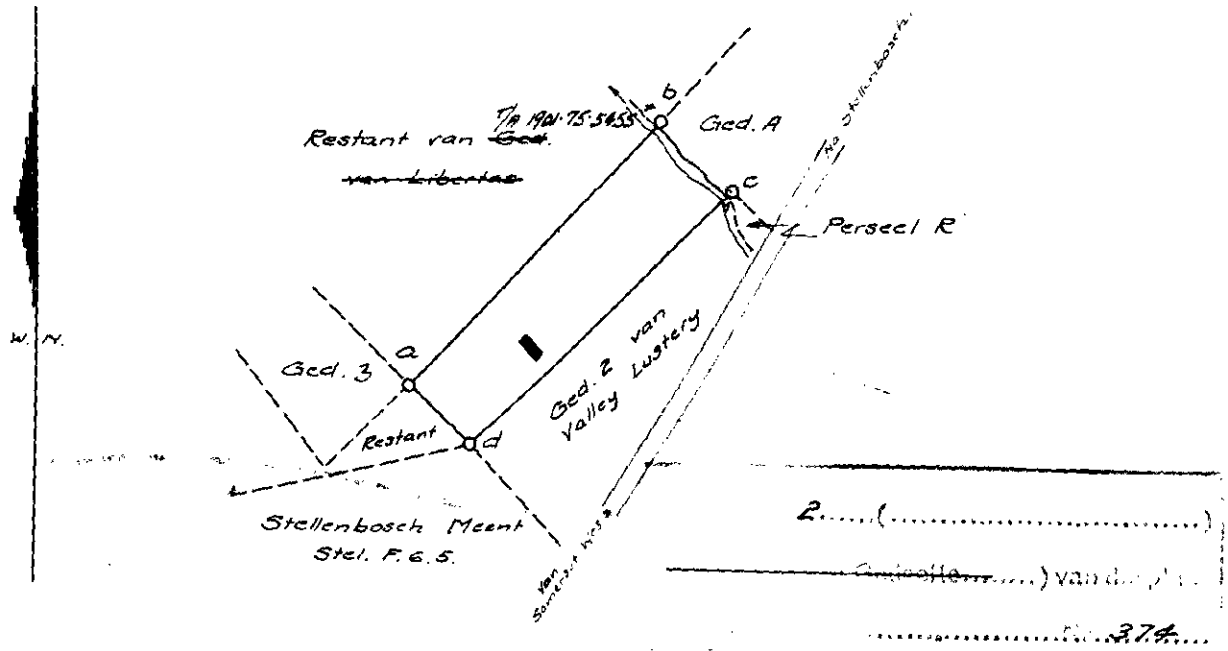
SYE Kaapse Voet		RIGTINGS-HOEKE	STELSEL Lo 19° KOORDINATE y		x
				−	+ 11900000
ab	607.5	225.07.50	a	+ 43132.0	+ 37945.5
bc	165.3	317.03.30	b	+ 42701.5	+ 37516.9
cd	599.8	46.47.50	c	+ 42588.9	+ 37637.9
da	147.8	134.12.30	d	+ 43026.1	+ 38048.5
bx	10.0	45.07.50			
cy	12.0	46.47.50			

Goedgekeur.

Landmeter-generaal.
1-9-54.

Bakenbeskrywing.

a : Ingeplante klip wat 12" uitsteek.
d : Ingeplante klip wat 18" uitsteek.
b : Platysterpen wat 12" uitsteek.
c : Ysterpaal wat 12" uitsteek.



Skaal 1 : 4000.

Die figuur a x Regteroewer van Stroom y d

stel 1.0732 Morg *grond voor, synde*

GEDEELTE 2 van die plaas Perseel Nr.LV

geleë in die Afdeling en Munisipaliteit Stellenbosch
Provinsie Kaap die Goeie Hoop

Opgemeet in Junie 1947 en Mei 1954 *deur my*

Landmeter.

Hierdie kaart is geheg T/A. 5486/1954	*Die oorspronklike kaart is* No. 1700/1907 *geheg aan* G/B. Stel. F. 8.7.	*Léer No.* 5/12134/5. *M.S. No.* E. 1830/54. *Graadvel:* BH-8D CB. BH-8DC/W53 VN. 374/2. C
Registrateur van Aktes.		P.E. & Stel.

OFFICE COPY
KANTOOR AFSKRIF

L.G. No. 11561/65

SYE Kaapse Voet		RIGTINGS	KO-ORDINATE y Stelsel L°19ᵍ		AMP. BEN.
			Kon.	0·0	+11,900,000·0
AB	1310·6	254.24.30	A	+52399·1	+38085·0
BC	2571·6	243.55.50	B	+51136·7	+37732·7
CD	1307·0	223.47.50	C	+48826·7	+36602·6
DE	1050·0	315.24.40	D	+47922·1	+35659·2
EF	2766·7	347.35.10	E	+47185·0	+36407·0
FG	3920·7	68.45.00	F	+46590·2	+39109·0
GH	1041·2	112.29.10	G	+50244·3	+40530·0
HJ	2189·0	149.37.00	H	+51206·3	+40131·8
JA	180·0	151.36.40	J	+52313·5	+39243·4
AK	198·0	151.36.40	K	+52493·2	+37910·9
FL	365·5	248.45.00	L	+46249·5	+38976·5
AA'		151.36.40			
DD'		135.24.40			
		Stel. 4	△	+56215·8	+29542·9
		Stel. 5	△	+67670·2	+41638·4

Goedgekeur.

P.M.L. van den Heuvel

Landmeter-generaal.
20·12·1965

Beskrywing van Bakens:

A.H = 4' Spoorstaaf wat 12" uitsteek.
B.C.D.E.F = Ingeplante klip 4'e" lank wat 18" uitsteek met kruis gemerk
G.K = Ingeplante klip 18" hoog.
J = Ysterpaal in ronde betonbaken 18" hoog.
L = Groot ingeplante klip 3' hoog.

1. Figuur A' middel van Eersterivier a.b.d.J wat die plaas Nr. 392, voorstel, Kaart Nr. 3023/59 geheg aan G/B stel. Q. 4-43.
2. Figuur a middel van Eersterivier f.e wat Restant die plaas Nr. 381, voorstel, Kaart Nr. 3022/59 geheg aan G/B stel. Q. 4-43.
3. Figuur f middel van Eersterivier D'.E.F.g.h.j wat Restant van Gedeelte 1 van die plaas Nr. 380, voorstel, Kaart Nr. 879/1895 geheg aan T/A 1895-66-5318.
4. Figuur d.b.e.j.k.l.m wat Restant van Gedeelte 1 van die plaas Fleur Baay Nr. 378, voorstel, Kaart Nr. 7/1736 geheg aan T/A 1736-1-166.
5. Figuur m.l.k.h.g.G.H wat Restant van die plaas Nr. 379, voorstel, Kaart Nr. 3021/59 geheg aan G/B stel. Q. 4-43.

Die figure ENOPQRj dbejklm A en RSTU stel Eiendomsgrond voor.

Skaal 1: 7500

Die figuur A' middel van Eersterivier D'.E.F. G.H.J

stel voor 182·3000 morg grond, synde

Die plaas Fleurbaai No. 1040

~~van die plaas~~ soos hierbo aangewys

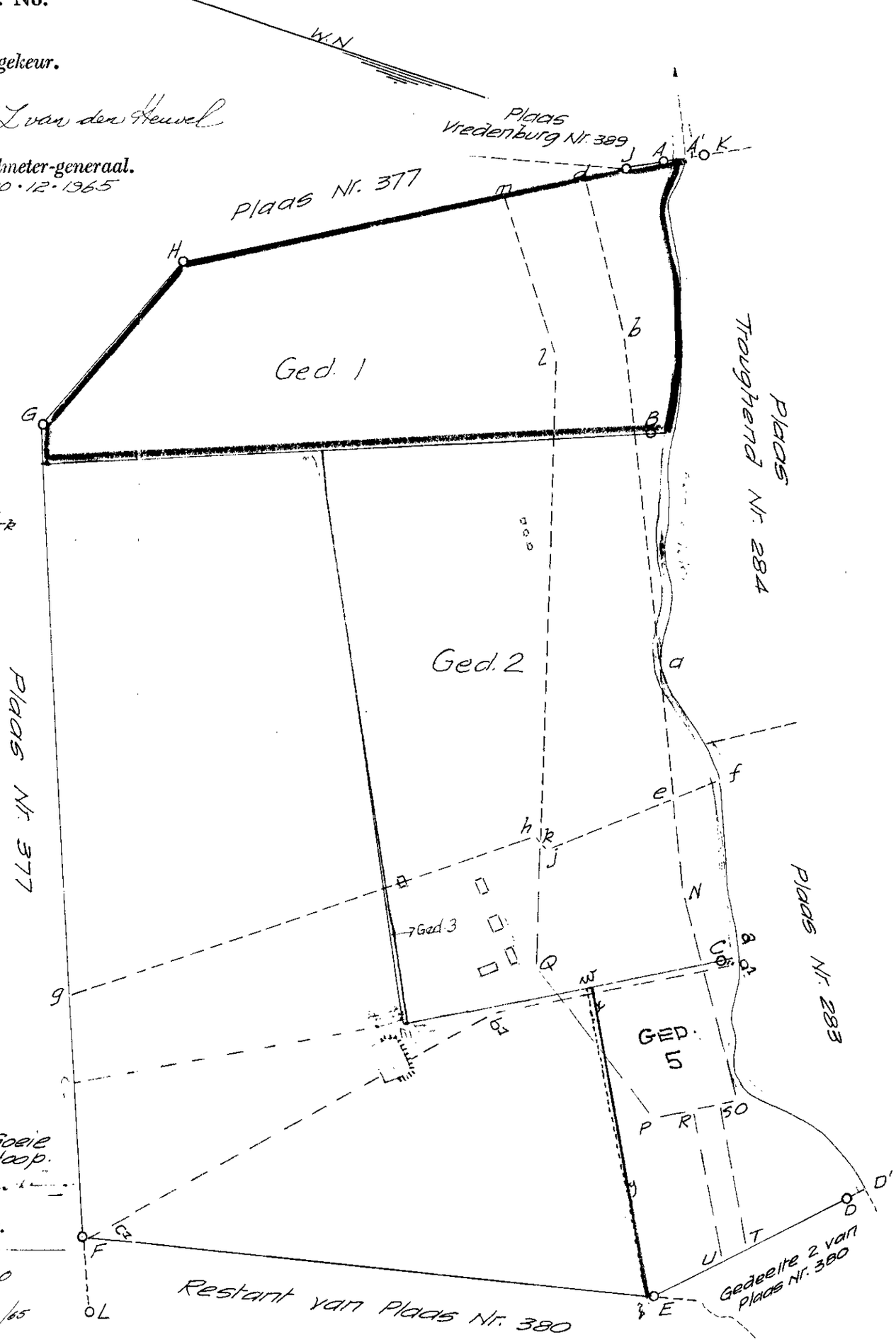
geleë in

Administratiewe Distrik Stellenbosch, Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1965 deur my

Landmeter.

Hierdie kaart is geheg aan S.V.T. No. 2011/1966 gedateer	Die oorspronklike kaart is ~~No.~~ soos in die beskrywing aangehaal.	Lêer No. Stel 1040
t.g.v.	Transport/Grondbrief No.	M.S. No. E 1649/65
Registrateur van Aktes.		Komp. BH-8DCB
		Alg. Plan BH-8DC/W42(637)



S.P.C.T. C2837

1040

					Restant Morge
E2649/65	11559/65	Gedeelte 1.	35·8000 Morg	2012/1966	~~96 432~~
—"—	11560/65	" 2	50·0679 "	2013/1966	14·2
E101/68	304/1968	" 3	3667sm	13012/76	
E2772/05	6173/2005	Gedeelte 5	11,2726 ha	21111/07	

SERWITUTE/HUURKONTRAKGEBIEDE				
MEETSTUKKE	KAARTNO.	BESKRYWING	AKTE	GEPARAFEER
E1466/92	4759/92	Die lyn wxyz stel die Noordelike grens van n Serwituut pad, 9m wyd voor.	K557/95	
E 1020/96	2927/1996	Die lyn a a¹ b¹ c¹ stel voor die middellyn van n Pyplynserwituut 6m wyd	K1087/96	
E1467/2013	3069/2013	[illegible]		

FILED AS PLAN NO. 6174/2005

FRIEDLAENDER, BURGER & VOLKMANN - Land Surveyors : Stellenbosch

The figure A middle of Eerste River BCDEFGHJKLN right bank of stream NPQRSTUVWXY represents 136,7970 hectares of land, being

FARM NO. 1480 and comprises 1. to 5. as below

Situate in the Stellenbosch Municipality
Administrative District of Stellenbosch Province of Western Cape
Compiled in October 2005
by me

PLS 0080 D P Burger Pr Land Surveyor

Components:

1. The figure A middle of Eerste River abVWXY represents Portion 5 of the Farm No. 1040 vide Dgm. No.6173/2005 D/T
2. The figure a middle of Eerste River cd outer edge of Water Course eb represents Portion 2 of the Farm No. 380, vide Dgm. No.6172/2005 D/T
3. The figure c middle of Eerste River BfgTUe outer edge of Water Course d represents Remainder Farm No. 380, vide Dgm. No.6171/2005 D/T
4. The figure fhjkmnPq represents Remainder Farm No. 281 vide Dgm. No.6170/2005 D/T
5. The figure CDEFGHJKLN right bank of stream NPQRSnmkjh represents Farm No. 1374 vide Dgm. No. 5822/1997, D/T 2001- -19877

Servitude Notes:

1. The line h1a1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4755/1992, D/T K557/1995
2. The line a1e1f1g1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4757/1992, D/T K557/1995
3. The line hj1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
4. The line j1V represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
5. The line a3a2a1k1represents the centre line of a pipeline servitude 6,00 metre wide, vide Diagram No. 2927/1996, D/T K1087/1996
6. The lines c2d2e2 represent the centre line of a pipeline servitude 6,00 metre wide vide Diagram No. 2928/1996, D/T K1088/1996

Note:

The figure rstu represents a Historical Monument area, vide Dgm. No. 3392/1983 (Libertas)

T N

SCALE 1 : 2500

S.G. No.
6174/2005
Approved.
for
Surveyor - General
Date : 2005-12-13

The following deductions have been made from this diagram						
Survey Record	Diagram No.	Subdivision	Area HA / SQ M	Transfer No.	Initialed	Remainder
E2772/2005	6175/2005	Ptn. 1	14,3943 ha	2111307		
E2772/2005	6176/2005	Ptn. 2	14,3945 ha	2111507		

SERVITUDE & LEASEHOLD AREA				
Survey Record	Diagram No.	Description	Deed	Initialed

This diagram is annexed to No. 2111307/2007 Dated i.f.o. Registrar of Deeds	The original diagram are as quoted above	File No.STEL 1480 S.R. No. Compiled Comp. BHSZ-31 (W3189) BHSZ-139 (6966) BHSZ-313 (6999) LPI C0670000

6174/2005

Diagram filed as Plan

DUMMY TRIPLICATE

Designation	**Farm 1480**
Dgm nr	**6174/2005**
Admin. District	**Stellenbosch**

FILED AS

PLAN No. 6174/2005

Farm 1480 Stellenbosch

ANNEXURE 8:
COMBINED TITLE DEEDS

EVS\TRP\BLAKE.BLAKE
14
Van der Spuy
en Vennote
Tel: 419 3622

Opgestel deur my,

Transportbesorger
A LOUW

VIR ENDOSSEMENTE KYK BLADSY
POP INDORSEMENTS SEE PAGE 15 T.V.

22/7/97

T 50628 94

TRANSPORTAKTE

Hiermee word bekend gemaak dat

~~ANDRE GERHARD VAN DER SPUY~~ ANNECKE LOUW

Transportbesorger, voor my, Registrateur van Aktes in Kaapstad, verskyn het, behoorlik daartoe gemagtig deur 'n Volmag ten gunste van hom verly te STELLENBOSCH op die 20ste dag van JUNIE **1994** deur.-

ANDRIES CHRISTOFFEL BLAKE
IDENTITEITSNOMMER: 540412 5059 00 5
GETROUD BUITE GEMEENSKAP VAN GOED

EN DIE KOMPARANT ALDUS GEMAGTIG HET VERKLAAR DAT:

NADEMAAL/...

For Information Only

Para 3

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6170/2005	DIAGRAM NUMBER
NOU/NOW 45, 2401	HA/HA
BG 0023260 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 3
Para 4 : Rest

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK CERTIFICATE OF CONSOLIDATED TITLE ISSUED	
NOU BEKEND AS NOW KNOWN AS Die Plaas Nr. 1480 - 136, 7970 HA	
T 0021113 / 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

For Information Only

NADEMAAL die hiernagemelde eiendom verkoop is aan die hiernagemelde Transportnemer op 20 JUNIE 1994.

NOU DERHALWE sedeer en transporteer die gemelde Komparant, in sy hoedanigheid voormeld, hiermee in volkome en vrye eiendom aan en ten gunste van:-

DIE TRUSTEES INDERTYD VAN DIE
A C BLAKE FAMILIETRUST
NR T 918/1994

Hul Opvolgers in Titel of Gemagtigdes

1. **GEDEELTE 2 VAN DIE PLAAS NR 374**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 192 (NEGEDUISEND EENHONDERD TWEE EN NEGENTIG) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 7338/1954 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 5486/1955.

For Information Only

B. **ONDERHEWIG VERDER** aan die voorwaardes gemerk II en III vervat in *Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7)* wat soos volg lees:-

" II. That all roads and thoroughfares being or existing on the said land, described in the plan or diagram of the same, shall remain free and uninterrupted; unless the same be closed or altered by competent authority.

III. That all rights to gold, silver and precious stones found or discovered at any time on or in the said land, shall be reserved to the State, together with a right of ingress to and egress from any mines or works undertaken for mining or prospecting purposes by any person or persons authorised by the Minister; but subject always to the provisions of any law for the time being regulating the prospecting and mining for precious stones and minerals."

C. **ONDERHEWIG VERDER** aan die voorwaardes vervat in Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7), naamlik:-

" subject, however, to all such Duties and Regulations as are either already or shall in future be established with regard to such lands."

For Inspection Only

2. **RESTANT VAN DIE PLAAS NR 286**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 10,3265 (TIEN komma DRIE TWEE SES VYF) hektaar,

AANVANKLIK OORGEDRA kragtens Grondbrief gedateer 30 Junie 1693 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG AAN** *en* **GEREGTIG** *op die voordele van die voorwaarde* gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, wat soos volg lees:-

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 60[illegible]"

D. **ONDERHEWIG VERDER** aan die lewenslange vruggebruik in Notariële Akte van Sessie van Vruggebruik Nr K 1138/92 S, ten gunste van

YVONNE GERTRUDE BLAKE
Identiteitsnommer 290711 0034 00 0
Ongetroud

For Information Only

3. **RESTANT VAN DIE PLAAS LIBERTAS NR 291 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **44,7013 (VIER EN VEERTIG komma SEWE NUL EEN DRIE) Hektaar;**

AANVANKLIK OORGEDRA kragtens Erfpag Grondbrief gedateer 1 Augustus 1822 met 'n Kaart wat daarop betrekking het; en

GEHOU *kragtens Transportakte Nr T 68793/1992.*

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

4. **RESTANT VAN DIE PLAAS NR 380**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **18,1371 (AGTIEN komma EEN DRIE SEWE EEN) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 44 gedateer 3 Augustus 1863 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

5. **GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS NR 380 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **4,3355 (VIER komma DRIE DRIE VYF VYF) Hektaar;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 643 gedateer 1 Februarie 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

6. **RESTANT VAN DIE PLAAS Nr 295 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **61,2114 (EEN EN SESTIG komma TWEE EEN EEN VIER) Hektaar;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 5455/1901 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 10764/1913.

B. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Oktober 1979 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" Endorsement in terms of Section 13(3) of Act 28/1969 (National Monuments Act).

In terms of Section 10(1) of Act 28/1969 the H-shaped main dwelling-house, the T-shaped dwelling-house, the stable and cattle kraal, the hens's nests, the old wine cellar, the former slave quarters, the historic cemetary and the new wine cellar on the farmyard of Libertas, situated in the District of Stellenbosch

has been proclaimed a monument by Proclamation No 1965 dated 7/9/1979 as published in Government Gazette of the same date.

For further particulars refer to said Proclamation and minute No RNG 10/2/706. Director N M C on File 24/4/6/16."

For Information Only

7. **RESTANT VAN GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS VALLEY LUSTERY NR 371,**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 807 (NEGEDUISEND AGTHONDERD EN SEWE) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 2234 gedateer 24 Maart 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan sodanige voorwaardes soos na verwys word in Transportakte Nr T 3059/1966.

B. **ONDERHEWIG VERDER** aan en **MET DIE VOORDEEL VAN,** in soverre dit van toepassing is, die spesiale voorwaardes vervat in die Ooreenkoms aangegaan tussen Jacobus Petrus Roux en wyle Jacobus Paul Roux, op 13 Julie 1900, geskep in Akte van Verdelingstransport Nr T 5456/1902, wat soos volg lees:-

" VERDEELING VAN DE PLAATS LIBERTAS

Ooreenkomst getroffen tusschen de tegenwoordige eigenaars de heeren Jacobus Petrus Roux Jacobus Zoon en Jacobus Paul Roux, Paul Zoon te weten.

A De scheidslyn zal beginnen by de Eerste Rivier en zich uitstrekken in een rechte lyn met het pad bekend als den "Binnen wyngaards weg" die ook als scheidslyn en een gezamenlyke weg voor beide partyen dienen zal - tot aan de brug bekend als de Kelder Brug; van daar zal de lyn in een schuinsche richting loopen tot aan de Wilgelaan aan de onderzynde van het damwater voor de voordeur van het groote woonhuis; van daar in een rechte lyn zuid-waarts tot aan het watervat voorts in een schuinsche richting tot aan den ondersten bluegumboom van de drie staande aan de westzyde van het woonhuis van den tweeden ondergetekende Jacobus Paul Roux, Paul Zoon; van daar in een schuinsche richting tot aan het veehek vanwaar de lyn loopen zal met den weg strekkende naar Blauklip tot aan de limieten van de plaats Libertas met inbegrip van de munisipale gronden.

B Geen der eigenaars zal het recht hebben om op boven omschreven scheidslyn te bouwen doch zal toegelaten worden een scheidslyn van yzerdraad daar te stellen.
Verder zullen geene gebouwen of kralen mogen worden opgericht op de werf tegenover het origineele woonhuis van de plaats Libertas binnen de vyftig treden (yards) van de scheidslyn.

C Alle waters tot het besproeien van de plaats Libertas zullen gelykelyk worden verdeeld te weten: Drie dagen per week Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel der plaats Libertas, en drie dagen Donderdag, Vrydag en Saterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen erf drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan.

D Alle wegen loopende over die plaats Libertas zullen zyn gezamenlyke d.i. beide partyen zullen recht erop hebben.

E De eigenaar van het oorspronklyke deel der plaats Libertas zal aan den eigenaar van het andere deel het recht op de helft der stallen, wagenhuis en wynkelder moeten geven tot zyn gebruik vry en onbelemmerd tot tyd en wyle hy voor zichzelven zoodanige gebouwen zal hebben gebouwd en zoodra hy beginne zal te bouwen zal gezegde eigenaar van het oorspronklyke deel der plaats hem dadelyk de som van Vyf honderd ponden (£500) moeten uitbetalen.

F De meetkosten zullen gezamenlyk door beide partyen moeten gedragen worden.

G .....

H De eigenaar van het oorspronklyke deel zal het recht hebben op zes Huurkamers voor zyn werksvolk mits dat hy de huur ervan aan den eigenaar van het andere deel betaalt.

J De begraafplaats zooals die thans ommuurd is zal een familie begraafplaats zyn en als zoodanig aan de oude bepalingen en servituten onderworpen zyn. Verder zal de nieuwe Grafkelder gebouwd door den Heer Paul Ryk Roux D1 Zoon van Doornbosch als een begraafplaats voor hemzelven en familie moeten verstrekken en als zoodanig aan servituten onderworpen zyn.

Aldus gedaan en geteekend te Stellenbosch den 13den dag der Maand July 1900.

(Sd) JP Roux J z
(Sd) JP Roux P son

Getuigen:

(Sd) Geo E Rowan
(Sd) P Marais

Gesertifiseer 'n ware afskrif en juiste afskrif

(Get) G le Roux Groenwald
AKTEBESORGER

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Junie 1966 aangebring op Transportakte Nr T 3049/1966, welke endossement soos volg lees:

" ENDOSSEMENT KRAGTENS ARTIKEL 31(6) VAN WET 47 VAN 1937 (SOOS GEWYSIG)

'n Gedeelte van die eiendom hierin vermeld groot ± 0,0020 HA is onteien deur die Afdelingsraad van Stellenbosch (nou bekend as die Wes-Kaapse Streeksdiensteraad) kragtens Art 130 van Ord 15/1952 soos gewysig

Vide onteieningskennisgewing Nr H/9/3 dd 2/6/1966 geliasseer as onteienings caveat 469/66 planne in tweevoud hiermee."

For Information O

WESHALWE die Komparant afstand gedoen het van alle eiendoms- en ander regte wat die gesegde Transportgewer/s

tot op hede op gemelde vaste eiendom gehad het en gevolglik ook erken dat hy/sy/hulle/dit daarvan heeltemal onteien is, en geen eiendoms- en ander regte daarop besit nie; en dat, kragtens hierdie Akte, die gesegde Transportnemer/s
TRUST
Hul Opvolgers in Titel of Gemagtigdes tans is en voortaan op die volle eiendomsregte daarop geregtig sal wees, ooreenkomstig plaaslike gebruik, onder voorbehoud nogtans van die Regte van die Staat en eindelik erken het dat die volle Koopprys ten bedrae van R1 576 095,00 behoorlik betaal of verseker is.

AS BEWYS WAARVAN EK, die genoemde REGISTRATEUR, saam met die KOMPARANT, q.q. hierdie Akte onderteken het en die Ampseël daarop laat aanbring het.

ALDUS GEDOEN EN UITGEVOER in die Kantoor van die REGISTRATEUR VAN AKTES TE KAAPSTAD op hede die 20ste dag van Julie 1994.

q.q. SY PRINSIPAAL

In my teenwoordigheid

REGISTRATEUR VAN AKTES

For Information Only

15

Para 2,3,4 en 6

Kragtens Notariële Akte van Serwituut van Reg van Weg Nr. K.....SS1/95.....S. is die binnegemelde eiendom onderhewig aan 'n Reg van Weg 9 meter wyd ten gunste van:

(i) Gedeelte 2 van die Plaas Fleurbaai Nr. 1040
Groot: 42,8848 hektaar

(ii) Gedeelte 3 van die Plaas Fleurbaai Nr. 1040
Groot: 3667 ~~hektaar~~ vierkante meter

(iii) Gedeelte 4 van die Plaas Fleurbaai Nr. 1040
Groot 21,1352 hektaar

gehou kragtens T75361/1990 en T34431/1987

Welke reg van weg aangedui word op:

1.1 Kaart L.G. No. 4755/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 286, Afdeling Stellenbosch~~; tov Para 2 hiervan

1.2 Kaart L.G. No. 4756/92 waarop die lyn CB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Libertas Nr. 291, Afdeling Stellenbosch~~; tov Para 3 hiervan

1.3. Kaart L.G. No. 4758/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 380, Afdeling Stellenbosch~~; tov Para 4 hiervan
4757/92

1.4 Kaart L.G. No. ~~4756~~/92 waarop die lyn ABCD die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 295, Afdeling Stellenbosch~~; tov Para 1 hiervan
Akte, welke Kaarte geheg is aan gesegde Notariële

met bykomende regte

Soos meer volledig sal blyk uit gesegde Notariële Akte.

23 06 95

AKTEKANTOOR
KAAPSTAD

.....
REGISTRATEUR VAN AKTES

Vir verdere endorsements sien
For further endorsements see.....
/.

16

T.50628/1994

Para 4.

Kragtens Notariele Akte van Serwitutes No K 1088 /96 gedateer 26/8/1996 en die eiendom gehou onder para 4 hierin groot 18,1371 ha ONDERHEWIG AAN

'n Serwitutpyplyn 6,00m wyd die middellyn waarvan voorgestel word deur die lyn ABC op Serwitutkaart LG No 2928/1996 daarby aangeheg

ten gunste van die Stellenbosch Besproeiingsraad (ingestel kragtens Art 79 Wet 54/1956.)

Registrasiekantoor:
Deeds Registry:
Kaapstad
Datum/Date:
16.10.96

Registrateur van Aktes
Registrar of Deeds

VIR VERWYSING ONDERSKRYF HIER

PARA 2 t 6

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK
CERTIFICATE OF CONSOLIDATED TITLE ISSUED

NOU BEKEND AS
NOW KNOWN AS Die Plaas 1374
GROOT : 71 5381 HA

T 019877 * 2001

2001-03-26

REGISTRATEUR/REGISTRAR

For Information Only

VA0[illegible]2158/2007

Certified a true copy of the duplicate original filed of record in this Registry, issued to serve in place of the original thereof under the provisions of Deeds Registrasies Regulation No. 68 (1)
Gesertifiseer 'n ware afskrif van die duplikaat-oorspronklike in bewaring gegee op hierdie Regi-strasiekantoor, uitgereik om te diens die plek van die oorspronklike daarvan onder die bepalinge van die Registrasiekantore Registrasie No. 68 (1)

Deeds Registry / Registrasiekantoor
Cape Town / Kaapstad

20 MAR 2007

602257

Para 4

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6171/2005	DIAGRAM NUMBER
NOU/NOW 18,2555	HA/
BO 0023259 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 4
Ged. 2 : 5,9087 HA

SERTIFIKAAT VAN GEREGISTREERDE TITEL UITGEREIK
CERTIFICATE OF REGISTERED TITLE ISSUED

TEN OPSIGTE VAN Ged. 2 van die Plaas Nr. 380 : 5,9087 HA
IN RESPECT OF
RESTANT 12,3468 HA
REMAINDER

T 000021112/2007

20 MAR 2007

REGISTRATEUR/REGISTRAR

FOR FURTHER ENDORSEMENTS SEE 18
VIR VERDERE ENDOSSEMENTE SIEN

T3880/1903

12 (65)
18.3.03

5877

3880

One BOND
Do. to be issued
R 4998

Form No. 4.

Van Lyn Bussinné lodge bond.

12.30
(1)
1-2
R4998

Deed of Transfer

PASSED IN FAVOUR OF

THOMAS ~~FREDERICK~~ FREDERIK BRINK

Registered at Deeds Office,
Cape Town, on the _____ *day of* _____

FINDLAY & TAIT,
Attorneys, Notaries,
and Conveyancers,
Cape Town.

Deed of Transfer

BY VIRTUE OF A POWER OF ATTORNEY.

Reg Nos 11-223
" 224
" 225

Know all Men whom it may concern,

That HAROLD JONES appeared before me, Registrar of Deeds, He, the said Appearer, being duly authorised thereto by a Power of Attorney dated the 17th day of February 1943, drawn up at Stellenbosch and granted to him by

JACOBUS PETRUS ROUX

which said Power of Attorney has this day been exhibited to me.

And that the said Appearer declared that his said Principal had truly and legally sold, and that He, in his capacity as Attorney aforesaid, did, by these Presents, Cede and Transfer, in full and free Property to and on behalf of

THOMAS FREDERIK BRINK

His Heirs, Executors, Administrators or Assigns

1. Certain piece of freehold land, situate in the Division of Stellenbosch, at Moddergat, being the remaining extent of a portion of the farm "Fleurbaai"; Measuring as per remaining extent eleven (11) morgen and forty-seven (47) square roods; Extending as the Deed of Transfer, with a diagram annexed, made in favour of the widow Pieter van der Byl on the 9th. November 1736 and several subsequent deeds of transfer, the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

2. Certain piece of perpetual quitrent land, situate as above, being the remaining extent of a portion of the farm "Fleurbaai" (Audit Office folio 239); Measuring as per remaining extent eighty-two (82) morgen and one hundred and fourteen (114) square roods; Extending as the original quitrent grant, with a diagram annexed, made in favour of Paul Roux, Jacobus' son, on the 15th December, 1818, and several subsequent deeds of transfer the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

3. Certain piece of land, partly freehold and partly quitrent (Audit Office folio 239), with the buildings thereon, situate as above, being the remaining extent of portion of the farm "Fleurbaai";

Measuring

Endorsement under Reg. 20.

The conditions prescribed by Section 42 of Act 13 of 1918 having been fulfilled, the within-named Transferee, Thomas Frederik Brink, has been registered as owner of the property in the within-mentioned Deed of Transfer, and is entitled to demand the issue of a Certificate of Title therefor.

Deeds Registry, Pretoria, 13 APR 1944

TRANSFERRED 13-4-1944 (4724) Kp A.H. Brink.

Measuring as per remaining extent sixty-seven (67) morgen and four hundred and forty-nine (449) square roods (whereof 12 morgen and 66 square roods are freehold, and 55 morgen and 383 square roods are perpetual quitrent land):
Extending as the Deed of Transfer, with a diagram annexed, made in favour of Paul Ryk Roux, P son., on the 14th. September 1895 and a subsequent deed of transfer made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

Wherefore the Appearer, q.q., renouncing all the Right and Title which his said Principal heretofore had to the Premises, on behalf as aforesaid, did, in consequence, also acknowledge his said Principal to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents the said

THOMAS ~~FREDERICK~~ FREDERIK BRINK

His Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be, entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to the Laws respecting the Purchase and Sale of Landed Property;—Government, however, reserving its Right;—and, finally, acknowledging his said Principal to have been satisfactorily paid the whole of the Purchase Money, amounting to a Sum of

Five thousand and five hundred pounds (£5500) Sterling

In Witness whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed, at the Office of the Registrar of Deeds, in Cape Town, in the Colony of the Cape of Good Hope, on the [illegible] Day of the Month of [illegible], in the Year of our Lord One Thousand Nine Hundred and three (1903).

q.q., his Principal.

In my presence.

Registrar of Deeds.

T9218/1935

Printing Co. (Pty.) Ltd.
Cape Town.

9218
(39A)

17663

1-1A-2

1-1A-2 (1)

Subs Debtor Subst debtor

H 12970

Two BONDS
.....for ~~Consolidation~~
.....for ~~Release~~
.....for ~~Waiver~~
.....for Substitution
DR R Ls 20.62

Section 15 Act 13 of 1918.
Mortgaged by Bond No. 4632
dated 28th September 1906
for £ 1000
D.R. Folio H 12970
Deeds Registry, Cape Town,
28 Oct 1932
Asst. Registrar.

Section 15 Act 13 of 1918.
Mortgaged by Bond No. 5977
dated 2nd December 1913
for £ 4000
D.R. Folio H 12970
Deeds Registry, Cape Town,
28 Oct 1932
Asst. Registrar.

Mortgaged 28th Oct 1935 and for
for £ 3375.7.8 £100 is
Bill 16213

STAMPS
18-15
15
19 10
Suite 39 0/-
Subs 10/-
Rt Pgt 0/-
Tr Bnd 10/-

DEED OF TRANSFER.

9218

1935

EXECUTED
28-10-1935

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
Association Building,
Church Square,
CAPE TOWN.

Prepared by me

Conveyancer,

ORIGINAL
ORIGINAL
STAMPED
CHECKED

Duty R 18-15
Fee £
Pass £

Know all Men whom it may concern,

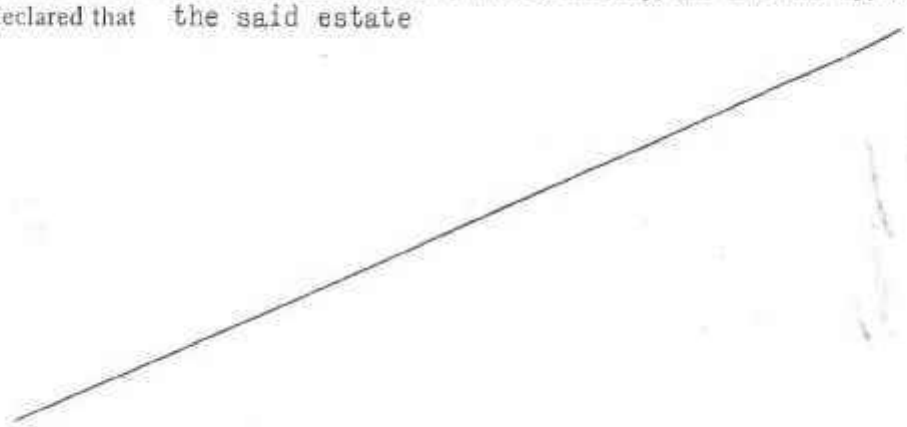
That Reginald Clive Bevyange van Ryneveld ~~CORNELIUS NICOLAAS GROENEWALD~~ appeared before me, Registrar of Deeds, in Cape Town, Province of the Cape of Good Hope, he, the said appearer, being duly authorised thereto by a Power of Attorney, witnessed in accordance with Law, dated the 26th day of July 1935 drawn up at Stellenbosch, and granted to him by

(1) August Friedrich Markotter in his capacity as Secretary for the time of The Stellenbosch Board of Executors Limited, and as such, one of the assumed Executors in the ESTATE of the late JACOBUS PETRUS ROUX, J/son, (2) the said August Friedrich Markotter duly authorised thereto by a power of attorney dated at George, the 23rd December 1933, and granted by JACOBUS ROUX in his capacity as one of the assumed Executors in the said Estate; and (3) CONSTANT DANIEL JOHANNES de WIT ROUX in his capacity as the surviving Executor Testamentary in the said Estate

L2 537.538
F1 51
F1 250
L3 50

TRANSFERRED

were
which Powers of Attorney was exhibited to me on this day, and the said appearer declared that the said estate



hath truly and legally sold, and that he in his said capacity as Attorney aforesaid, did, by these presents Cede and Transfer, in full and free Property to and on behalf of

EMILY ROUX, born Hoal, married without community of property to Constant Daniel Johannes de Wit Roux,

her Heirs, Executors, Administrators, or Assigns

I. The remaining extent of certain four pieces of freehold farms called "Libertas (1)", "Libertas (2)", "Doornbosch" and "Patryze Valley", situate in the division of Stellenbosch, at the Eerste River,(a rateable area in the Lower Eerste River River and Irrigation ~~District Board~~). ew

MEASURING AS SUCH:- twelve (12) morgen, thirty three (33) square roods, one hundred and twelve (112) square feet.

EXTENDING as the Freehold Grant dated 30th June 1693 with a diagram thereto annexed, made in favour of A. Voormeester (Stellenbosch Freeholds Vol. 1 No. 87) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked "C" contained.....

contained in the Annexure to the said deed of transfer No. 5457 dated 27th July 1901, and therein reading as follows:-

"C. Alle waters tot het besproeien van de Plaats Libertas zullen gelykelyk worder verdeeld te weten: Drie dagen per week, Maandag Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan".

The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux J/son, having acquired the portion of the said J.P.Roux P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and " nieuwe Grafkelder".

II. The remaining extent of certain piece of quitrent (payment whereof has been abolished in terms of Act 54/1934) land situate as , and adjoining the above, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District and Measuring .....

MEASURING AS SUCH:- fifty two (52) morgen, one hundred and thirteen (113) square roods, thirty two (32) square feet.

EXTENDING as the Quitrent Grant with a diagram annexed made in favour of J.P.de Villiers on the 1st August 1822 (Stellenbosch Quitrents Vol.6 No. 5) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901, hereinabove under paragraph I, ~~condition (3)~~ fully set out. The conditions marked B,D.E and H in the said Annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

III. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934), situate in the division of Stellenbosch, at Moddergat, being part of the farm "Fleurbaai", a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District.

MEASURING :- twenty one (21) morgen, one hundred and five (105) square roods (whereof 1 morgen 236 square roods 72 square feet is freehold and 19 morgen 468 square roods, 72 square feet is quitrent).

EXTENDING as the deed of transfer with a diagram annexed made in favour of P.R.Roux, sr. on the 3rd August 1863 No. 44 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out. The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer No. 10764 dated 2nd December 1913; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

IV. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934) situate as last above, being

part.....

part of portion of the farm "Fleurbaai",a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District, transferred to P.R.Roux, P/son, on the 14th September 1895.

MEASURING :- five (5) morgen, thirty seven (37) square roods (whereof 554 square roods is freehold).

EXTENDING as the deed of transfer with a diagram annexed, made in favour of P.J.Roux and J.P.Roux on the 1st February 1898 No. 643 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer and (2) subject and entitled to the benefits of the condition marked C contained in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out.

The conditions marked B.D.E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger the said now late J. P.Roux J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764, condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

V. Certain piece of land, partly quitrent (payment whereof has been abolished in terms of Act 54/1934)

and .....

and partly freehold, situate in the division of Stellenbosch, being the remaining extent of portion of the farm Libertas, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District. exd

MEASURING AS SUCH:- seventy three(73) morgen , twenty (20) square roods.(29 morgen 29 sq. roods freehold) exd

EXTENDING as the deed of transfer with a diagram annexed made in favour of J.P.Roux, P.J.son, on the 27th July 1901 No. 5455 and a subsequent deed of transfer made in favour of the said now late J.P.Roux, J/son, on the 2nd December 1913 No. 10764 will more fully point out and subject to such conditions as are referred to in such lastmentioned deed of transfer.

Wherefore the said Appearer, q.q., renouncing all the Right and Title the said Estate heretofore had to the Premises, did, in consequence, also acknowledge it to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents, the said transferee her Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be entitled thereto, conformably to local custom; Government however, reserving its Rights; **And finally**, acknowledging to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of

Seven thousand five hundred pounds (£7500).

In Witness whereof, I the said Registrar, together with the Appearer, q.q. have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.

THUS DONE AND EXECUTED at the Office of the Registrar of Deeds in CAPE TOWN, Province of the Cape of Good Hope, on the 28th Day of the Month of October in the Year of Our Lord One Thousand Nine Hundred and thirty five (1935)

Before me

Registrar of Deeds.

For Mortgages, if any, see heading of Deed.

Registered on the Date Hereof in Geregistreer op die Datum Hiervan in the Register of die Register van

Bk. L1 Fol. 537 / 538

Bk. L3 Fol. 50 / F1 51

250

T10764/1913

16740

10764

Town BOND

Do. to be lodged

D. R. 1a. R Fol. 6711

LODGED,
28 OCT 1913

LODGED,
19 NOV 1913. D.
27 NOV 1913

EXECUTED
9 DEC 1913

DEED OF TRANSFER

PASSED IN FAVOUR OF

Jacobus Petrus Roux J. Son R 6711

Registrar of Deeds Office,
Cape Town, ... 19.....

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
Kent Chambers,
32, Church Street,
Cape Town.

Reg L 3 50

ORIGINAL STAMPED
DUTY £ 10. -. -
FEE £ 1. -. -

DEED OF TRANSFER,
BY VIRTUE OF POWER OF ATTORNEY.

COPY ISSUED 25/4/1932

Prepared by
DEMPERS & VAN RYNEVELD,
Conveyancers.

Know all Men whom it may concern,

That *CORNELIUS NICOLAAS GROENEWALD appeared before me, Registrar of Deeds, he being duly authorised thereto by a Power of Attorney, dated the* 7 *day of* October 1913, *drawn up at* Stellenbosch *and granted to him by*

Jacobus Petrus Roux, Jacobus son, in his capacity as executor testamentary in the estate of the late Jacobus Paul Roux, Paul Jacobus son

which Power of Attorney has this day been exhibited to me;—and the said Appearer declared that whereas the said now late Jacobus Paul Roux P.son by his will dated 3rd February 1913 provided that his uncle Jacobus Petrus Roux P.son could purchase his farm known as Liberlas situate in the D. C. of Environs of Stellenbosch for the sum of £3000 Rg; and whereas the said farm was so purchased in terms of the said will, Now therefore

had truly and legally sold and He, the said Appearer, in his capacity as Attorney, *aforesaid, did, by these Presents, Cede and Transfer in full and free Property, to and on behalf of*

Jacobus Petrus Roux, Jacobus son,

his Heirs, Executors, Administrators, or Assigns certain piece of land being partly quitrent and partly freehold, being the remainder of portion of the farm Liberlas situate in the Division of Stellenbosch Folio 337.

Measuring as per remainder seventy three Morgen and twenty square roods

Excluding as the Deed of Transfer with a diagram annexed made in favor of the said now late J. P. Roux P.J. son, on the

Sect. 2-8 (2) Act 24 1913

This property was transferred by will Reg. 1913 Dated 27 June 1913

TRANSFERRED

MORTGAGED day of Dec. for £5000 - - D. R. Ls. Fol.

REGISTRAR OF DEEDS.

The 27th Ju
and
dition
referred

Wherefore the Appe
said est
acknowledged and
to be entirely dispos
Presents, the said
Jaco

his Heirs, Executors,
thereto, conformabl
Property thus sold
Hypothecations, ac
finally acknowledg
the whole of the
powder.

In Witness w
subscribed to these

Dec 1913

the 27th July 1901, will more fully point out and further subject to such conditions as are therein mentioned and referred to

Wherefore the Appearer, in his said capacity, renouncing all the right and Title the said estate heretofore had to the Premises acknowledged and declared the said estate to be entirely dispossessed of, and disentitled to, the same; and that, by virtue of these Presents, the said

Jacobus Petrus Rome, Jacobus son,

his Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to Law;—Government, however, reserving its right;—and finally acknowledging the said estate to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of three thousand pounds Stg

In Witness whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed at the Office of the Registrar of Deeds, in Cape Town, Cape of Good Hope, on the Second Day of the Month December in the Year of our Lord One Thousand Nine Hundred and thirteen

In my presence,

[signature] Registrar.

MORTGAGED 2nd day of Dec. 1913. for £5,000 D. R. Ls. Fol. 506 REGISTRAR OF DEEDS.

DEEDS OFFICE CAPE TOWN

INFORMATION SECTION
REQUEST FOR COPES OF DEEDS AND DOCUMENTS

rural development
& land reform

Department:
Rural Development and Land Reform
REPUBLIC OF SOUTH AFRICA

Office of the Registrar of Deeds CAPE TOWN, 90 Plein Street, Private Bag X9073, Cape Town Tel (021) 464 7600 Fax (021) 464 7725

REQUEST FOR COPIES OF DEEDS AND DOCUMENTS

Please complete the following:

1. NAME OF APPLICANT....TANIA VOLSCHENK.....
2. NAME OF CONVEYANCING FIRM/INSTITUTION...WERKSMANS ATTORNEYS
3. YOUR REFERENCE (7 Characters)....FLEURBAAI.....
4. METHOD OF PAYMENT: Account number **CTN**....12.....and **BOX**....12.....
5. Please complete the following:

The Deeds Office will conduct a search to determine the microfilm or scanning reference of the document required	Please mark with an X			
DOCUMENT NUMBER (Please indicate Deeds Office serial reference eg. T1/2015)	**Reg 66** (Information)	**Reg 67** (Judicial)	**Reg 70** (ANC)	**Reg 68** (VA)
1. T3880/1903 (Deed Nr 3880 dated 23 March 1903)	X			
2. T9218/1935	X			
3. T10764/1913	X			
4.				
5.				
Application for Reg 68 (VA copy) must be accompanied by a signed copy of affidavit (RC3/2015)				

.....
Applicants Signature

10 November 2020
Date

For office use

		Quantity	Amount
Search Fee	**(R12)***		**R**
Copy Fee	**(R70)***		**R**
Pages Fee	**(R12)***		**R**
	Total		**R** 234.00

APPROVED BY ..... DATE.....

***Fees reflected above is in terms of GOVERNMENT GAZETTE 40649 DATED 28-02-2017 and subject to change.**

ANNEXURE 9:
CONVEYANCER CERTIFICATE

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

FARM NUMBER 1480
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 108,0084 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T21113/2007
2. DEED OF TRANSFER NUMBER T3880/1903
3. DEED OF TRANSFER NUMBER T9218/1935
4. DEED OF TRANSFER NUMBER T10764/1913
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K525/1974S
7. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by K394/2007S & K100/2016S
8. NOTARIAL DEED OF SERVITUDE NUMBER K1088/1996S
9. NOTARIAL DEED OF CESSION OF USUFRUCT NUMBER K1138/1992

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	T21113/2007: Clause I.B, Clause II.C, Clause III.C, Clause III.D, Clause III.E, Clause IV.C, Clause IV.D, Clause V.i.C, Clause V.i.E, Clause V.ii.B, Clause V.ii.D, Endorsement on pg 15: K394/2007S, Endorsement on pg 16: K100/2016S * Please see below
9.	Other Restrictive Conditions	Y	N	T2113/2007: Clause V.i.D - lifelong usufruct as recorded in K1138/1992 Clause V.ii.C - Endorsement iro Act 28/1936 - declaration of National Monuments These conditions will be taken into consideration and will not prohibit proposed development.

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

STELLENBOSCH
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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	MRS YVONNE GERTRUDE BLAKE (ID 290711 0034 000) Mrs Blake is entitled to a lifelong usufruct over the residential house located on the Property. Her right will not be impacted on by the proposed development.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at STELLENBOSCH (Place) **on this** 23rd (Day) JUNE (Month) **of 2021**

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Reg: H.A. Kotze / Nelmarie

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

PORTION 2 OF FARM NUMBER 374
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 192 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current a~~nd earlier title deeds/pivot deeds/deeds of transfer)~~

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

In respect of which it was found that there "are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilized/developed for the following purposes (as elaborated in the accompanying application):

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c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

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(please tick appropriate box)

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Signed at.....STELLENBOSCH..... (Place) **on this**.....23rd..... (Day) .....JUNE.....(Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Ref: H.A. Kotze / Nolmarie

Kindly witness certificate by applying official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY NUMBER 371
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 807 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current ~~and earlier title deeds/pivot deeds/deeds of transfer)~~:

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

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1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

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B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

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Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at STELLENBOSCH (Place) **on this** 23rd (Day) JUNE (Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Reg: H.A. Kotze / Nolmarie~~

Kindly endorse certificate by affixing official stamp here and initial here

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Email: tvolschenk@werksmans.com

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

RERAMINDER FARM FLEURBAAI NUMBER 1040

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 70,9579 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T2011/1966
2. DEED OF TRANSFER NUMBER T3880/1903
3. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by NOTARIAL DEED
4. NUMBER K394/2007S
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K1139/2014S
7. NOTARIAL DEED OF SERVITUDE NUMBER K100/2016S
8. .....

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

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4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	Endorsement on pg 5: K557/1995S Endorsement on pg 6: K1087/1996S Endorsement on pg 7: K394/2007S Endorsement on pg 8: K1139/2014S Endorsement on pg 9: K100/2016S * Please see below
9.	Other Restrictive Conditions	Y	N	

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

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~~Ref: H.A. Kotze / Nelmarie~~

Kindly endorse correspondence by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

ANNEXURE 10:
REVISED URBAN DESIGN PRINCIPLES NUVORM

LIBERTAS

STELLENBOSCH

HIGH LEVEL URBAN DESIGN PRINCIPLES

REMAINDER OF FARM NO. 1040, REMAINDER OF FARM NO 1480,

PORTION 2 OF FARM NO 374 AND PORTION 2 OF FARM NO 371

AS INFORMATION TO THE REZONING APPLICATION BY FIRSTPLAN TOWNPLANNERS

2022 12 05 (Rev 2)

nuvorm

INTRODUCTION

This high-level proposal provides background to a land use rights application as submitted by FIRSTPLAN by demonstrating how the proposed land rights positioning and quantities have been deducted from a qualitative and integrated urban design proposal.

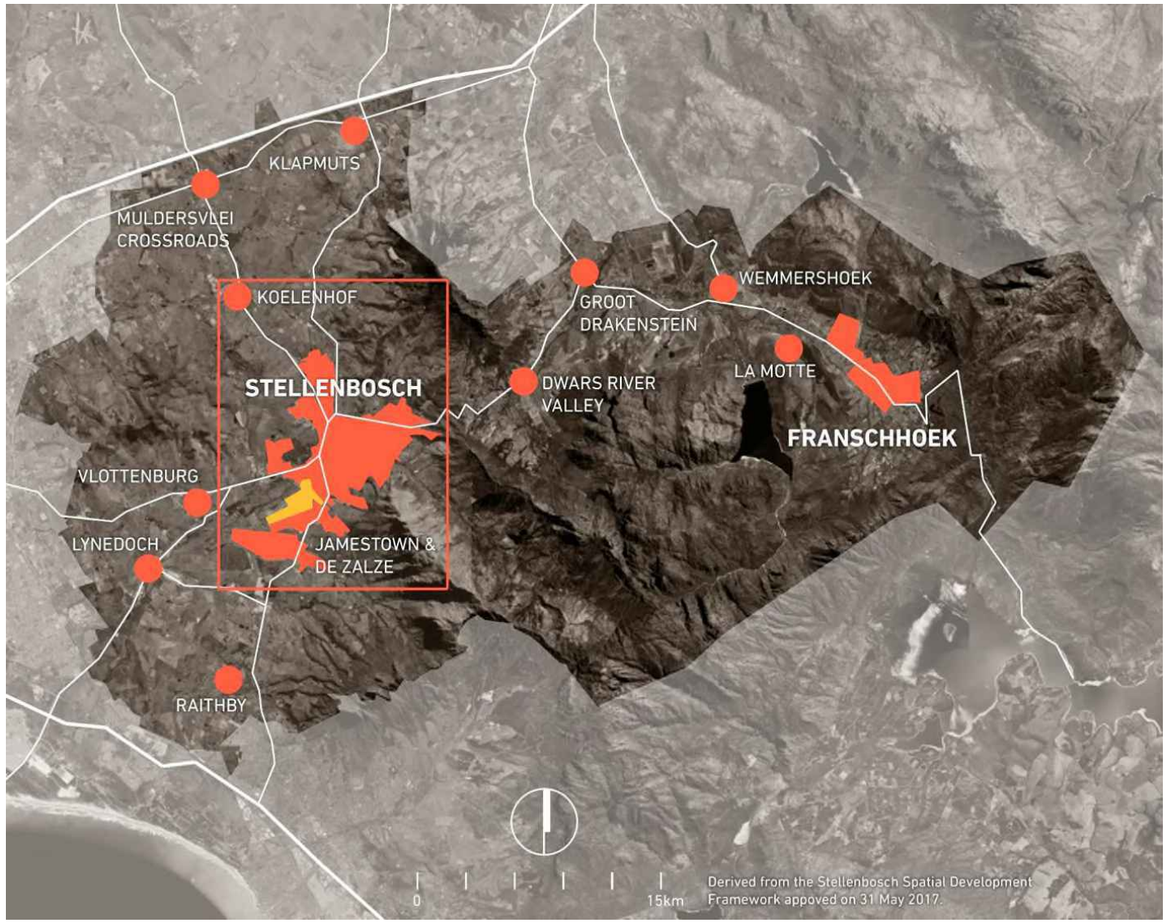
It consciously steers away from one dimensional subdivision supported by primarily by roads infrastructure. Rather, it aims to demonstrate how development may be beneficial and of superior quality when informed from the land up. It does not constitute the material for a full EIA process but nevertheless provides a solid platform for refinement during the next stage of development.

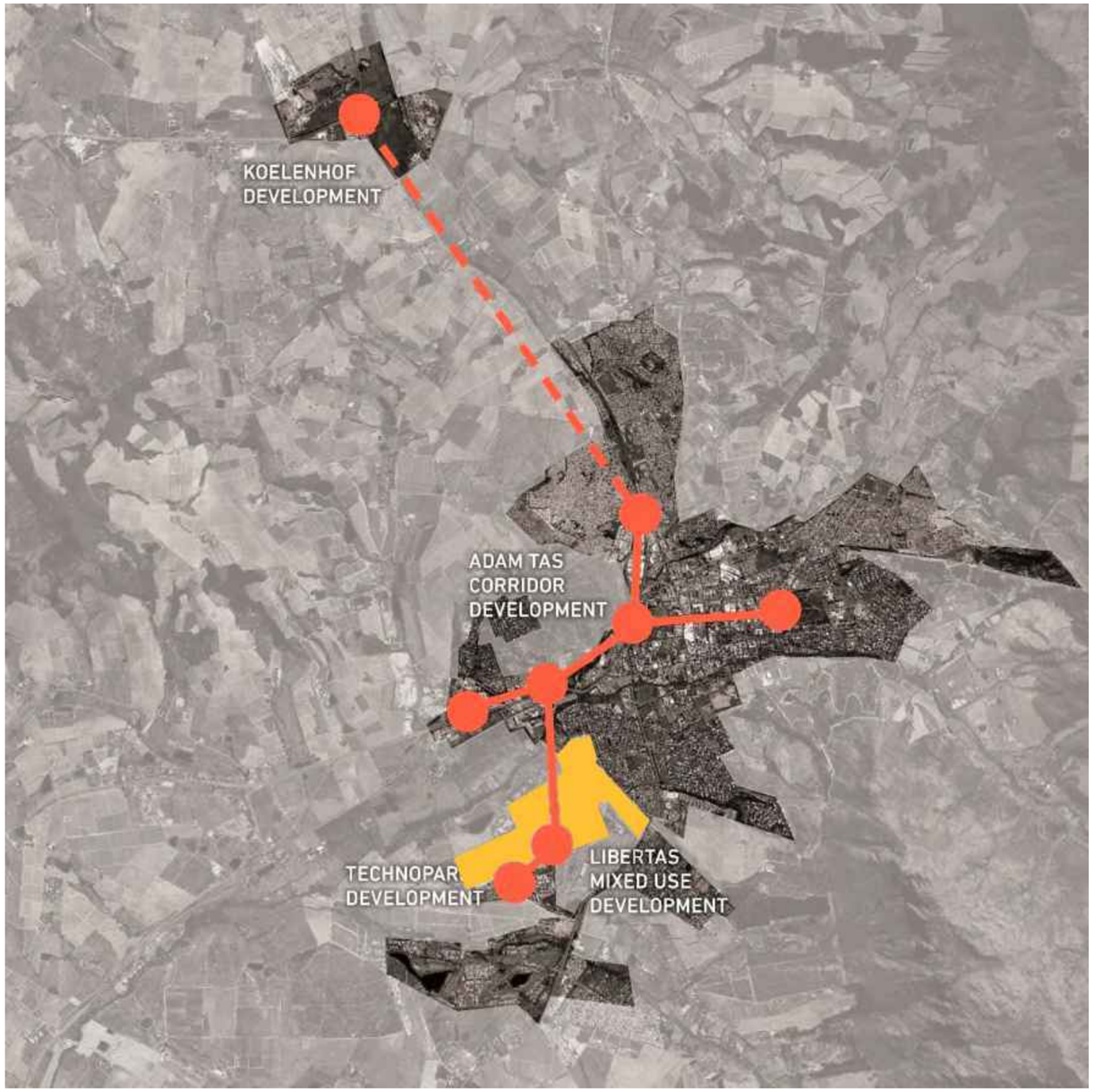
Urban design is by definition inter-disciplinary and iterative. The urban design concepts presented in this document is informed by principles developed through a team effort comprising the following critical tea members in terms of addressing issues of context specific fit on the historic Libertas farm:

Heritage:
Ms Liana Jansen
Landscape Architect (SACLAP) / Heritage Practitioner (APHP)
Supported by Ms Marike Franklin
Refer separate, cross-referenced report

Landscape Architecture:
(with a ecological focus)
Terra + Landscape Architects represented by Ms Ankia Bornmans
Refer separate, cross-referenced report

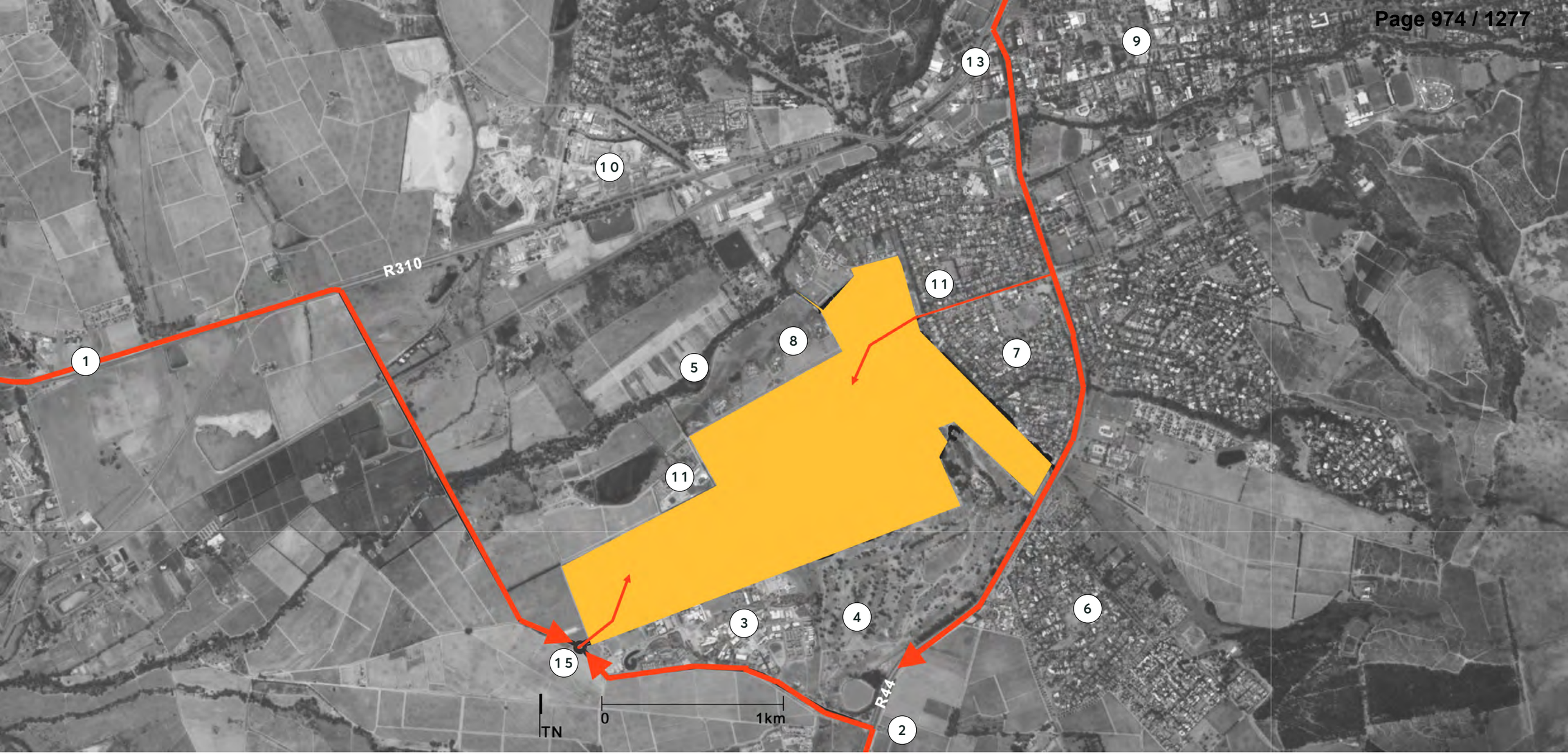
Environmental Baseline Report:
Dated 19 November 2020 provided by Doug Jeffery Environmental Consultants





LOCALITY & CONTEXT

The site offers the opportunity to become a housing driven node within the greater municipal region. The enlarged image on the right indicates its connectedness in terms of a possible public transport shuttle route that establishes a ring which connects the site to the larger system, via Die Boord on the east to the proposed Link Road on the west.



LOCALITY & CONTEXT

The abstracted mapping of the site below presents a platform for recognizing the prominent components associated with the site at a one-dimensional level. Other than confirming these features, it is intended as a reference image for use during commenting on the level of proximity and connectivity to opportunities. The proposed link road (item 15) is an important future element that is key to unlocking the development potential towards the west of the site.

1. R300 to N2 Freeway – Cape Town & Summerset West
2. R44 to Summerset West
3. Techno Park
4. Stellenbosch Golf Club
5. Eerste River
6. Paradyskloof
7. Die Boord
8. Patrysvlei
9. Stellenbosch CBD
10. Devonvalley
11. SOPA Trust/Flearbaix
12. Libertas Farmstead
13. R310 to N1 Freeways – Cape Town & Paarl
14. Access via Die Boord
15. Access via Techno Park

KEY DESIGN PRINCIPLES

This overarching aim is to demonstrate the merits of discretionary and responsive development on a historic farm immediately outside the existing urban edge of the Stellenbosch town.

The demonstration of such merits is informed by the principles listed to the right. The proposal follows a layered approach in which the team indicates how identifiable conditions each generate what we believe to be an appropriate response.

The layers have been separated for ease of interpretation, but following urban design best practice have been developed through an iterative, interdisciplinary approach resulting in a proposal in which 'the whole is greater than the sum of the constituent parts'.

It is important to note that the approach is not sub-divisional but holistic. Quantities and land uses have been deducted from the integrated, three-dimensional layout concerned with contextual fit and appropriate scale.

QUALITY BUILT ENVIRONMENT

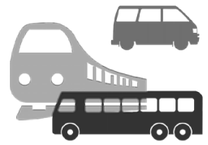
- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place.
- Special placement of uses and sites within community.
- Human scale architecture & beautiful surroundings nourish the human spirit.

LEGIBLE NEIGHBOURHOOD STRUCTURE

- Interconnected street network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.

MIXED-USE & DIVERSITY

- A mix of shops, offices, apartments, and homes on site.
- Mixed-use within neighbourhoods, within blocks, and within buildings.
- Diversity of people – of all ages, income levels, cultures, and race.



SMART TRANSPORTATION

- A network of high-quality of public transport connecting cities, towns, and neighbourhoods together.
- Pedestrian-friendly design that encourages a greater use of bicycles, motorcycles, and walking as daily transportation.

CONNECTIVITY

- Well connected street network disperses traffic and eases walking. A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.

SUSTAINABILITY

- Minimal environmental impact of development and its operations.
- Environmental technologies, respect for ecology and value of natural systems.
- Energy efficiency and economic inclusion.
- Local production and biodiversity.
- More walking, less driving.
- Heritage and increased life cycle cost.

WALKABILITY

- Connectivity and amenities within a 10-minute walk of home and work.
- Pedestrian friendly street design (buildings close to street; patio's, windows and doors street facing; tree-lined streets; on-street parking; slow speed streets)

QUALITY OF LIFE

- Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

INCREASED DENSITY

- Interconnected street grid network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.

INTEGRATED MASTER PLAN

The composite framework drawing below indicates integration of various form and open space layers in context. As with any proper urban design process the various layers were also each considered in the context of the other layers and adjusted through an iterative design process. The product of this process of iteration is a three dimensionally conceived framework in which the whole is greater than the parts. This offers the opportunity for fixing the higher order structure and total fit on the site while offering opportunity for finer grained and people-oriented design resolution at the scale of the buildings and the open spaces contained between them.

1. Access from future planned eastern bypass
2. Existing vineyards visible from R310
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Development nodes previously proposed to Techno Park being removed
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

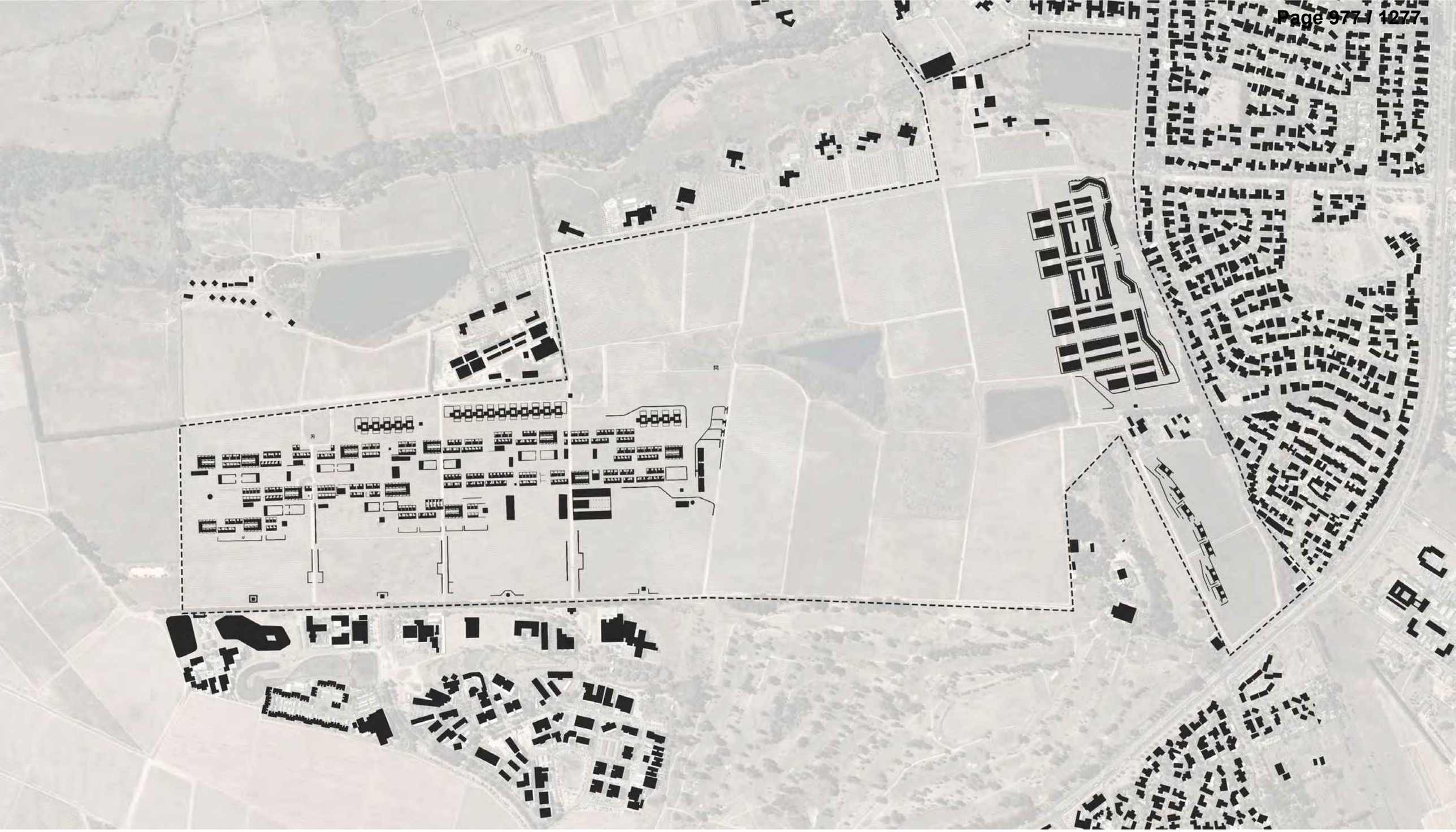
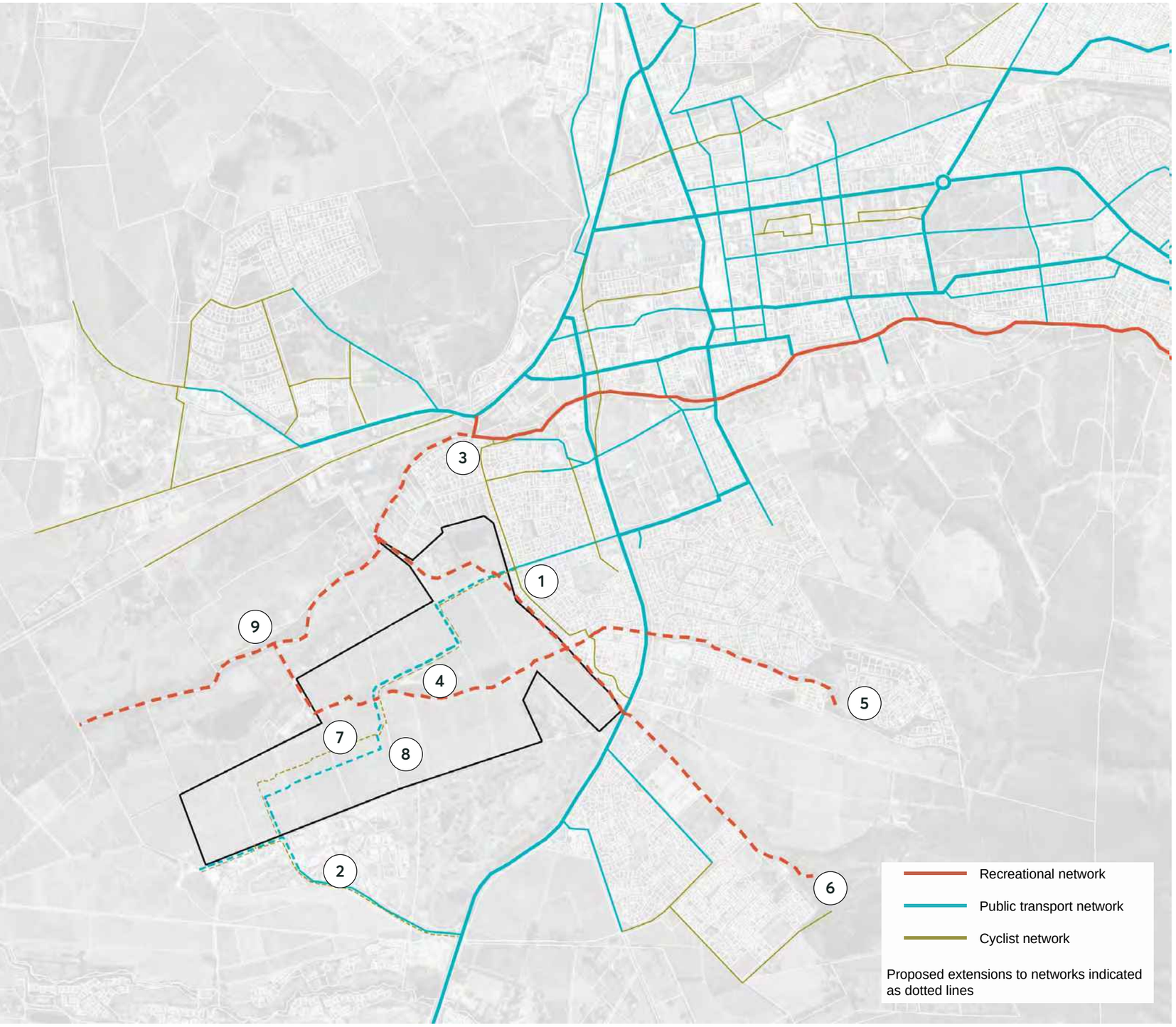
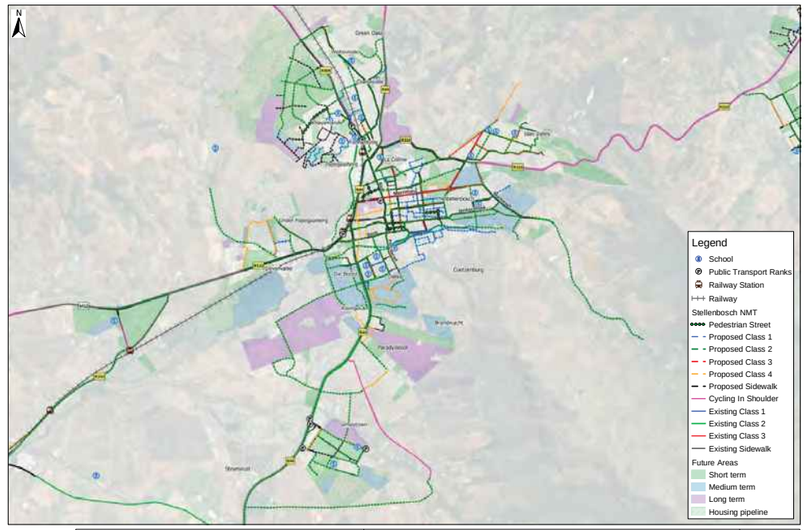


FIGURE GROUND

Illustrating existing and proposed built form





INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK

Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan.

1. Termination of proposed MNT network including cycle network at end of Van Reede Street.
2. Termination of proposed MNT network including cycle network at in Techno Park.
3. Conceptual extension of recreational route system along Eerste Revier
4. Extension of recreational route through Libertas farm
5. Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains.
6. Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains.
7. Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park.
8. Extension of public transport route through Libertas farm connecting Die Boord with Techno Park.
9. Conceptual extension of recreational route system from Libertas farm to route along Eerste Revier

FIGURE GROUND

Illustrating existing and proposed built form

1. Possible connection to the Adam Tas Corridor (through neighbouring properties) refer Fig. 16 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
2. Possible connection to Hottentots-Holland mountains (through neighbouring properties), refer Fig. 17 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
3. Pedestrian route along stream
4. Proposed recreational routes through site
5. Pedestrian links to Techno Park

FIGURE GROUND

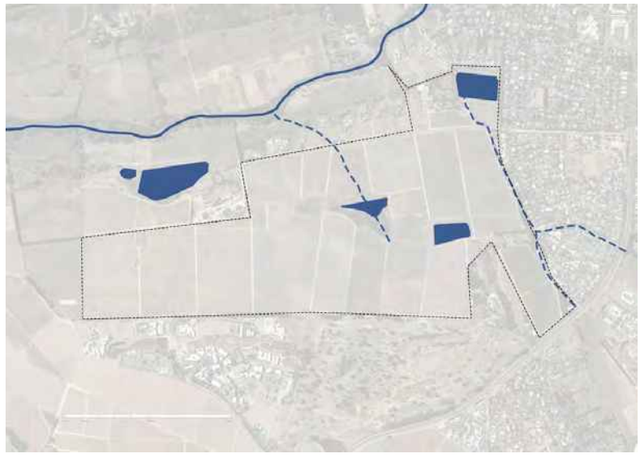
Illustrating existing and proposed built form

1. Eerste River corridor
2. Ecological corridors & green open space to be retained & form part of historical & recreational assets
3. Existing dams
4. Extension of existing ecological network as part of recreational assets
5. Proposed links of ecological corridors (on other properties)

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects for supplementary information on the ecological corridors and possible future connections.

EXISTING TREE STRUCTURE

This analysis indicates the prevalence of thickets of continuous and linear tree infrastructure along the river bed and into the areas surrounding the site. This provides an opportunity for it to be reinforced into and extended into new developments that is not exclusively vineyard.

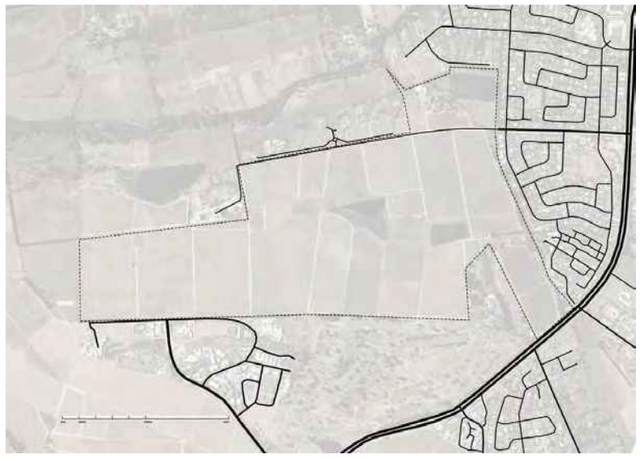


EXISTING WATER BODIES & STREAMS

The site benefits from an ecology of small wetlands, retained water bodies and rivulets feeding into the adjacent Eerste Rivier. Apart from recognizing and protecting these in their own right, it offers an opportunity for integration with development proposals and to support contact with nature within a wider walkability network.

EXISTING VINEYARD STRUCTURE

The existing vineyards provide a historic structure with recognizable breaks. This offers an opportunity for this logic of breaks to be incorporated into the design, as well as having retention of vineyards contribute to the character and retention of the legacy of the historic farm.

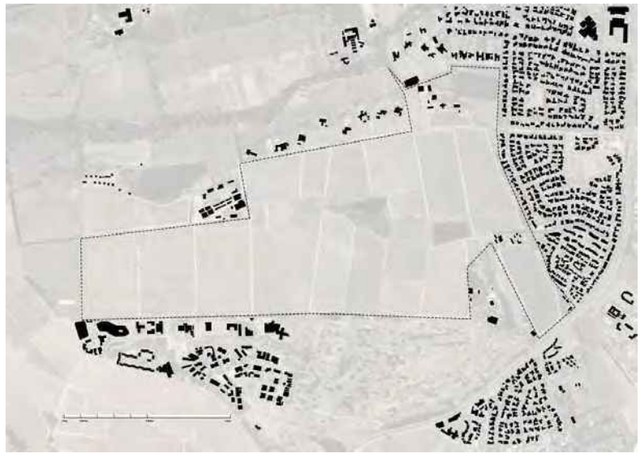


EXISTING ROAD NETWORK

The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged.

EXISTING NATURAL CORRIDORS

The natural/ecological open space corridors that cross into and over the site are easily recognizable and should be protected and reinforced by the development proposal.



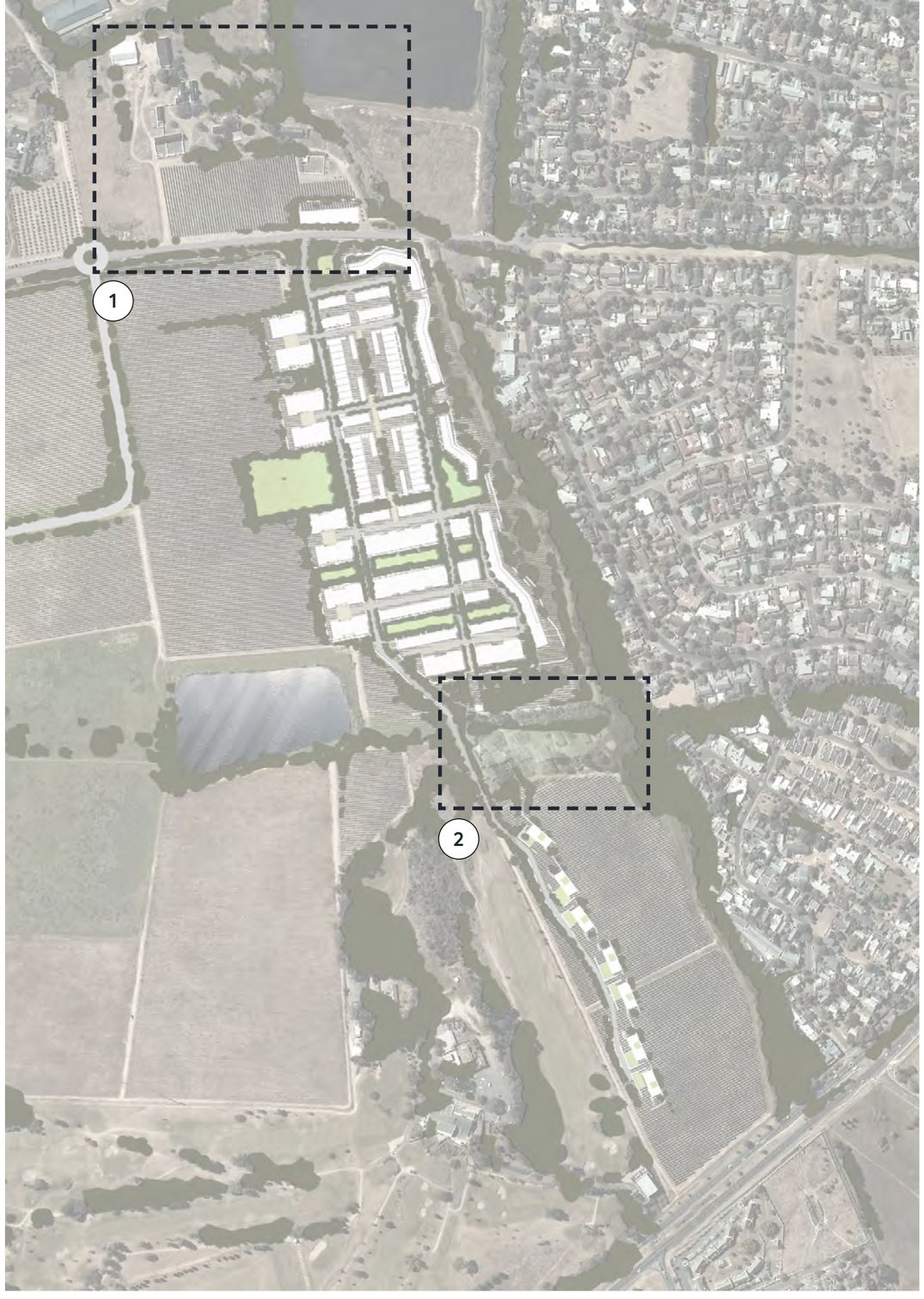
EXISTING BUILT FORM

Apart from the historic homesteads that is of specific merit, the existing build form surrounding the historic farm is generally of a disappointing, monofunctional character not in keeping with contemporary urban design best practice. The aim should be to rebalance this through higher density combined with a mixed of uses and carefully considered three dimensional built form. A form-based coding document should be prepared as a step in the approval process.

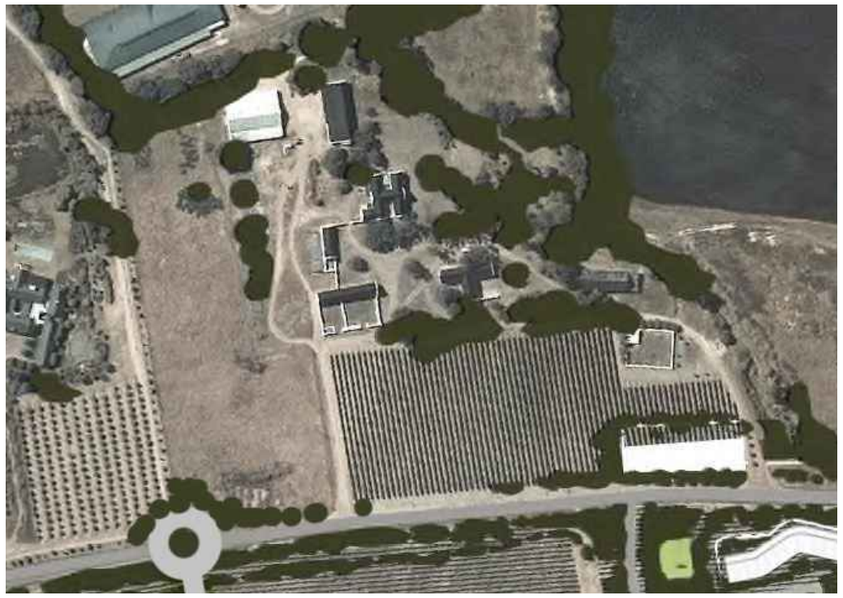
EXISTING LAYERS

EXISTING SPATIAL STRUCTURE/STATUS QUO OF LAYERS WITH ASSOCIATED OPPORTUNITIES

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)



1



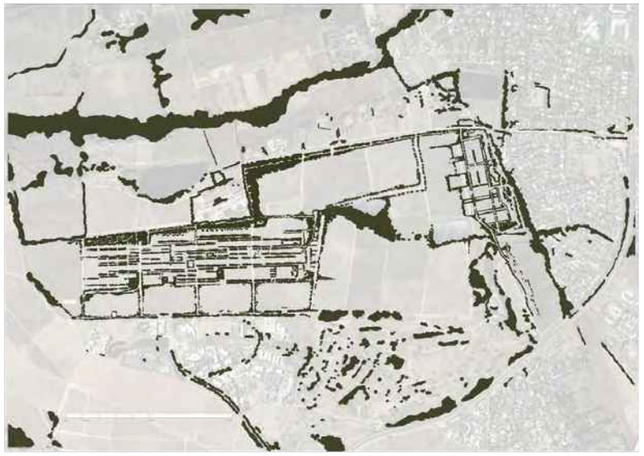
The Libertas farmhouse, werf & surrounding buildings

2

The farmworkers houses

HISTORICALLY SENSITIVE AREAS

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects further cultural landscape & heritage indicators and guidelines.



PROPOSED TREE STRUCTURE

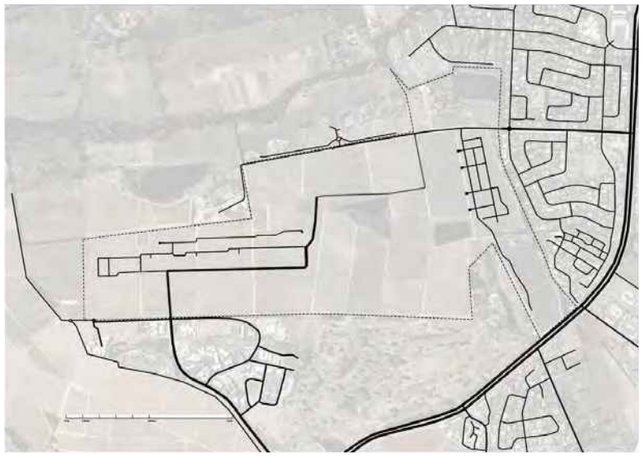
The trees structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site.

INTERNAL FORMAL GREEN STRUCTURE

The primary network of trees and the identified ecological corridors, provide points of connection for a secondary, development-specific street- and tree network.

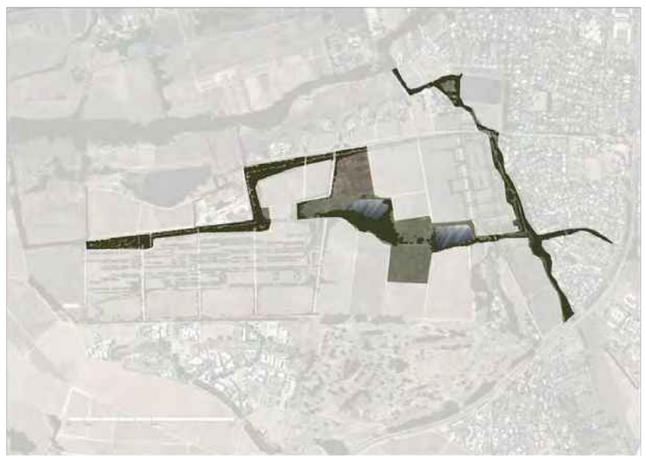
AGRICULTURAL LAND

A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Tecno Park as well as agains the R44 schenic route as one of the many vineyards experianced as one enters Stellenbosch.



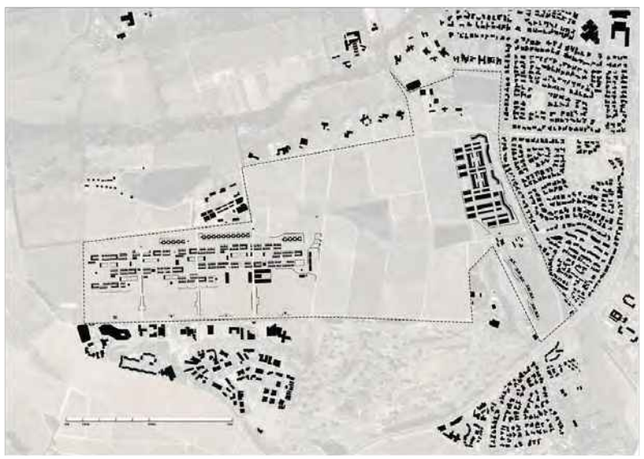
ROADS STRUCTURE

The internal roads- and street network extends from the existing connection through Die Boord in the east and the proposed Link Road towards the west. The internal network is consciousl meandering and of limited width to support a semi rural character and prevent rat-running through the site, whilst accommodating a public transport shuttle service.



REINFORCING OF ECOLOGICAL CORRIDORS

The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site. This became an important informant towards identifying pockets of developable land that does not encroach on the open system.



NEW BUILT FORM

New built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkablity/cyclebility within the total site. These connections extend into Techno park.

PROPOSED NEW

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)

PORTIONS

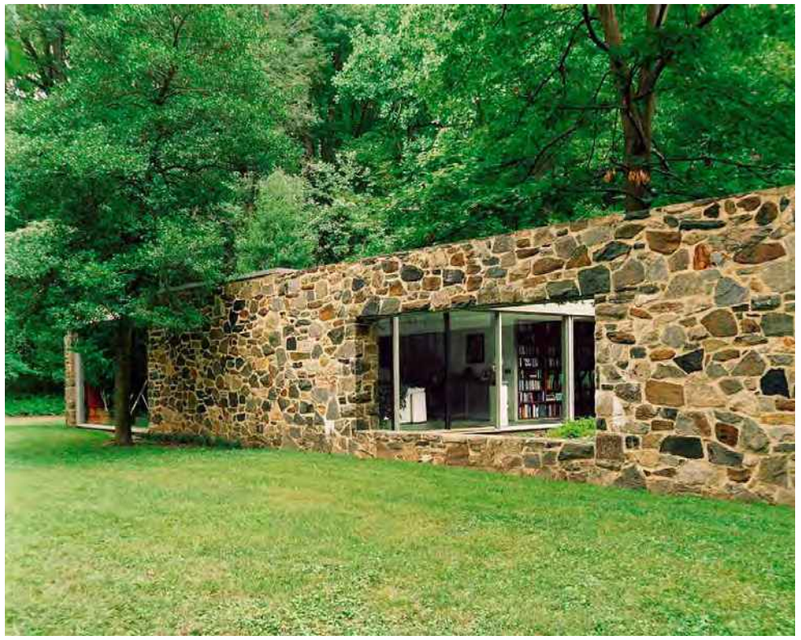
NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING CONTEXT

PORTION 1

Low rise medium density residential typology

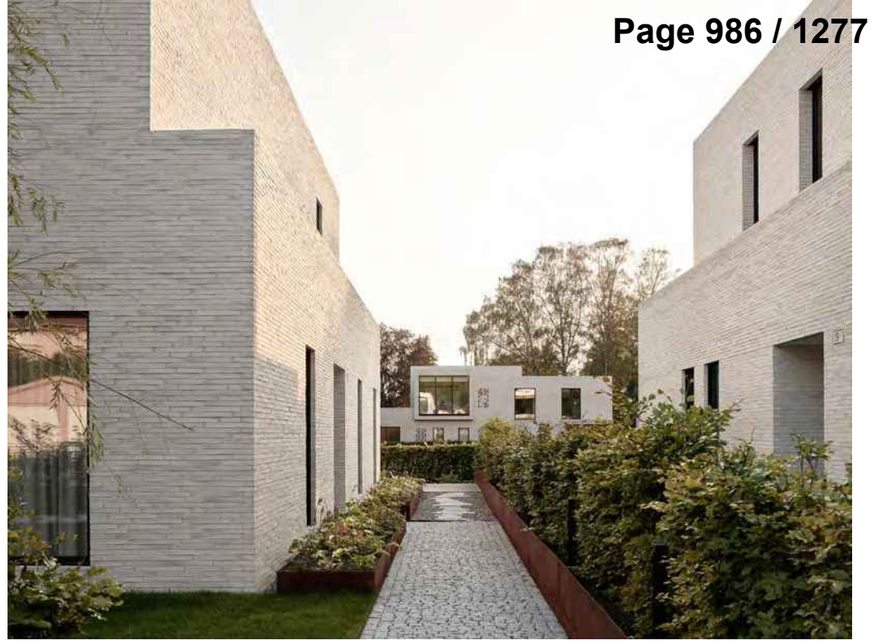
PORTION 2

Contour-following single residential typology



PORTION 1 & 2

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.

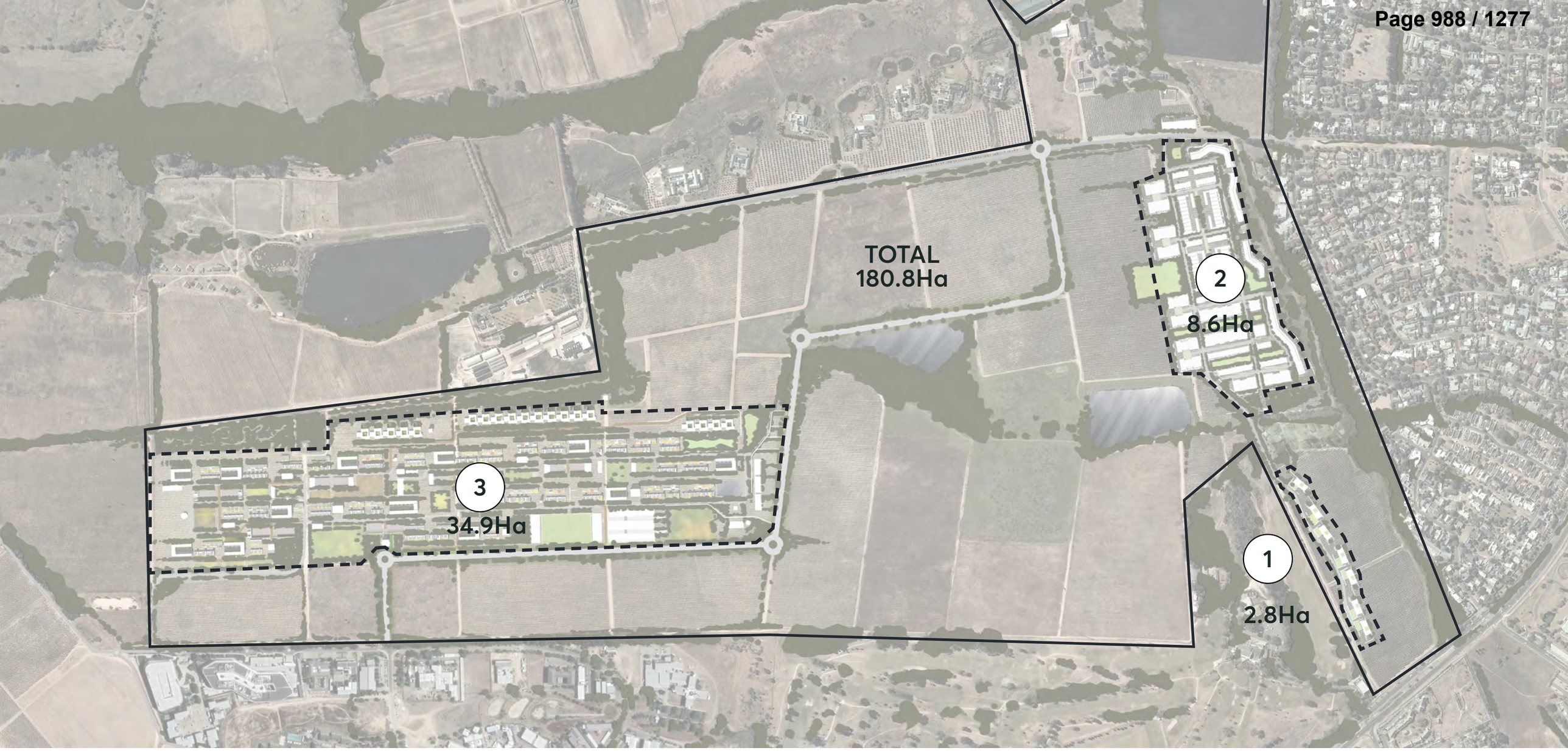


PORTION 3 - TYPICAL BUILDING TYPOLOGIES

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.

PORTION 3 - LANDSCAPE CHARACTER

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.



PORTION 1

Residential	7 units
FAR	**0.12**
Density	**2.5 units/Ha**

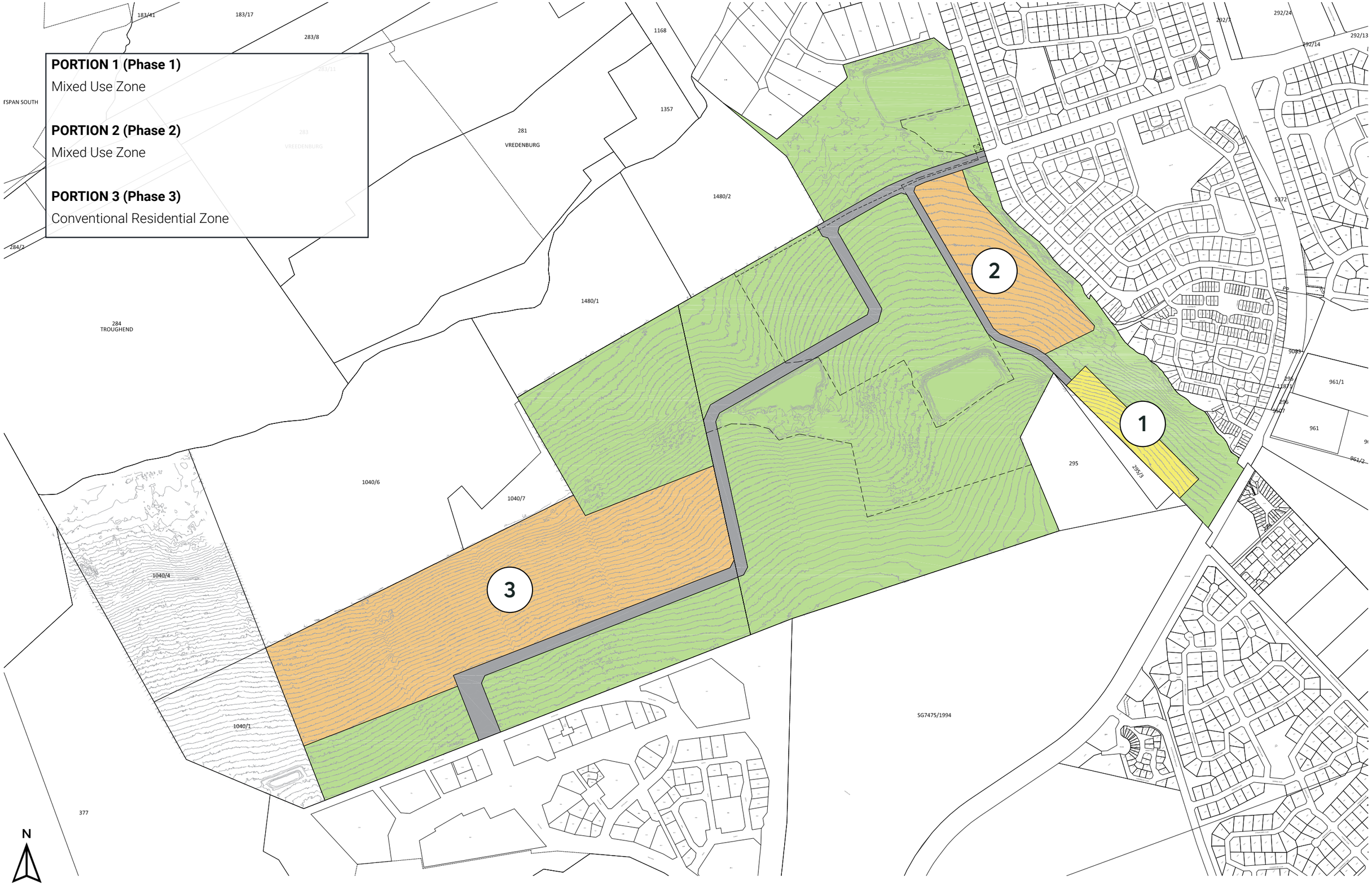
PORTION 2

Residential	500 units
Retail / Offices	1 500m²
FAR	**0.71**
Density	**58 units/Ha**

PORTION 3

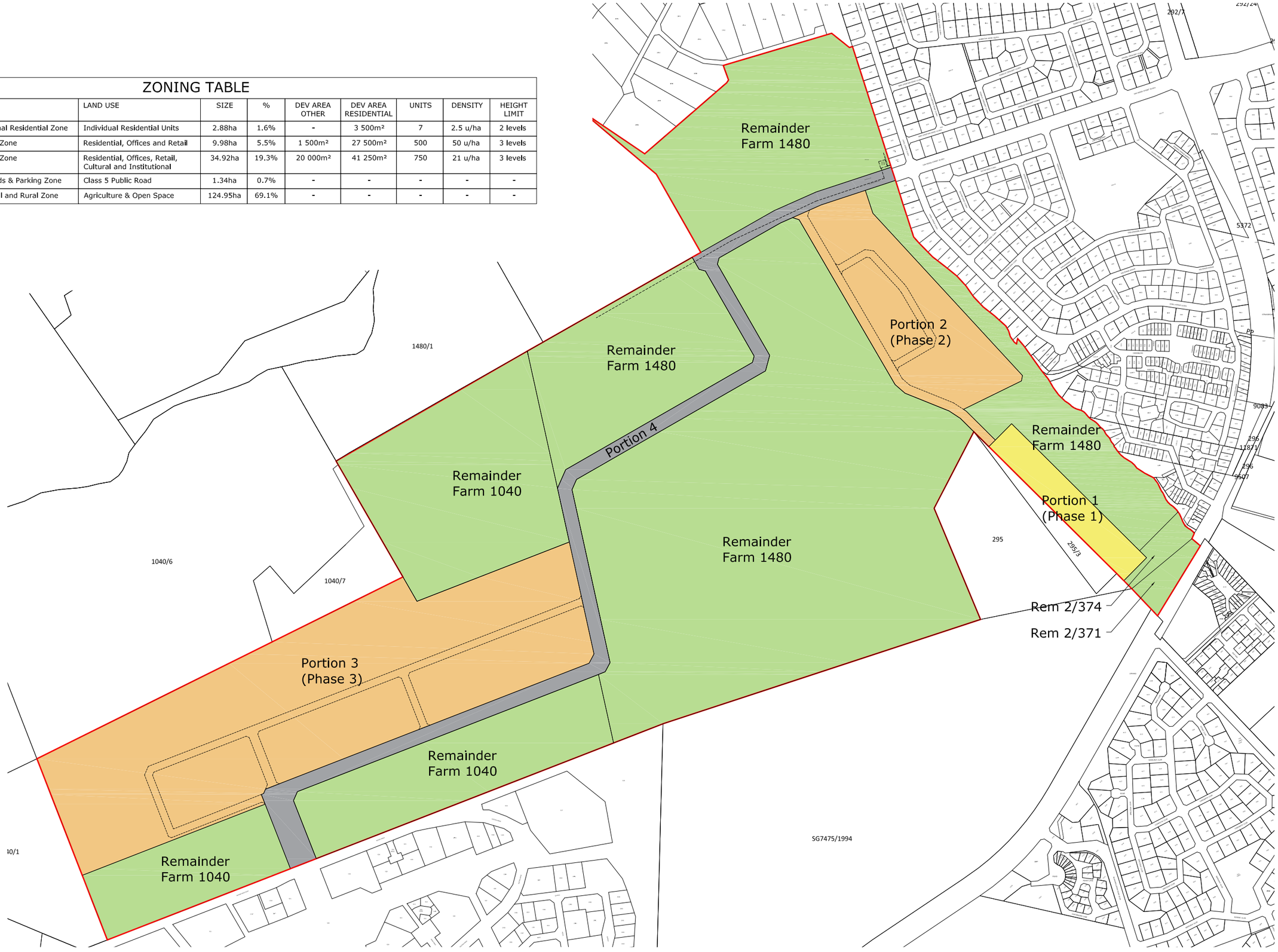
Residential	750 units
Retail / Offices	10 500m²
Cultural / institutional	9 500m²
FAR	**0.23**
Density	**21 units/Ha**

LAND-USE MIX



PRECINCTS & PHASING

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

nuvorm

URBAN DESIGN | ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN

Stellenbosch, Western Cape | studio@nuvorm.com

ANNEXURE 11:
ZONING PLAN

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
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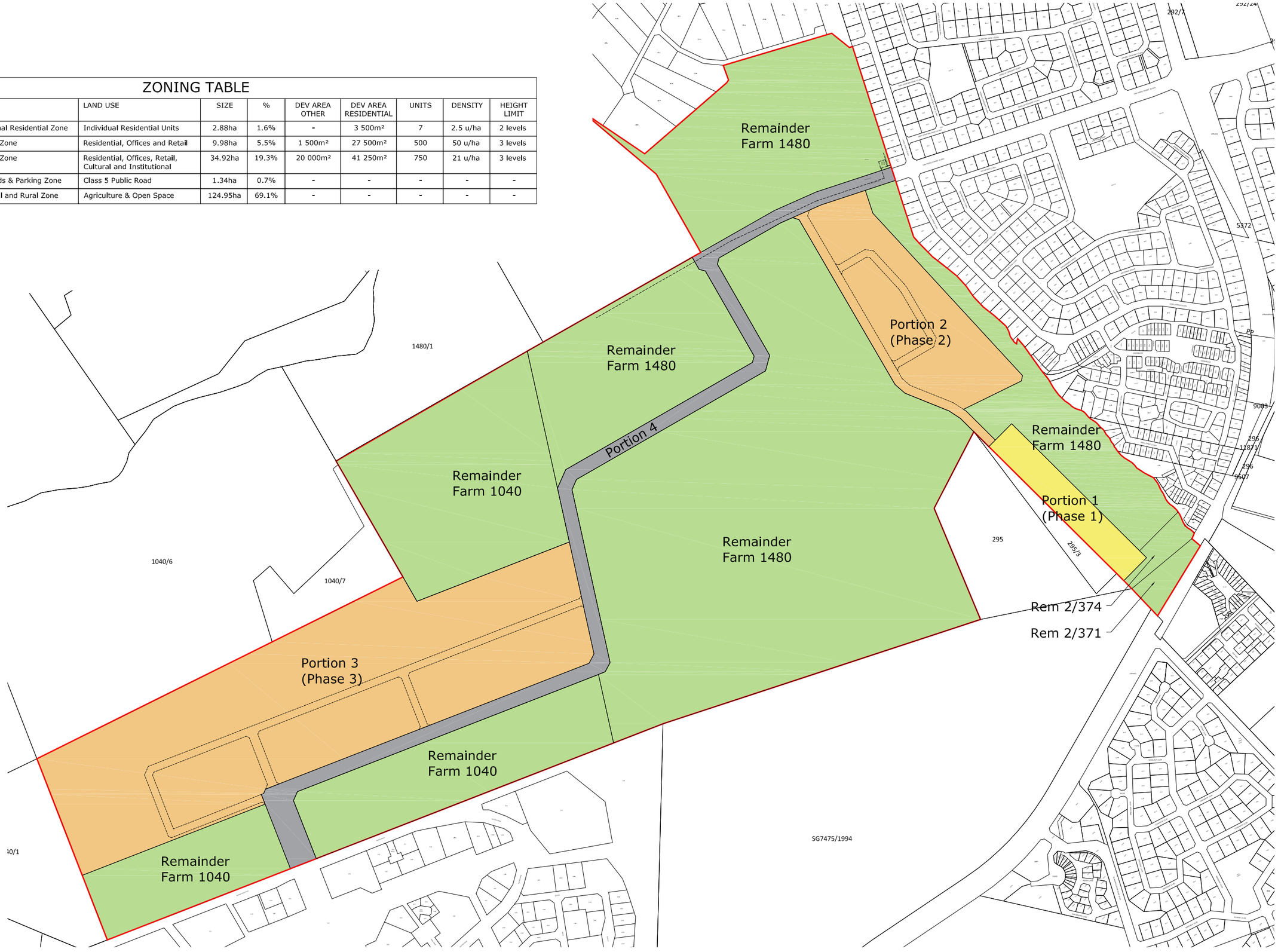
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



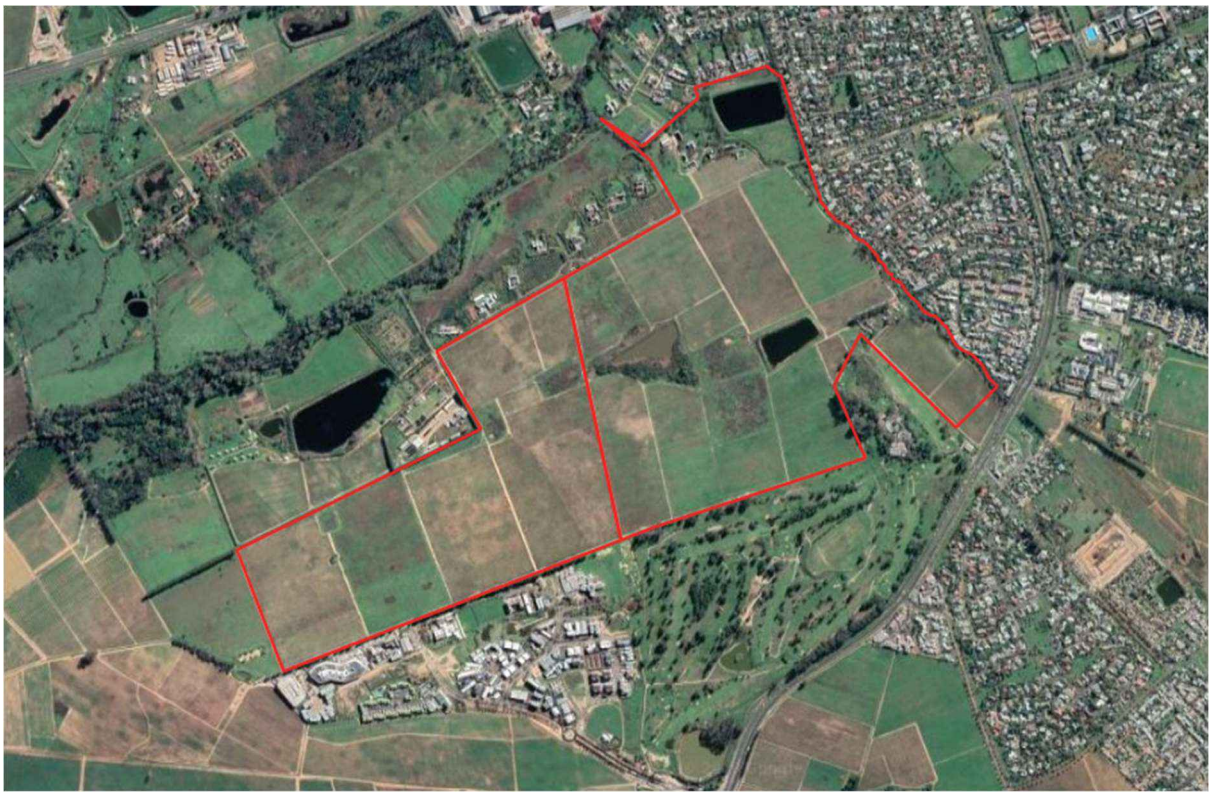
ZONING CONCEPT

ANNEXURE 12:
NATURAL ENVIRONMENTAL BASELINE REPORT

DOUG JEFFERY ENVIRONMENTAL CONSULTANTS (PTY) LTD
High Acres Farm, Simondium Road, Klapmuts
PO Box 44
Klapmuts, 7625
www.dougjeff.co.za
Tel: 021 875 5272
Fax: 086 660 2635
Cell: 083 269 0496
Email: doug@dougjeff.co.za

REMAINING EXTENT OF FARM 1040 AND REMAINING EXTENT OF FARM 1480

NATURAL ENVIRONMENTAL BASELINE REPORT



19th November 2020

1. INTRODUCTION

Doug Jeffery Environmental Consults (DJEC) have been appointed to conduct a desktop Natural Environment Baseline Study for the remaining extent of Farm 1040 and the remaining extent of Farm 1480 (Figure 1). An Environmental Baseline Study (EBS) helps to determine existing environmental conditions in an area, defining significant resources that may require protection from development or other forms of transformation. This sequentially assists in predicting and evaluating potential environmental impacts prior to any development. By understanding the existing environmental conditions as well as potential impacts of transformation, future development strategies can incorporate project design that not only protects significant environmental resources, but also reduces the costs incurred from attempting to mitigate any adverse effects.

The scope of this EBS is limited to the natural environment, and does not cover land use, socio-economic, or heritage aspects. The focus of this study is on ecosystem components- including but not limited to water resources, flora and fauna. This EBS investigates the presence of potentially sensitive biodiversity areas located within the study area with the use of Geographic Information Systems (GIS), including Critical Biodiversity Areas and Ecological Support Areas. It goes on to review relative environmental policies in order to explore management strategies and objectives that could pertain to the site.

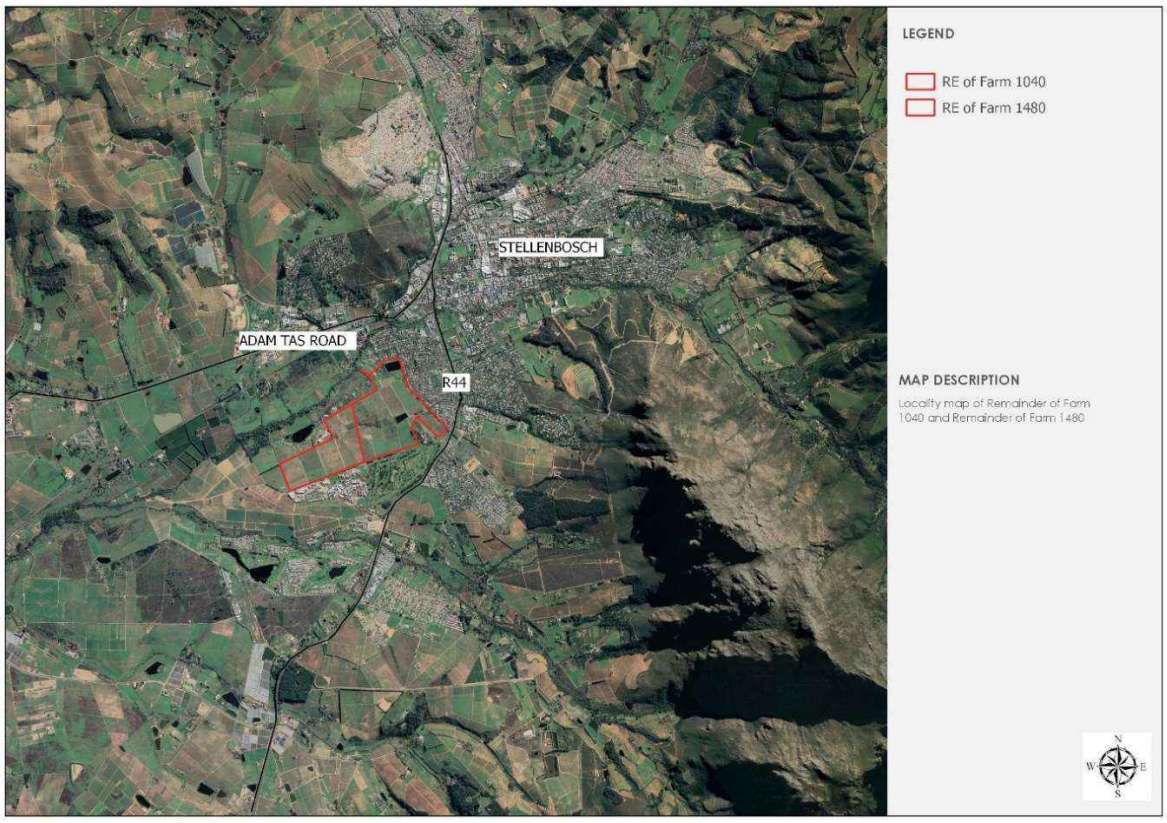


Figure 1: Locality of Remaining Extent of Farm 1040 and Remaining Extent of Farm 1480

2. SCREENING FOR SENSITIVE ENVIRONMENTAL FEATURES

A range of environmental GIS data sources were used to investigate the sensitivity of the environmental features across the site.

2.1 Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

The presence of the following environmental features was investigated:

Feature	Data Source	Figure number
Critical Biodiversity Areas (CBA1)	CapeNature (WCBSP)	2
Ecological Support Areas (ESA2)	CapeNature (WCBSP)	2

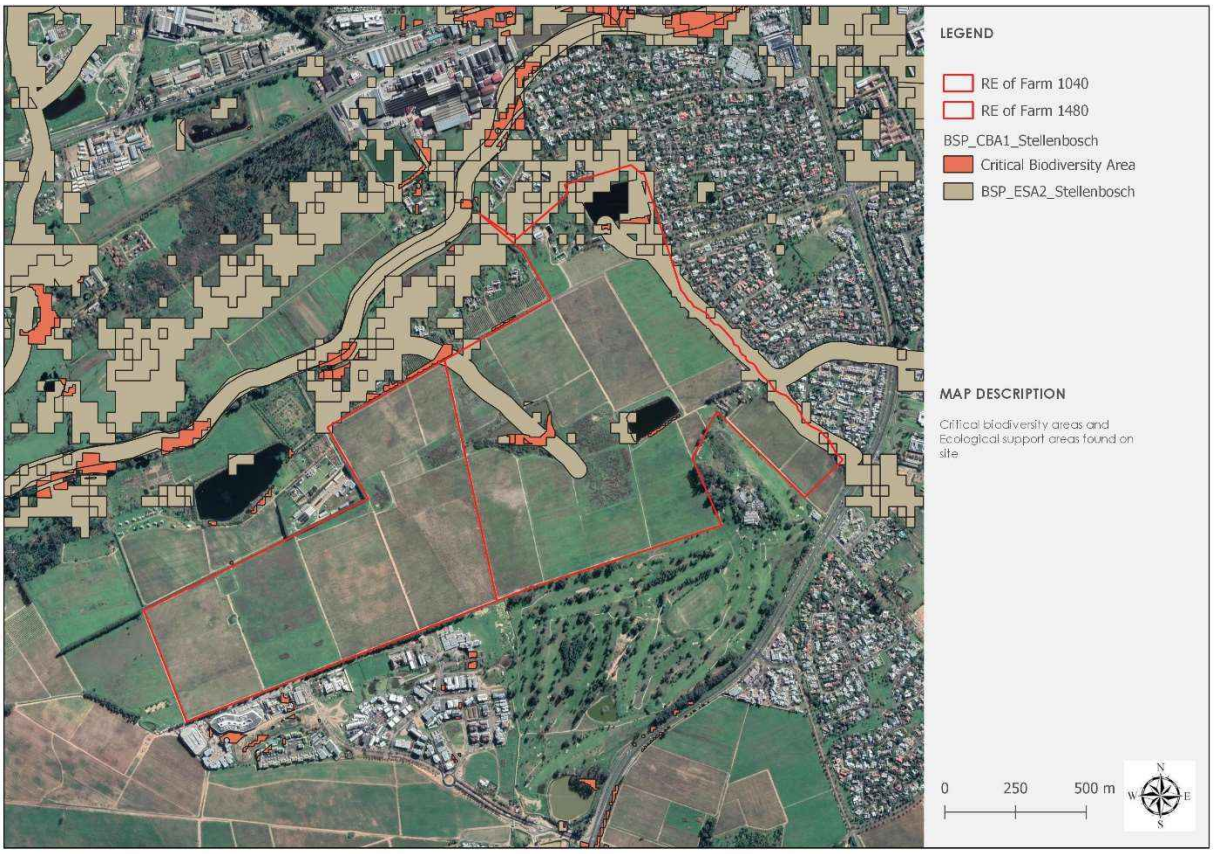


Figure 2: Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

There is a small CBA of approximately 7000 m^2 located on site. Further, the site contains an ecological support area associated with a drainage corridor. There are no protected areas or other natural areas identified in the Western Cape Biodiversity Spatial Plan located on site.

2.2 Natural Vegetation on Site

According to the South Africa National Biodiversity Institute National Vegetation Database, the site historically contained the following vegetation types:

- Swartland Granite Renosterveld- Critically Endangered (CR) (Figure 3)

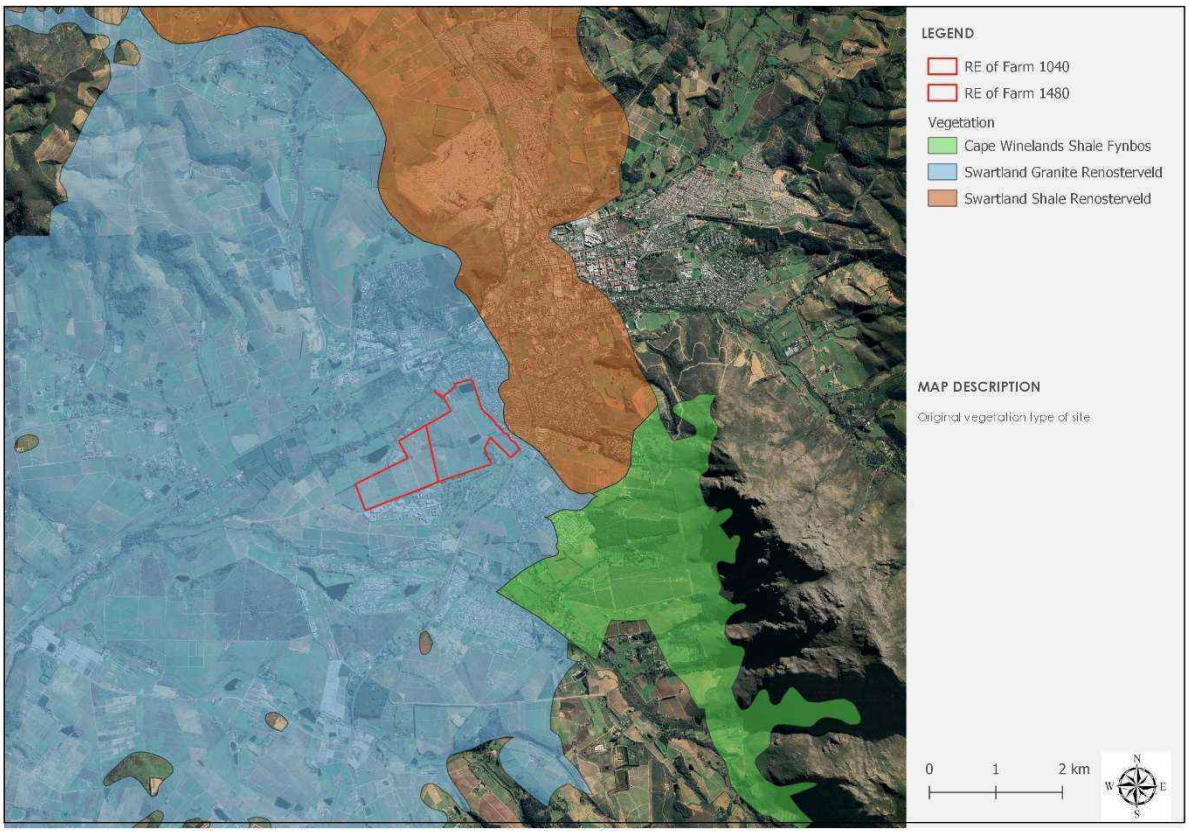


Figure 3: Natural vegetation on site

A large portion of the site has been transformed for cultivation purposes. However, from desktop investigation it is apparent that there are areas that have not been cultivated in the last ten years and therefore may contain natural vegetation. See Figure 4 for the identified areas. It is recommended that, should these areas be considered for development, a botanical specialist investigate the site to determine the status of the natural vegetation in these areas.

Figure 4: Areas that may contain natural vegetation

2.3 Wetlands On Site

The National Freshwater Ecosystem Priority Areas (NFEPA) project provides strategic spatial priorities for conserving South Africa's freshwater ecosystems and supports sustainable use of water resources. These priority areas are called Freshwater Ecosystem Priority Areas, or 'FEPAs'. The NFEPA wetland map therefore identifies important or sensitive wetlands and wetland clusters. Figure 5 shows the NFEPA wetlands in the area. The site contains NFEPA wetlands associated with the artificial dams. There is a drainage corridor running through the site that is likely to contain wetland areas. These areas coincide with the areas identified as natural vegetation in figure 4 above.

Figure 5: NFEPA wetlands located on site

3. POLICY REVIEW

3.1 Stellenbosch Spatial Development Framework (2019)

Figure 6 below shows the Stellenbosch Town Concept Plan. In terms of this plan the site is classified as an open green and agriculture area. A portion of the site is classified as protected green. This is the only area of the site identified as environmentally sensitive and in need of environmental protection in the 2019 SDF. This area coincides with the areas identified as CBA and ESA in figure 2 above.

The spatial proposal in terms of the Stellenbosch SDF for protected land is to:

i. Maintain and improve the nature areas surrounding Stellenbosch town.
ii. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the town and its hinterland area.

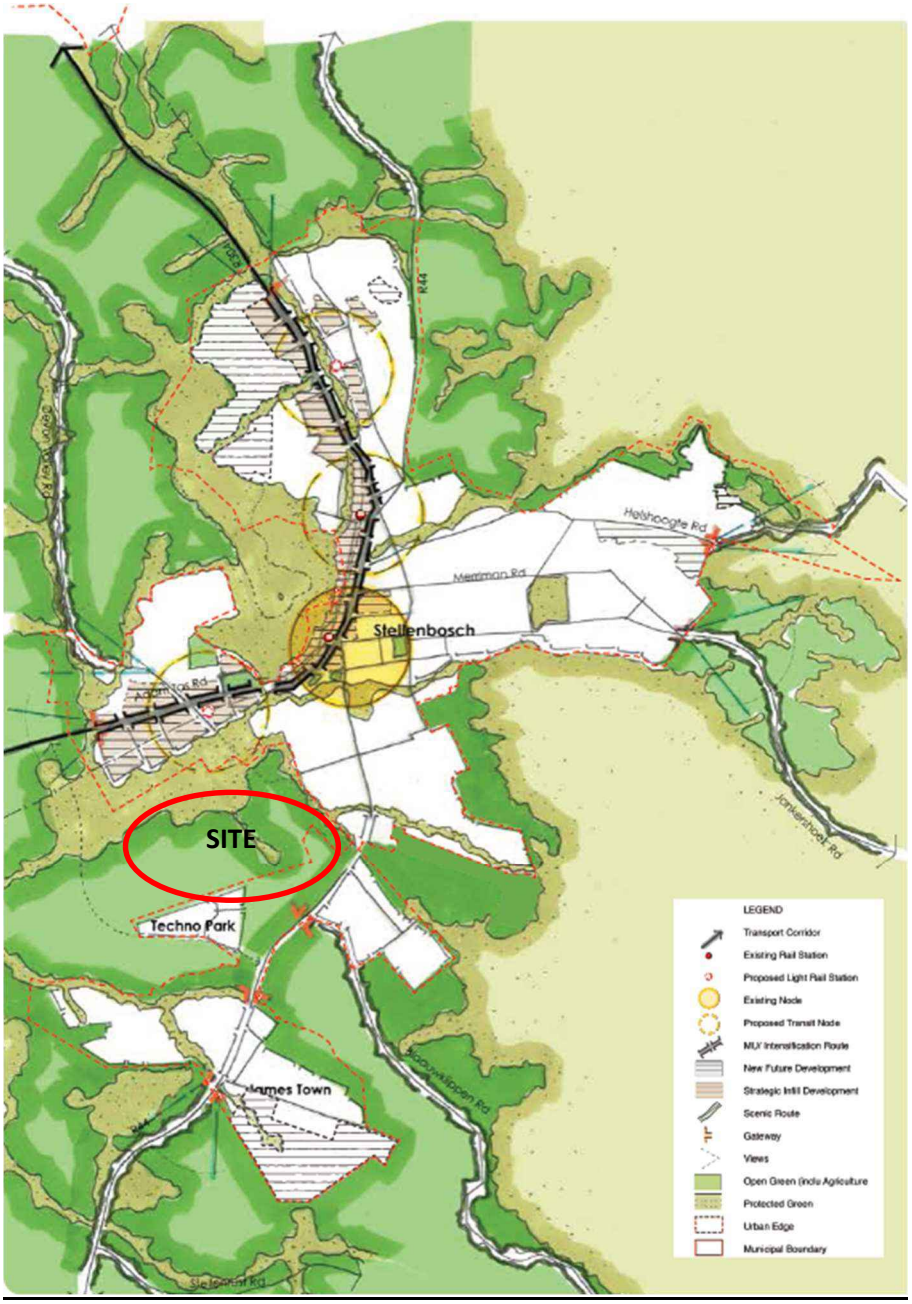


Figure 6: Stellenbosch Town Concept Plan

3.2 Stellenbosch Strategic Environmental Management Framework (2018)

A composite spatial plan was developed to serve as a first level broad guide to environmental management, spatial planning, and land-use throughout the Municipality. The spatial plan is

divided into 6 categories illustrating the desired land-uses throughout the Municipality. See Figure 8.

Figure 8: Spatial Planning Categories

A comprehensive set of Sub-Categories has been created to serve as a guide for more detailed land-use planning as required for the SDF. See Figure 9.

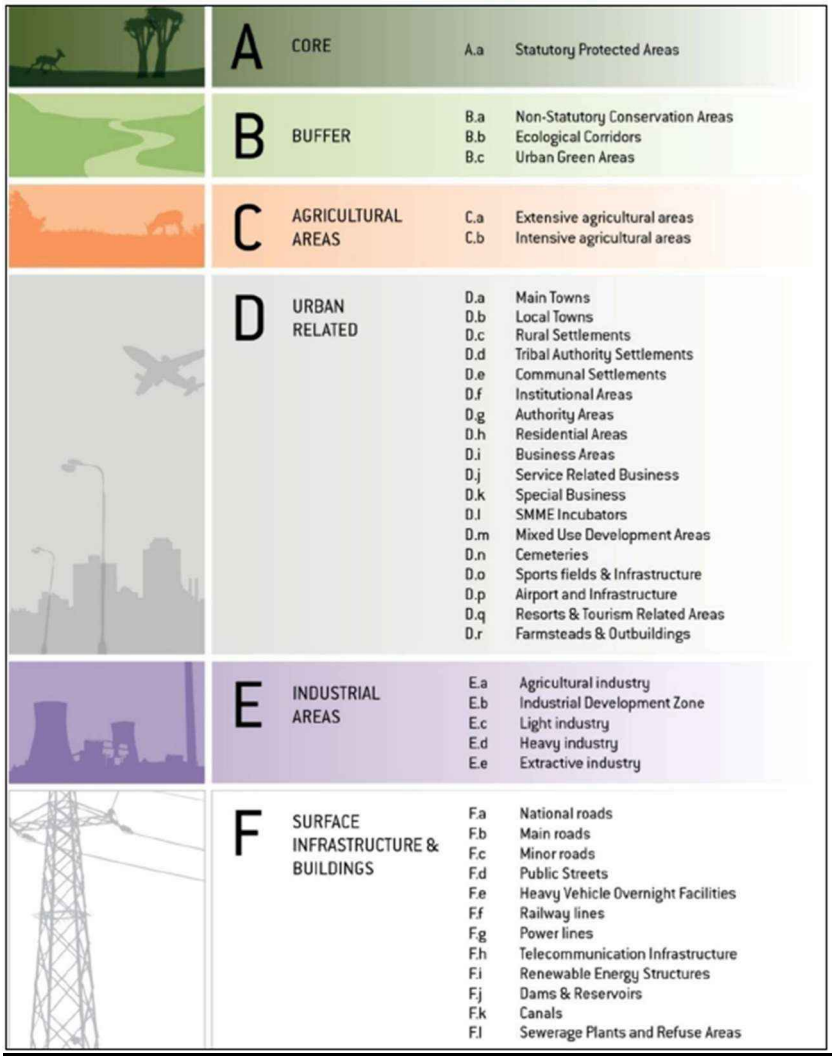


Figure 9: Spatial Planning Subcategories Categories

Figure 10 shows the Stellenbosch Municipality Composite Spatial Plan. According to the Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas

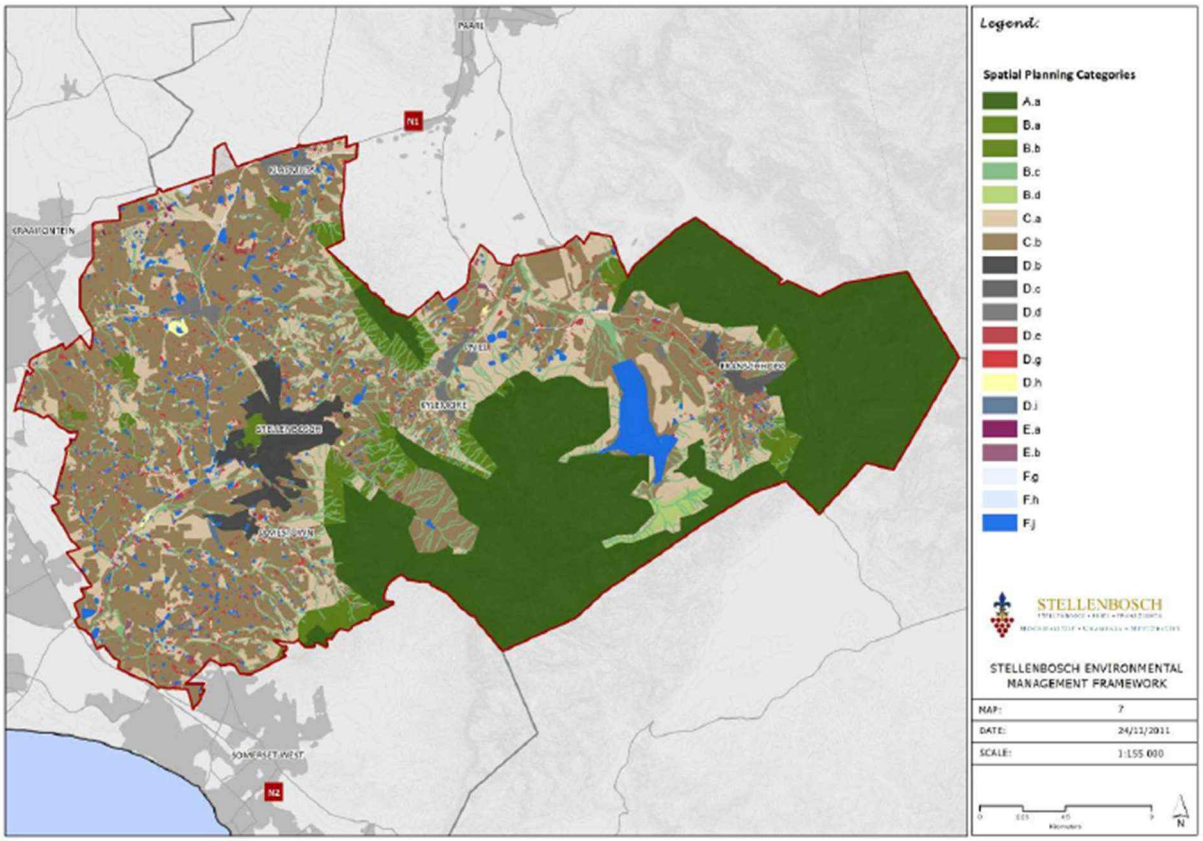


Figure 10: Stellenbosch Municipality Composite Spatial Plan

4. REQUIRED BIOPHYSICAL STUDIES IDENTIFIED IN THE DEA SCREENING TOOL

Should the proposed development trigger the need for environmental authorisation, it is a requirement to use the Screening Tool developed by the Department of Environmental Affairs (DEA) to screen the proposed site for environmental sensitives. The tool further identifies studies required to be conducted based on whether they have identified the sensitivities on site as high/ medium/ low. These studies/reports need to be included in the application for authorisation.

The following studies were identified by the Screening Tool as being necessary to inform development on the site:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture	X			
Animal Species			X	
Aquatic Biodiversity	X			
Archaeological and Cultural Heritage		X		
Civil Aviation		X		
Plant Species			X	
Defence				X
Terrestrial Biodiversity	X			

Based on the status quo of the site, the following reports/studies will most likely be required when undertaking an application for environmental authorisation but the need for these will depend on the development layout proposed:

1. Reports pertaining to the natural environment that will need to be undertaken by a specialist:
   - Aquatic Biodiversity Assessment
   - Agricultural Assessment
   - Heritage, archaeological and cultural heritage Impact assessment including a visual assessment
   - Plant Species Compliance Statement
   - Terrestrial Biodiversity Compliance Statement
   - Animal Species Compliance Statement

2. Reports pertaining to the natural environment that can be undertaken by an EAP
   - Defence Compliance Statement
   - Civil Aviation Compliance Statement

5. CONCLUSION

According to the GIS data, a small Critical Biodiversity Area and an Ecological Support Area are identified on the site.

The site contains a natural drainage corridor and may contain localised wetland areas (Figures 2 & 5). Further, NFEPA wetland areas were identified but these wetlands are associated with the artificial dams located on site. A freshwater specialist will need to conduct a site investigation to confirm the presence of wetlands in this area of the site and the final plans for the subject property should take any confirmed wetland areas into account.

The original vegetation type of the site is Swartland Granite Renosterveld. The majority of the site has been transformed for agriculture purposes. From this desktop investigation, however, it is apparent that there are areas, identified in this report, that have not been cultivated in the last ten years and therefore may contain natural vegetation. It is recommended that a botanical specialist investigate the site to determine the status of the natural vegetation.

This report shows that the identified potentially sensitive vegetation areas coincide with the drainage line and wetland patches and are located in a discrete area of the site as identified in figure 4 of this report.

According to the Stellenbosch Municipality Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas.

The total site considered in this report is approximately 180ha in extent. The identified potentially sensitive areas are restricted to less than 20ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development.

ANNEXURE 13:
HERITAGE COMMENT REV 4

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+27 82 776 4645
mulliana@gmail.com

29 May 2022

CULTURAL LANDSCAPE AND HERITAGE COMMENT ON PROPOSED LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

1. INTRODUCTION

1.1. Purpose of the Report

This heritage comment provides a response to the PRE-APPLICATION SCRUTINY FEEDBACK of the Stellenbosch Municipality, most specifically addressing the following:

- A broad discussion of impact that the proposal will have on the existing character of the area.
- Visual Impact of the various component specifically from the Polkadraai Rd
- Each precinct of the proposed design must be discussed in detail with regards to:
    - Visual impact mitigation
    - Integration of development with its surroundings

Filia Visual undertook a VISUAL IMPACT STUDY AND VISUAL STATEMENT (Smit 2022) and its findings support and elaborate on this document.

2. LANDSCAPE CHARACTER OF THE AREA AND SITE

(Please also refer to the Landscape Character Study of TERRA+ and Visual Statement by FILIA)

As per the Stellenbosch Heritage Inventory and Conservation Management Plan (**CMP 2019**), the proposed site falls within Landscape Unit C15, which is a Grade IIIb Heritage Resource (landscape) within a Green Transition Conservation System:

> The landscape unit is characterised by distinct rectilinear vineyards on a gradual slope that sits as a rural finger on the southwestern edge of Stellenbosch. Wedged between the Eerste River, Technopark and De Zalze Estate, the slope rises toward Technopark on the crest, where most of this office park is hidden behind a tree line. The rise to the south of this landscape shields the R44 and suburban development from view, creating a visual continuum between the Eerste River corridor, the agricultural fields in the foreground, and the foothills and high peaks of the Helderberg Range beyond. The service roads between the vineyards also lie perpendicular to the slope, directing views towards the dramatic mountains as an uninterrupted view. The central area of the northern slopes has high soil suitability, declining towards the eastern edge. Smaller blocks in an irregular pattern of field crops and vineyards denotes the western and southern edge of this land unit, referring to historic commonage. A large, significant historic freehold farm, Libertas, is located in close proximity to Die Boord. The historic Fleurbaix site is particularly vulnerable to agri-industrial development which has already impacted the site. The suburban sprawl of Stellenbosch is a threat to this unique heritage site and its broader landscape. Agricultural landscape attributes a specific rural character to the town of Stellenbosch with significant views from the Polkadraai Road entering Stellenbosch. Any development in this land unit would compromise the rural character of Stellenbosch. The landscape unit demonstrates the relationship between river corridor and settlement, as well as the rural patterns of use and the wilderness beyond. This interplay is extremely characteristic of the Cape Winelands, and key to its high cultural significance.
>
> The main heritage aim for this unit is to conserve and enhance the existing character of this landscape unit, that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape.
>
> This landscape unit is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.
>
> Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape.

Figure1: View from Polkadraai Road towards Stellenbosch

Figure 2: View from Devon Valley showing the context of this landscape unit in relation to Stellenbosch. Note Technopark hidden behind the windbreak.

The site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

According to the Visual Statement by Filia Visual (Smit 2022), the site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes. The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.

It is proposed that a "buffer area" as illustrated in Figure 3 should be considered for the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban). This buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side.

Figure 3: Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)

3. POTENTIAL IMPACT OF THE DEVELOPMENT ON THE CHARACTER OF STELLENBOSCH

The initial heritage comments on the proposed development highlighted several concerns pertaining to design aspects that could negatively impact on the heritage significance of the property. The client, Urban Designers, URBA and Landscape Architect, TERRA+, all thoroughly addressed the concerns in a number of team meetings. We were present at these meetings and offered design and approach guidance throughout the process.

The development is localised in two areas of the site, and it will change the character of the site from a predominantly agricultural land unit to one that includes two condensed urban nodes of a medium density, located amongst existing vineyards with environmental corridors.

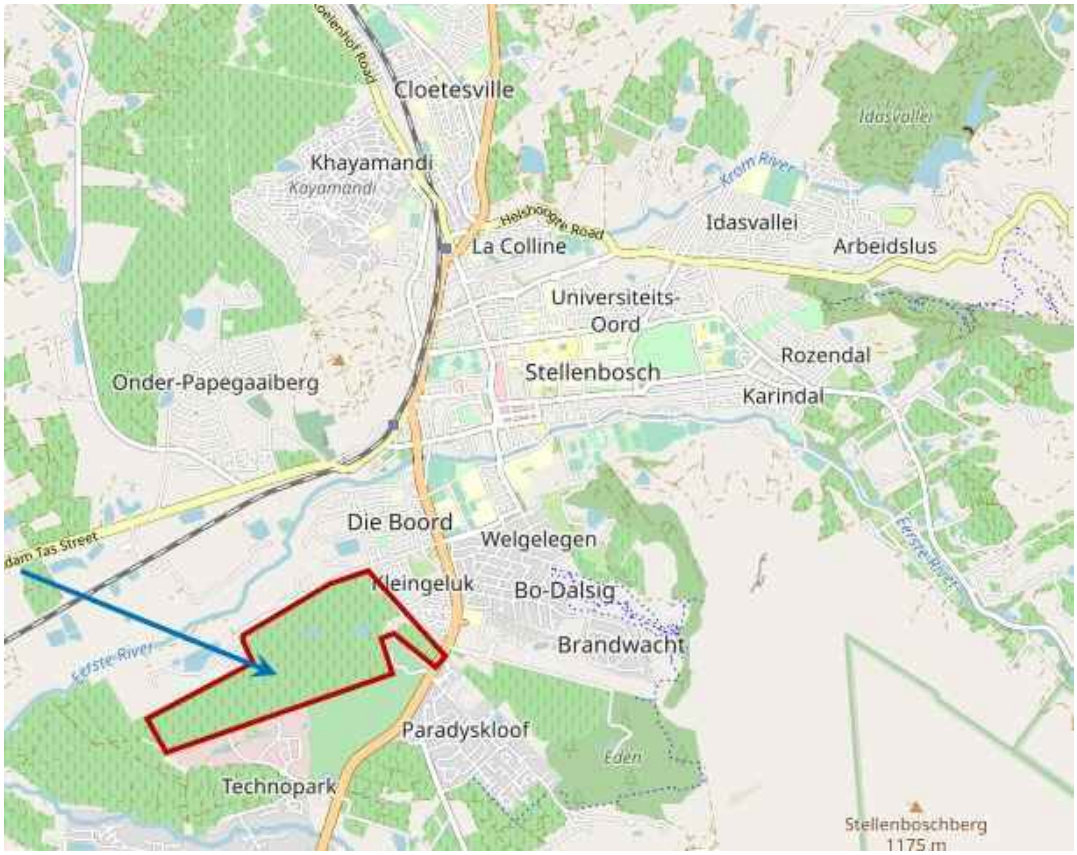


Figure 4: Indicating position of the Landscape Unit in relation to the town of Stellenbosch

3.1 Precincts within the Agricultural Character Landscape

The **proposed low rise medium density village (PRECINCT A)** has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The coding for Precinct A is acceptable, apart from a few of the central buildings that could potentially be of less storeys to minimise visual impact (see Visual Statement 2021).

The proposed **low rise medium density courtyard residential typology with mini apartment blocks interspersed (PRECINCT B)** has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyard. In this section of the site, this type of development is appropriate in scale and height. The coding for Precinct B is acceptable, apart from a few of the buildings that could potentially be of less storeys to minimise visual impact (see Visual Screener 2021).

Figure 5: LIBERTAS URBAN DESIGN PRINCIPLES: MASTERPLAN – URBA MAY 2021

On the **eastern side of the site (PRECINCT C)**, a narrow strip of vineyards continues from the workers cottages along the contour towards the R44. This specific finger forms part of a typology of vineyards that are interwoven into the urban fabric of Stellenbosch, and upholds the rural character of the town (figure 6). A small strip of buildings is currently proposed on the slope where the current road traverses, but it is advisable that no buildings be allowed within the vineyard block to retain the vineyard's contribution to the agricultural character of Stellenbosch. Also, as per the Visual Study (2022), this entire strip is highly visible and sensitive to views.

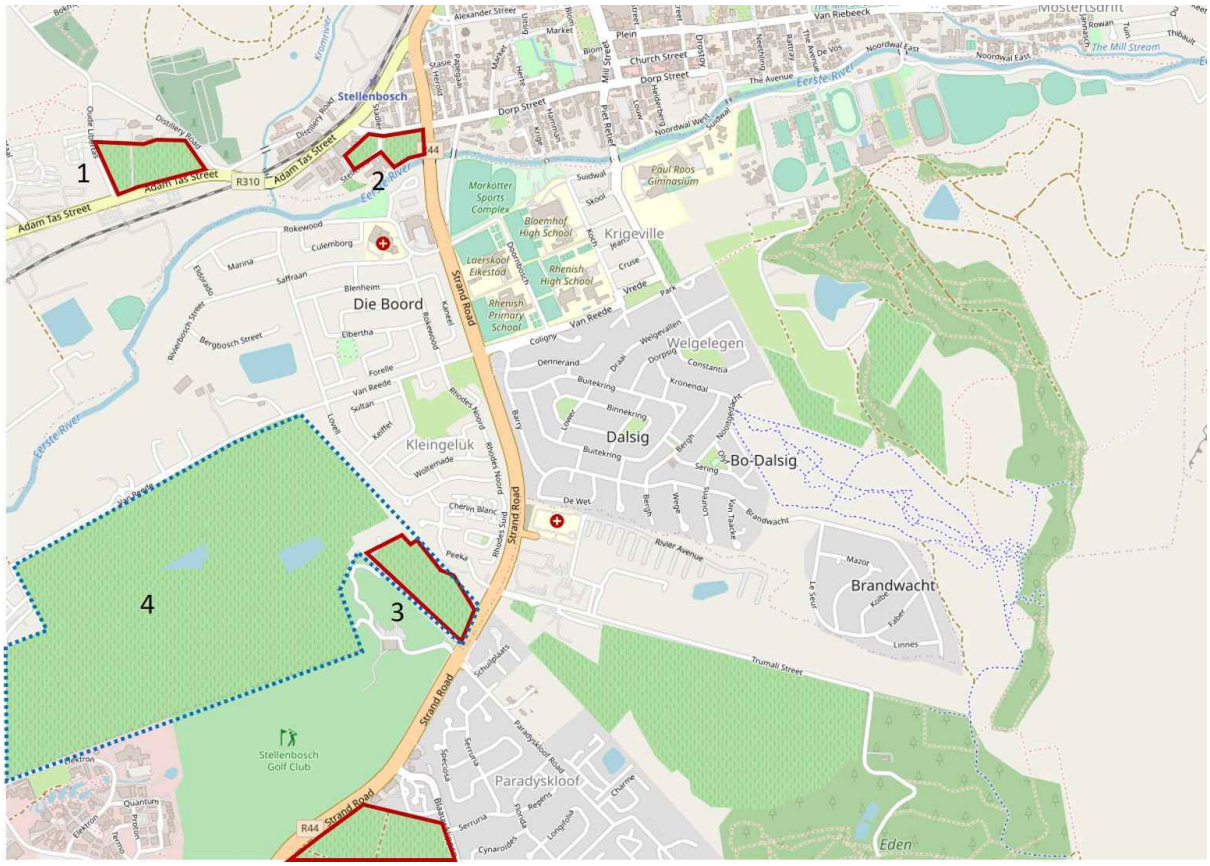


Figure 6: Figure showing the typology of vineyards interwoven into the built fabric of the town of Stellenbosch.

Figure 7: Vineyards against the Adam Tas Road in front of the Ou Libertas building

Figure 8: Vineyards on the corner of Dorp Street and the R44

Figure 9: Vineyards on the proposed development site (4)

3.2 Roads

An opportunity presented itself with regards to the existing service roads around the vineyards, and the alignment of the old wagon route to inform the 'meandering/stepped' road linking Die Boord and Technopark as alternative route. The CMP guidelines direct the design principles in the construction of roads to always make use of existing infrastructure before establishing new ones. The historic map highlights the position of the old wagon route to incorporate as a possible palimpsest:

Figure 10: Historic map showing the wagon route alignment, and freehold farms

> Guideline by CMP 2019: *The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.*
>
> *i) New roads (as far as possible) should be placed along existing farm and landscape unit boundaries to avoid unnecessary fragmentation of agricultural land. (ii) New roads tend to promote speculative urban development, which can have negative impacts on landscape units with heritage significance. Instead, innovative design solutions should seek out new opportunities. (iii) Infrastructure improvement including new roads, and upgrades to road infrastructure need to be appropriate to their rural context (scale, material etc.). Out of scale flyovers and bridges should be avoided, as they detract from the rural character of the Winelands (iv) The design of street furniture and street lighting should be carefully considered so that it positively responds to the specific character of the landscape/townscape unit within which they are situated, and avoid light pollution.*

URBA and TERRA+ made the most of the opportunities that the site presented and followed a design approach that is within the recommendations of the CMP (2019). It features a sensitive internal street network (NOTE: not ROAD) that responds to the landscape character and the proposed people-centred use of the site. It follows the existing service roads layout and opted to not introduce a new road aligned to the old Wagon Route to minimise visual impact in the day and especially the evening. It was originally proposed that the internal vehicular routes do not physically link up with Technopark to reduce rat-running through this significant landscape unit. It is noteworthy that the proposed design encourages public transport, recreational routes and a separate cyclist network (different from a NMT concept).

> *The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged. (URBA 2021)*

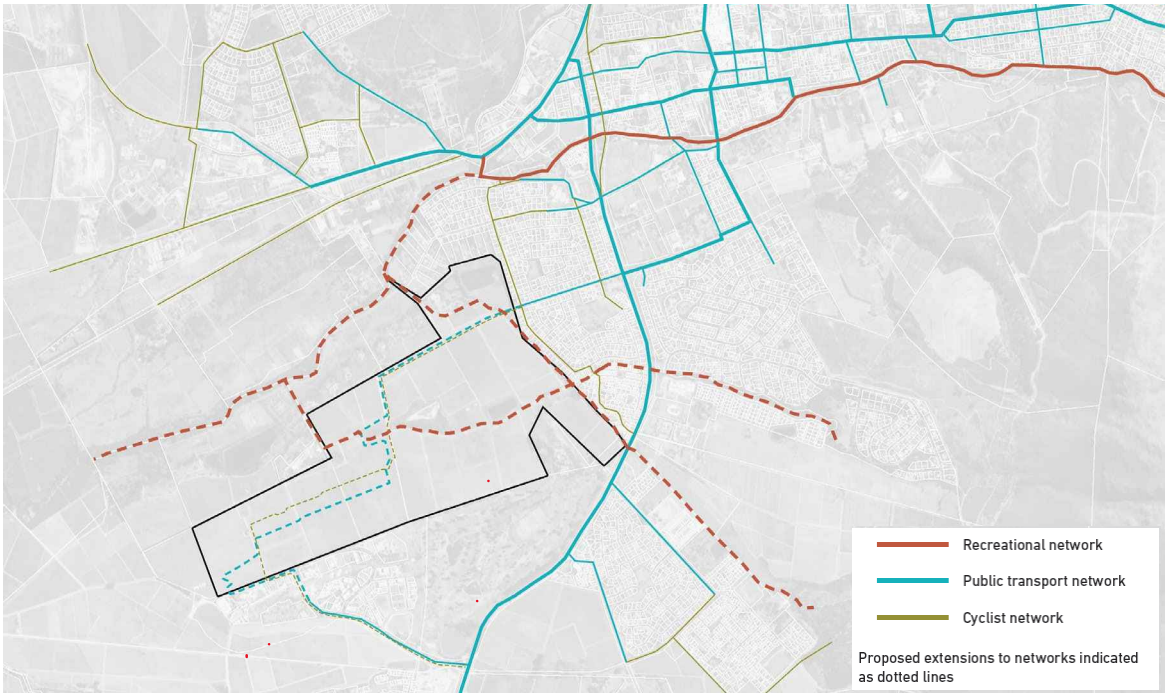


Figure 11: INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK – URBA 2021

In 2022, it became clear that the Municipality requires a class 4 link road between Van Reede Road and Techno Park. Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site. According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road. The proposed route crosses the "buffer area" further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 12 below).

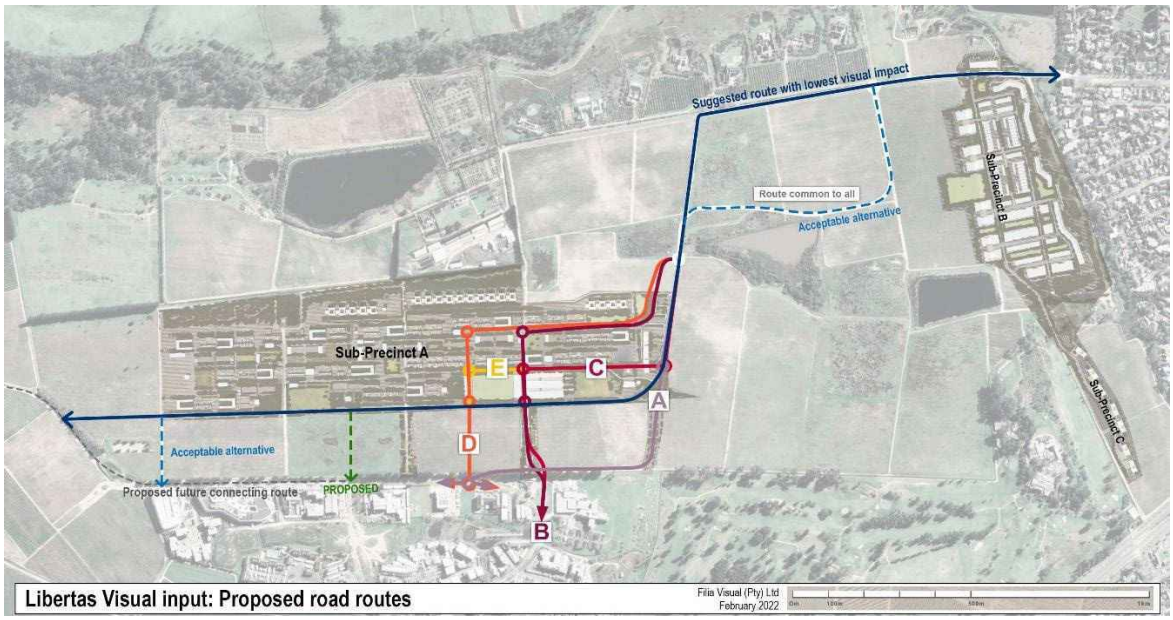


Figure 12: Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)

3.3 Heritage Features: Libertas Farm

Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into the category 'Enhance' in which remedial action will be better than leaving it as is. Action includes restoring or change (adaptable reuse). Even though the proposed development excludes the farm werf, it is proposed that a long-term plan should include its adaptive reuse possibilities. In the current proposal, the central area of site (more or less around the central dam and ecological corridor) remains free from development allowing views from within the Libertas homestead to connect to its agricultural context, supporting views over vineyards all the way to the dramatic mountains in the distance. The condition and use of the Werf is integral to the heritage significance of the site as a whole.

Figure13: Libertas Werf

Guideline by CMP 2019: *Encourage intervention to revive heritage features in decline, by engaging with innovative development proposals where appropriate, and considering sensitive adaptive reuse strategies for each, specific heritage resource. Development and adaptive re-use that caters for the integration of different modes of access and a greater diversity of users should be encouraged.*
Adaptive strategies need to take the surroundings as well as the structures into account.

3.4 Heritage Features: Existing Workers' Houses

In the 18th and early 19th century, housing for slaves was usually provided in buildings that formed part of the farm werf. A tangible consequence of Emancipation in 1838 was two entirely new forms of settlement, the mission village and the cottages cluster (usually linear in form). Farm workers are now being relocated off the farms and their homes have been demolished or converted to guest cottages. The loss of typology, results in a loss of authenticity within the cultural landscape. We suggested that the proposed development would need an Oral History study (specifically focussing on the existing workers community), and an Archaeological Assessment. The Oral History Study will form part of the Socio-Economic Study

by Jonathan Bloom. The Visual Impact and Archaeological Assessments will form part of the Heritage Impact Assessment.

Figure 14: Existing workers' houses and community located on site.

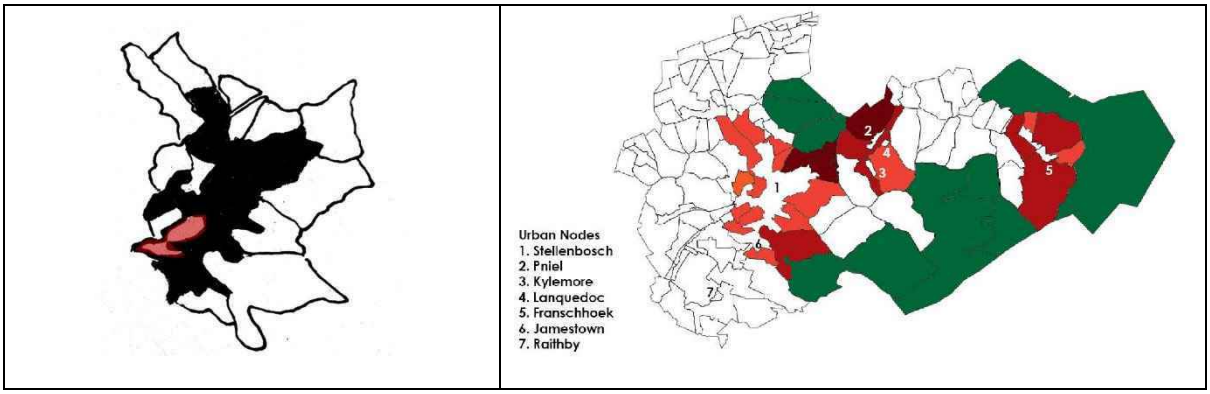
The CMP 2019 offers some guidance:
Respect existing patterns, typologies and traditions of settlement-making by promoting the continuity of heritage features. These include: (a) indigenous; (b) colonial; and (c) current living heritage in the form of tangible and intangible associations to place.

The relocation of farm employees to housing settlements can result in loss of heritage value (authenticity) for workers houses and associated features.

Gentrification of rural settlements through lifestyle 'rural' estates should be discouraged.

3.5 Green Transitions

As mentioned earlier, this site is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this site is important and has therefore been incorporated into the design proposal through retaining most vineyard blocks, establishing ecological corridors and an open space network.



Position of agricultural fields to the town of Stellenbsoch	Green Transition Conservation System around the town of Stellenbosch as per the 2019 CMP

Figure 15: Green Transition Conservation System

Figure 16: ECOLOGICAL CORRIDORS & OPEN SPACE NETWORK – URBA 2021

Figure 17: Pockets of remaining ecologically rich, critical biodiversity and support areas

Figure 18: Critical biodiversity and Ecological support areas (Cape Farm Mapper 2020)

Guideline by CMP 2019: *Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.*

Guidelines from the Green Transitions Conservation System (CMP 2019):

Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops through the Foothills Conservation System (refer to CMP). It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.

Encourage access to opportunity, as an example, by promoting cycle routes as alternative options to get to places of employment.

Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.

The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.

The following table has been drawn up from the Green Transitions Guidelines from the CMP 2019 to illustrate the Proposal's response:

Green Transitions	
Aim 1-4 Promoting Rural Character. Guidelines (applicable to all scales): Green transitions on a town-scale aim to: 1. Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes. 2. Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town. 3. Maintain a clear transition between the townscape and its surrounding rural landscape. 4. Protect a diverse range of heritage values, not only the tangible heritage sites.	
Guideline as per CMP	**Libertas Impact**
Development or rezoning of productive agricultural lands and fragmentation of farmland should be avoided to protect the agricultural landscape, which is key to the unique sense of place of the Cape Winelands. Development should be discouraged on high potential agricultural soil (please refer to the layer on the online map on the Stellenbosch Municipality website).	The proposed development is located on medium to low soil suitability for viticultural use, where Mr Blake retained all vineyards on the high soil suitability areas.
Discourage any large-scale development that constitutes urban sprawl and therefore impedes on the openness or purpose of the green transitions.	The character of Stellenbosch town is intimate, based on a single or double story, flat roofed building typology, located in the valley of the town. This typology has been recognised in the less dense node Precinct A adjacent to Fleurbaix. The higher density Precinct B of the proposed development is located adjacent to Die Boord.
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	The Visual Screener confirmed that most of the areas visible from surrounding areas have been kept free from development, therefore supporting uninterrupted views towards the mountainous backdrop. These are views specifically relevant to the approach and entrance to Stellenbosch from the Polkadraai and Baden Powel Road respectively. A full VIA will be conducted to assess the impact of the proposed development within a landscape of landmark quality that upholds the rural character as one of the green fingers of Stellenbosch.
Stimulate innovative and sustainable solutions (like urban regeneration) to cater to the demand for new development, and promote the increased use and viability of public transport for greater access to underutilized urban areas.	The design is intentional and incorporate innovation in the sculpting of the built structures within the landscape.

Aim 5-6 Relating to Quality of life Guidelines (applicable to all scales). 5. Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed. 6. Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life.	
Green transitions should:	
Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops. It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.	The opportunity to restore public access from the Eerste Rivier/ Distell cricket ground and the proposed Adam Tas development corridor, all the way to Stellenbosch mountain via a strip of commonage (on the mountain side of the R44) has been responded to in the design proposal. The agricultural fields have also been opened for recreation (walking/ jogging/ cycling). Access across this piece of land will be beneficial to more individuals than a single landowner. *Guideline by CMP 2019: It is recommended that physical permeability to communal resources such as rivers and mountains is maintained and enhanced, for the enjoyment of all members of the public. This is particularly true when considering any new development proposals. (a) Promote public footpaths across the cultivated landscape. (b) Restore areas of recreation, especially where the public has traditionally enjoyed rights of access. Action might include the removal of fences and walls, where it is appropriate. (c) Prevent privatisation of natural places that form part of the historical public open space resource network. (d) Allow for sustainable, traditional use of natural places for recreational, spiritual and resource collection purposes.*
Encourage access to opportunity, as an example, by promoting cycle routes as an alternative option to get to places of employment.	The current design proposal indicates a formal response to these routes and continues throughout the site (see ROADS above).
Encourage opportunity for interaction between different users. Here the landscape should fulfil a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	The Precinct B adjacent to the boundary of Die Boord is designed as a higher density development for lower to middle income units. Historically, development patterns occurred next to the Eerste River. In this

	location, the development has least impact.
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	The Landscape Architectural proposal by TERRA+ describes this in detail

3. CONCLUSION

It is our opinion that the present urban design team, URBA in consultation with TERRA+ Landscape Architects, presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development will result in a change to the landscape and scenic character of the site. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it believed that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit) if the necessary guidelines are followed. The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns, but we are confident that these will be addressed in consultation with the design teams during the detail design phases.

Thank you,

Liana Jansen

PrLArch SACLAP 20156, APHP PHP, ICOMOS ISSCL Vice President Africa, ICOMOS ICICH Expert Member

ANNEXURE 14:
HIGH LEVEL VISUAL ANALYSIS AND LANDSCAPE FRAMEWORK

LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

TERRA+
landscape architects

LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

CONTENTS:

GENERAL CONTEXT
APPROACH
IMPLICATIONS FOR DESIGN
INTRODUCTION TO SITE
SYNOPSIS OF LANDSCAPE INDICATORS
HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS
LANDSCAPE APPROACH
HIGH LEVEL FRAMEWORK - PRECINCT A AND D
STREETSCAPE
HIGH LEVEL FRAMEWORK - PRECINCT B AND C
INTERFACES AND EDGE CONDITIONS
PRECEDENT IMAGES
OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

TERRA+ landscape architects

The proposed development lies in a valley delineated by the rolling hills of Papegaaiberg, composed of malmesbury shale, to the west and the sharp ascent of Stellenbosch Mountain's table mountain sandstone, to the east. The surrounding lowlands are composed of rich alluvial soils supporting agriculture, primarily viticulture, and are dissected by a prominent water course to the north, the Eerste river and to the south the lesser Blouklip river.

The property is bounded by the nearby R44 'Strand/ Broadway Boulevard' to the south and east, and the R310 'Adam Tas Street' to the north. Access to the property directly from Stellenbosch passes through the suburb Die Boord via Van Reede Road. Alternative access is off Baden Powell Drive, via the inconspicuous Van Ryn road, to the south of the property. Both of these access routes cross water courses and pose a problem since their capacity would require upgrades. Alternative access points will be considered as part of the traffic engineering exercise.

The property is described by landscape remnants of both cultural and ecological significance. The historic Libertas 'werf', a farm homestead on the estate, is a significant heritage site due to it's long-standing association with Stellenbosch is populated with a number of alien trees and indigenous trees. Currently the river course requires rehabilitation to reduce the impact of the alien vegetation and improve the quality.

The site has a natural gradient towards the river course, with north and north-west slopes currently planted with vineyard.

The farm dam and surrounding seep area has been allowed to re-wild to the natural occurring fynbos of the area.

GENERAL CONTEXT

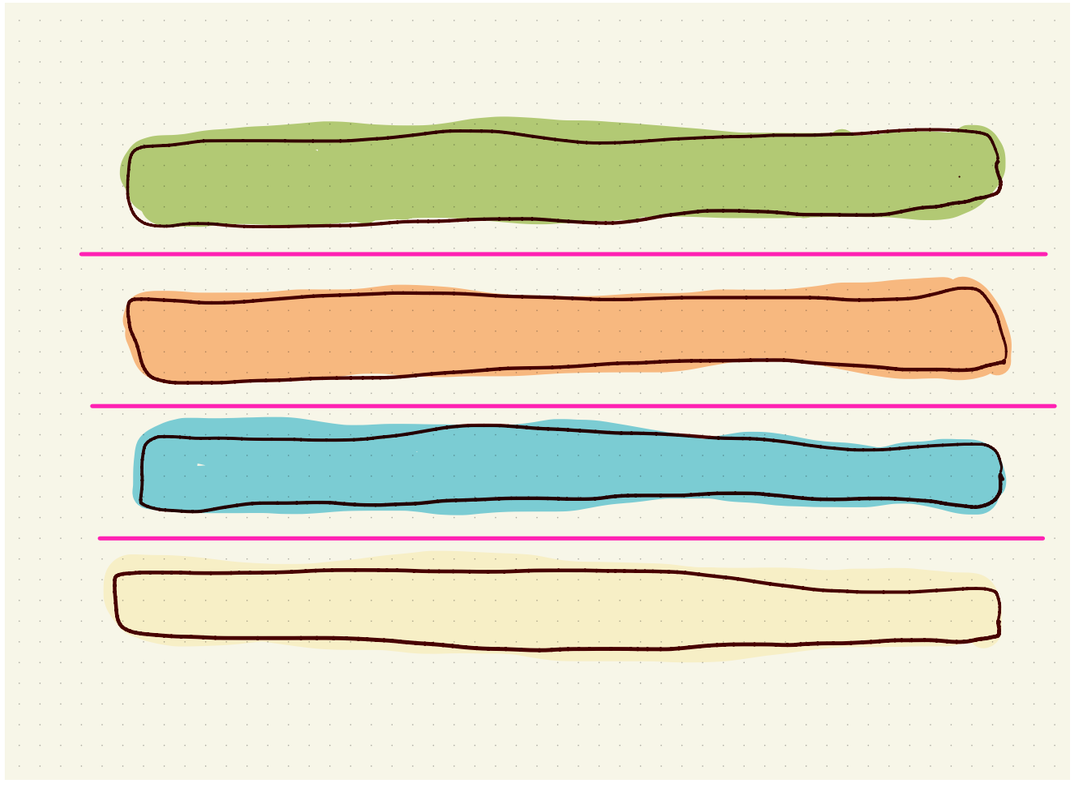


Fig. 1 Diagram depicting relationship of systems according to traditional design thinking

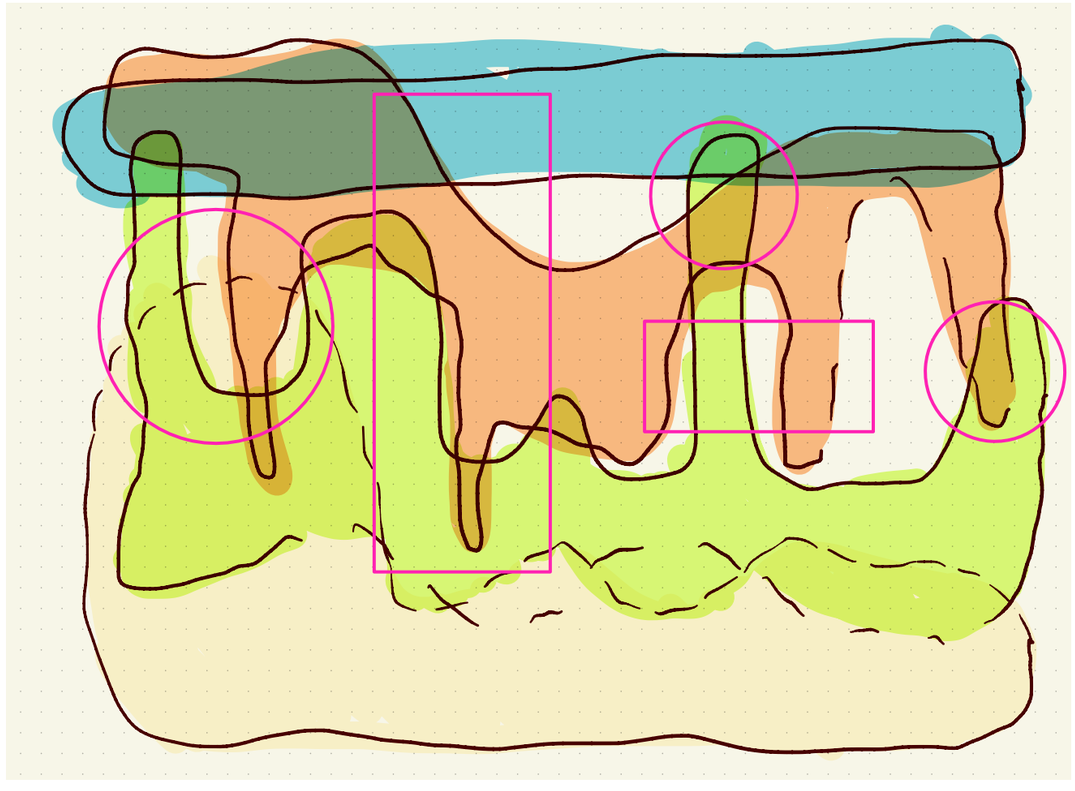


Fig. 2 Diagram depicting relationship of systems according to interactive and responsive design thinking

TRADITIONAL DESIGN

The traditional systems thinking and design approach takes the concept of the "layer cake" of systems and the interactions of these systems to find the areas of potential for development and to inform development. In principle this application of knowledge gathering and informative design is not intrinsically incorrect however the following reasons:

1. Parts are often designed in isolation and outcome or result is a sum of the parts
2. There are assumed interaction and a reliance on incidental interactions
3. The design is often mono-functional and determined
4. The outcome of design has a visual value only

INTERACTIVE AND RESPONSIVE DESIGN

The interactive and responsive design approach is in essence a systems model too, but with notable differences in the approach and the recognition of intrinsic complexity of each system and their interactions and to allow for the design to respond to these crucial aspects, most notably the following:

1. The approach accepts and understands that systems are in essence in flux
2. The design allows for possible and intentional interactions
3. That as a premise, it also allows in the design for serendipitous and unintentional interactions by virtue of the recognition of complexity
4. The ultimate value and amenity of the design lies not only in the eidetic qualities but an integration of all aspects, both visual and functional
5. The whole is an integration of the parts

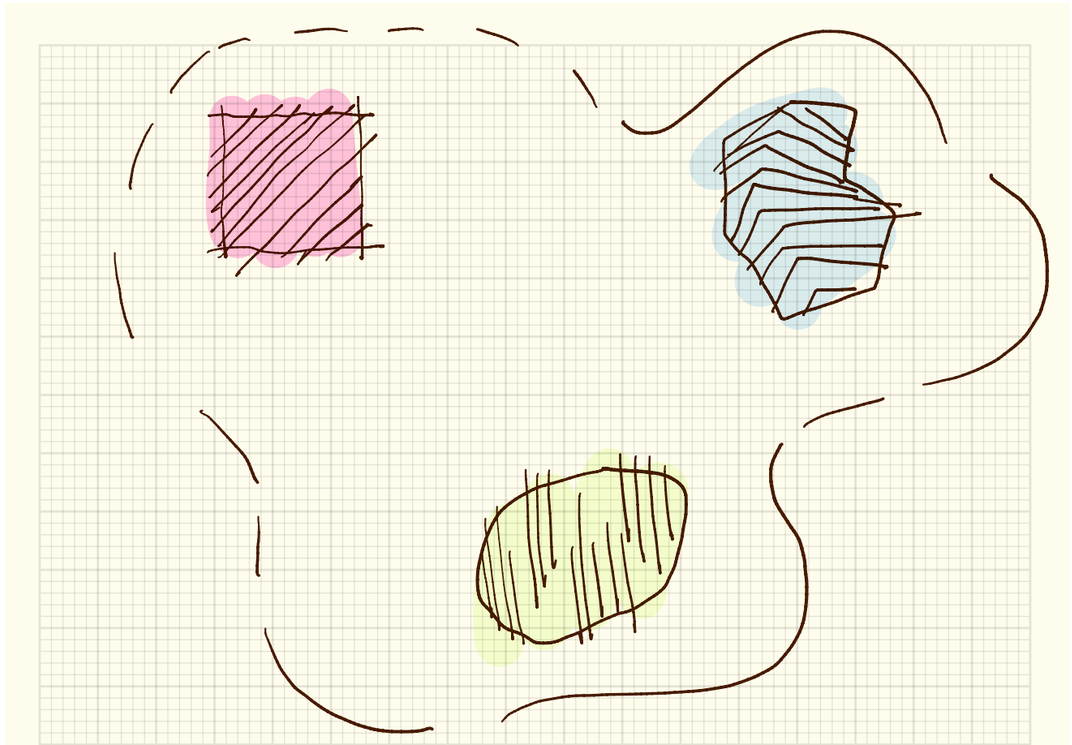


Fig. 3 Diagram of relationship of spaces

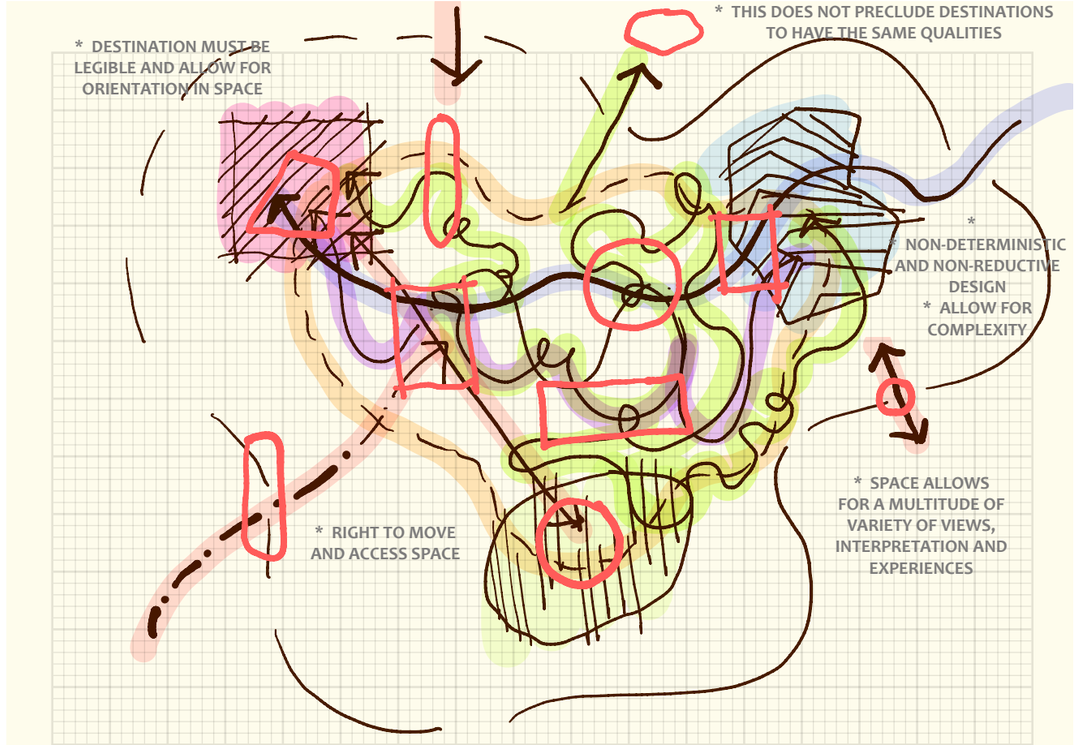


Fig. 4 Diagram of principles of spatial integration

WHAT DOES THIS MEAN?

The recognition of the complexity of spaces and the role of designing within a space forces the designer to re-assess and re-calibrate their views and challenge the accepted constructs. Design takes place in a continuum and the outcomes and interactions are not always determined. There are the possibilities of a variety of functions and qualities that can be developed and explored. The implications for ecological, social and spatial integrations lies at the core of this shift in thinking and the approach to designing in the space for people inhabiting the space. These layers and interactions of layers are also what underpin the concept of the Cultural Landscape. This was thoroughly explored and documented in the VISUAL AND LANDSCAPE CHARACTER ANALYSIS dated May 2021, and iterative discussions with the appointed Urban Designers, URBA with Henri Comri at the creative helm.

ANALYSIS AND CONCEPT DEVELOPMENT

As part of the concept development, a visual study and landscape character analysis of the site has been completed. The rural quality of the area and the particular layout of the werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

Together with the appointed professional team, consisting of:
URBA (Henri Comri) - Urban Designers and Architects
Liana Jansen and Marike Franklin - Heritage
Firstplan (Gideon Roos)- Town Planners
Doug Jeffrey - Doug Jeffrey Environmental Planners

TERRA+ Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. This included comments raised by Liana Muller and Marike franklin dated 02.02.2021 and the issues raised as part of the analysis and recommendations. These include the Development Criteria as per the Stellenbosch Conservation Management Plan (2019) in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIb (heritage area).

Fig. 5 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)

Fig. 6 Diagram of agricultural mosaic depicting heritage nodes

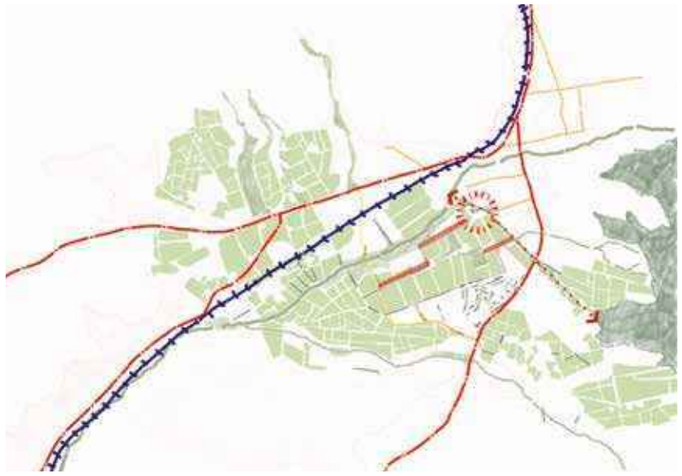


Fig. 7 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

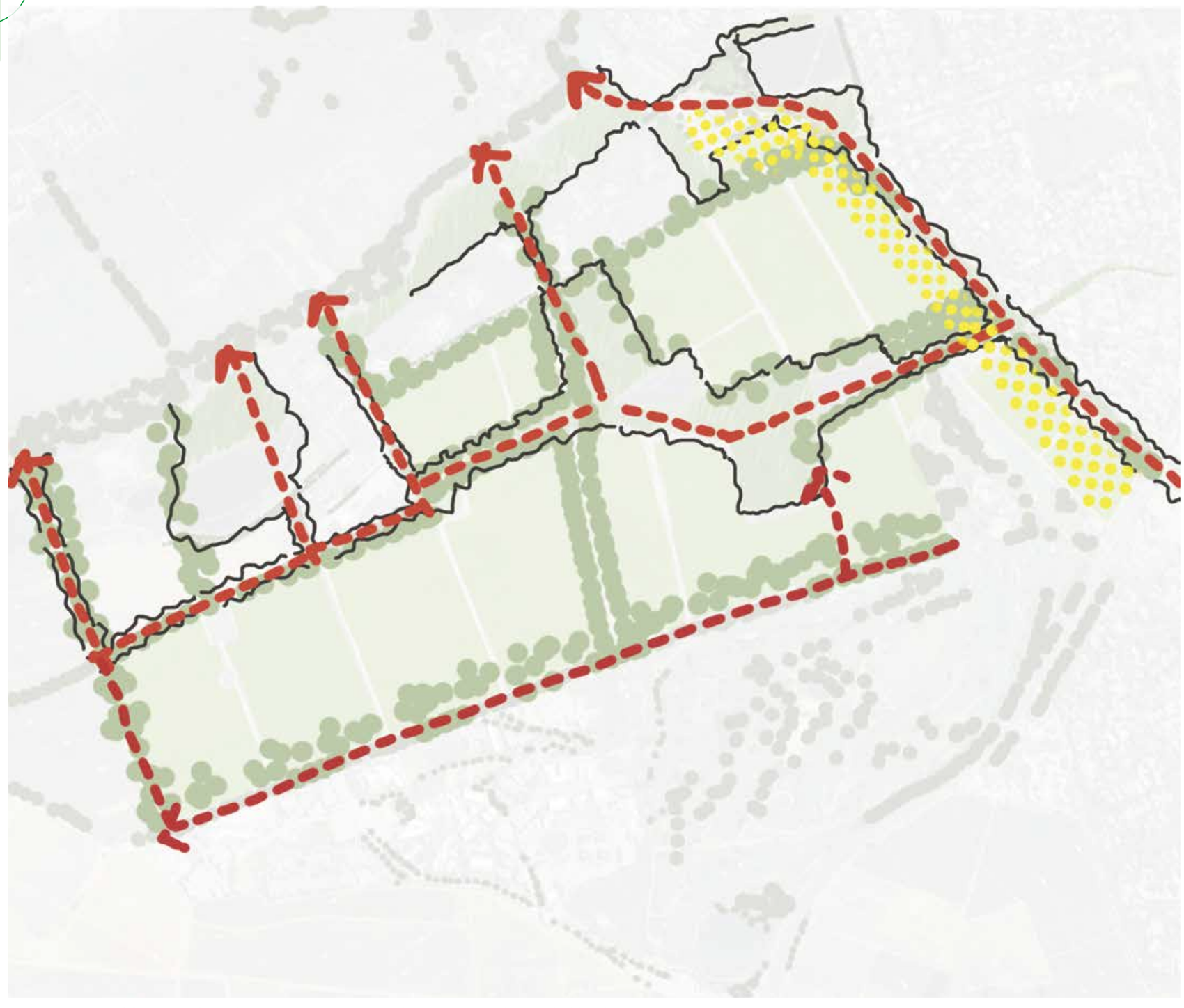


Fig. 8 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site

Fig. 9 Diagram of two different character zones on site

Fig. 10 Discussion diagram of framework plan

ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT ERODED LANDSCAPE PATTERNS

RE-CONNECT TO THE ECOLOGICAL CORRIDOR

RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER

Fig. 11 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

Fig. 12 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
- LINEAR DEVELOPMENT ON WESTERN PORTION OF THE SITE USING THE CONTOURS TO ESTABLISH DEVELOPMENT PATTERN
- POSSIBLE HIGHER INTENSITY DEVELOPMENT ALONG EASTERN EDGE
- RETAIN AN CLEAR LINE OF SITE FROM THE WERF TO THE SITE CONTEXT

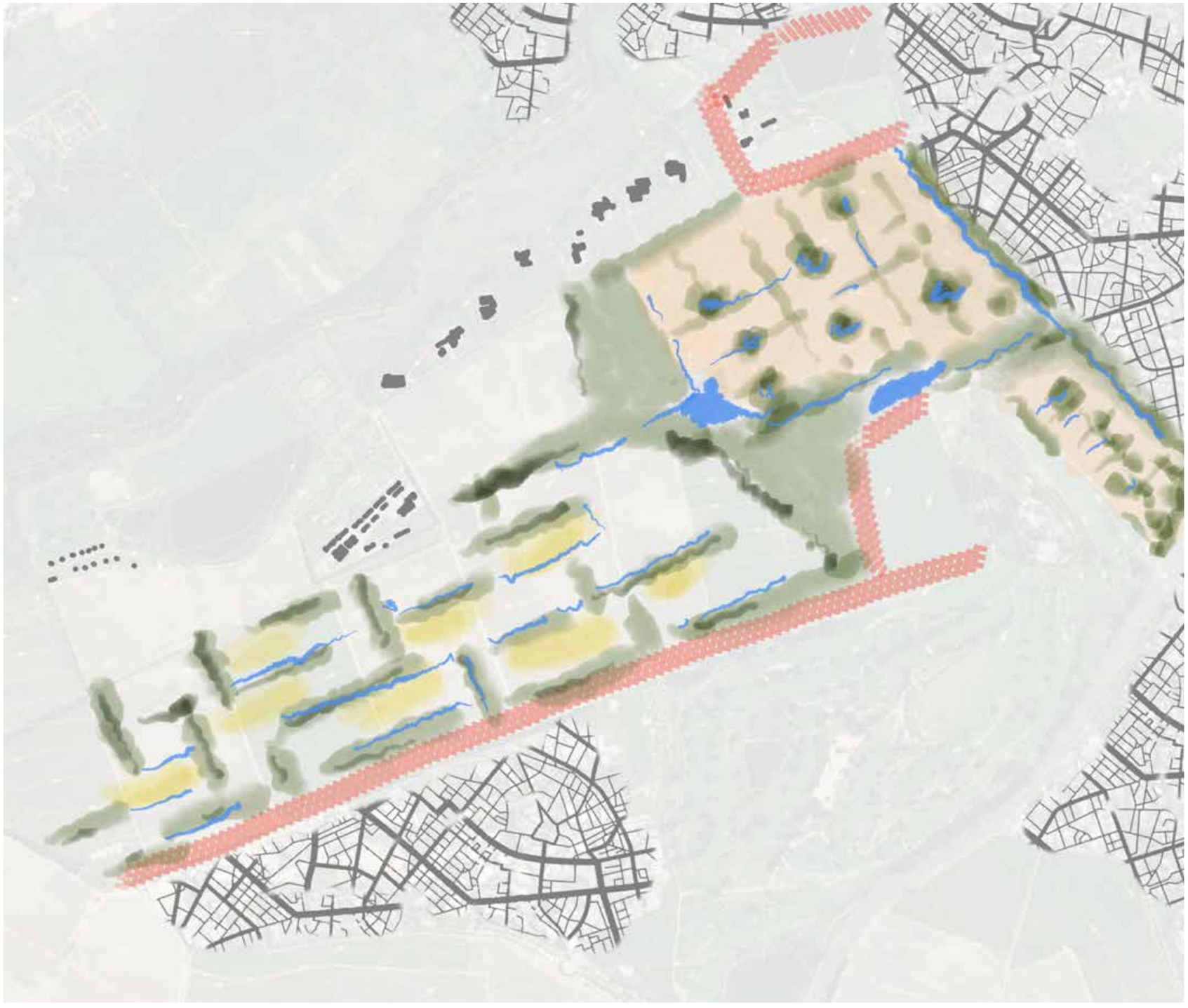


Fig. 13 Design response to historic landscape identity

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

SYNOPSIS OF LANDSCAPE INDICATORS - EXTRACT FROM VISUAL AND CHARACTER ANALYSIS DOCUMENT

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Fig. 14 Overall HLFP indicating the various areas* as described in the Urban Design Framework by URBA

HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS

* FOR THE PURPOSE OF SYNERGY THE SAME PRECINCT NAMING AND NUMBERING UTILISED BY THE URBAN DESIGNERS WILL BE USED TO DESCRIBE THE VARIOUS LANDSCAPE AREAS

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1 _ *PRECINCT A AND ASSOCIATED CONNECTED GREEN SPACES*

PRECINCT LANDSCAPING

The landscape approach is a strategy of management of various spaces, transition spaces, connection and systems rather than over-design elements that have little to no contributing value to the overall precinct. To this end the following aspects will be explored:

Natural River Course and Ecological Connections

Although the site has no direct boundary to the river, the presence of the river is an important link to the broader context and connection to the river is essential for developing a sound ecological matrix for the development. The river is one of the most valuable assets and potential amenities for the proposed development and requires rehabilitation to a more natural state, closer to an functional, healthy ecological system. The success of this will determine the future use and potential of this amenity and positive connection to the broader context.

Man-made connections and Storm-water Management

Storm-water management of the development is intended to be managed through a system of swales, channels and detention ponds prior to being discharged into the river system. The management of storm-water will follow the SUDS principles developed for the City of Cape Town. These systems will be planted with suitable plant material endemic and indigenous to the area. This will ensure the crucial biodiversity connectivity and continuity.

There will be a hierarchy of systems connecting the storm-water management at the source and connecting continuously to the larger detention facilities allowing recharge of the ground-water.

Fig. 15 Examples of path design, construction, materiality and planting

Pathways, Edges and Accessibility

Accessibility of the river and other green corridors is essential to the success and integration of the development to the context. These linkages are also integral to the heritage layer and heritage response of the development. Further linkages can be strengthened by providing pedestrian access to the river. The footpaths will connect to the overall pedestrian infrastructure. To ensure the survival of the natural systems the pathways and routes will be fixed and determined, constructed from natural material in a in a contemporary rendition of a traditional path.

Fig. 16 Example of seasonal mowing regime in practice, where meadow space becomes social amenity

Fig. 17 diagram depicting relationship between forest and meadow, illustrating hedgerow biodiversity

Meadows and Hedgerows

An important aspect of the farm and the rural nature is the presence of meadows or fallow fields and vineyards edged by the clusters of trees and/or forest. From the major approach road,the buildings of this precinct are seen in the distance with the vineyards, fields and a farm dam in the foreground. This is one of the landscape typologies that provides such a strong rural character to the site. As with the river corridor and development of the ecological corridors, this aspect must be developed to become a real amenity for the development. The vegetation around the existing farm dam can be further enhanced with rehabilitated fynbos planting to create a diverse ecology for the site and seasonal interest and amenity for the inhabitants.

The mono-culture nature of the fallow fields can be re-rehabilitated to closer resemble clearings which would naturally occur between densely planted areas. The transition between one landscape type to another will provide seasonal variety and diversity which is currently lacking in the landscape.

This would provide a further extension of the ecological connection, with re-planted fynbos hedgerows as edging to the forested areas. Pathways through the meadows and forests can be less structured and follow seasonal whims and notions, with mown paths that are allowed to disappear during transitions between seasons.

Where these fynbos hedgerow edge the intended food gardens species can be chosen that are naturally edible and forage plants. It is a landscape of transition and seasonal interest with a strong ecological back-bone and connection to the context.

Fig. 18 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants

Fig. 19 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity

Fig. 20 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic

Fig. 21 Interstitial spaces - supports social and recreational opportunity, merges development typologies

Fig. 22 Storm-water hydrology - facilitates ecological connectivity, provides amenity

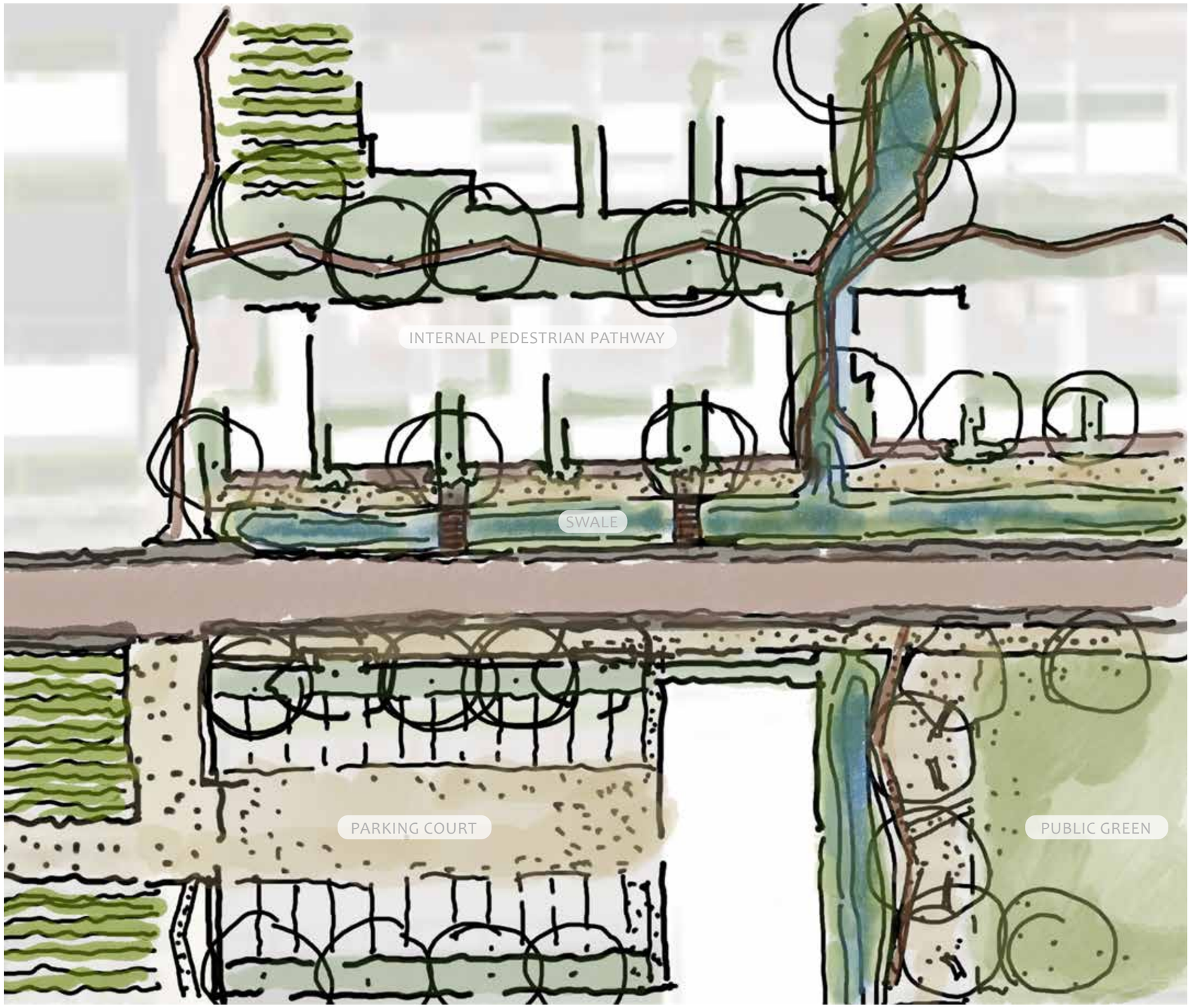

Fig. 23 Streetscape diagram of main order street with movement network linking residential development, parking, public open space, green space and agriculture

Fig. 24 Site with residential area indicated in red

Fig. 25 Residential area with street-scape indicated in red

- MAIN CIRCULATION ROAD
- MIXED-USE EDGE
- PEDESTRIAN WALKWAY
- TRAIL THROUGH GREEN BELTS

STREETSCAPE

GREEN CONTINUITY

* Flowing lines of movement, green corridors and SUDS systems combine in a robust, cohesive fabric

MULTIDIMENSIONAL

* Edges and canopy are crucial in shaping dynamic spaces that people experience with all their senses.

SHARED ACCESS

* Non-hierarchical movement and soft edges support an inclusive approach to access and transit

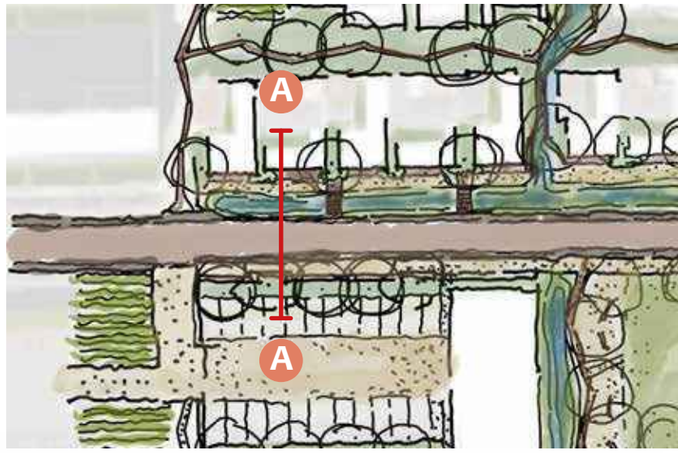

Fig. 27 Streetscape excerpt with section line A indicated in red

CREATING PLACE

* Contoured slopes mediated by permeable strata: roadway, parking platforms stitched with walkways and seating

Fig. 26 Section A, typical section through storm-water swale and main order street, from residential development to embankment and parking

STREETSCAPE - INDICATIVE SECTION A

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GREEN MATRIX

* Integrated Ecological Corridor/Storm-Water Management matrix provides a functional recreational amenity

SHARED ROUTES

* Shared-space movement networks shift hierarchy from vehicle dominant to community orientated

TRANSITION

* Agricultural/green development mosaic (semi-rural landscape domain) stitches rural and urban typologies

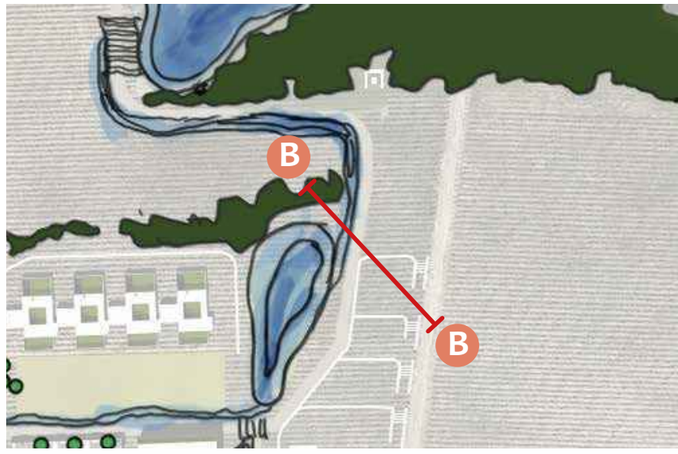

Fig. 29 Streetscape excerpt with section line B indicated in red

Fig. 28 Section B, typical section through secondary order road, from storm water swale to permeable stone drainage channel and agricultural vineyards

STREETSCAPE - INDICATIVE SECTION B

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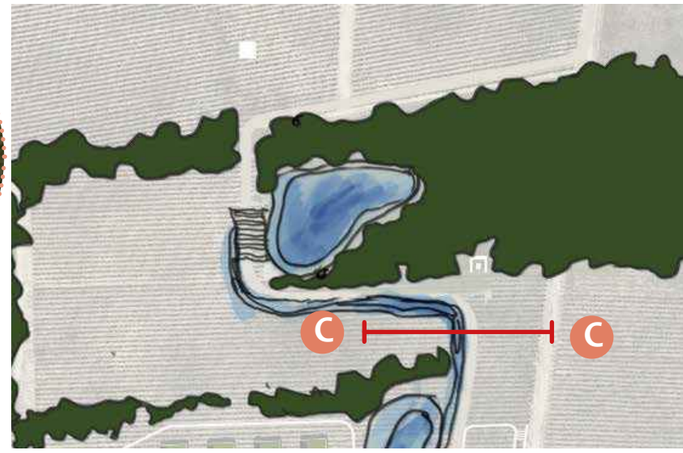


Fig. 31 Streetscape excerpt with section line indicated in red

UNIQUE CHARACTER

* Identification and preservation of cultural and ecological heritage resources contributes to place making

HEALTHY STREETS

* Design to support healthy environments and lifestyle choices. by integrating active and 'green' engagement

PROTECT VIEWS

* Develop experience and identity through identification and preservation of site views and vistas

Fig. 30 Section C, typical section through second order road, passing between agricultural vineyards

STREETSCAPE - INDICATIVE SECTION C

Fig. 32 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants

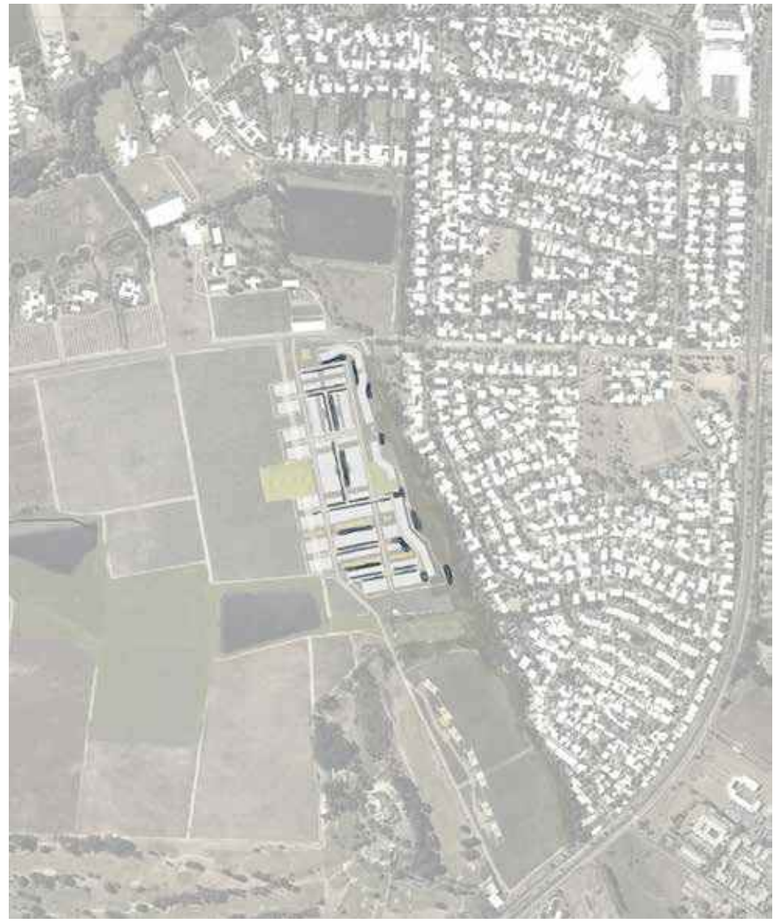


Fig. 33 Storm-water hydrology - facilitates ecological connectivity, provides amenity

HIGH LEVEL FRAMEWORK - PRECINCT B AND C

Fig. 34 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity

Fig. 35 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic

Fig. 36 Interstitial spaces - supports social and recreational opportunity, merges development typologies

2 _ PRECINCT B AND ASSOCIATED SPACES

The higher intensity development on the eastern portion will provide a more dense configuration of dwellings units and therefore the internal green spaces and their connection to the broader landscape is of utmost importance.

Visual and Physical Connections

Due to the density envisaged for this portion the inhabitants will require ample outdoor space and should be allowed to access the broader site as a direct amenity. Clear visual line and physical connectivity will be integrated with the storm-water management systems. Footpaths and pedestrian links will continue to the broader pedestrian network.

It is important that a continuous green seam runs through the development and so anchors this portion to the broader identity and sense of place albeit a much higher density.

Streets and Storm-water Management

The street verges will play a crucial part in the green connectivity. A hierarchy in street parameters will provide a variety of applications to ensure pedestrian dominance and connection the overall pedestrian network of the site and overall development.

Certain conscious design decisions such as limiting pavements in the secondary streets and narrowing the hard-surface will further provide traffic calming and pedestrian friendly environments. Storm-water is integrated in the street design to connect to the proposed green corridors which also function as storm-water management systems.
Subtle shifts in the alignment forces motorists to slow down and provides traffic calming without the need for obtrusive speed-bumps.

Paving and other materials will be chosen to enhance the rural quality of the development, but with a contemporary application and design intent.

Pathways, Edges and Accessibility

The design intent is to provide ample pedestrian pathways and connectivity to the entire site. This will allow for active surveillance of open spaces. Where street reserves are less than 12 m the intent is not to have any pavements but rather treat the streets as pedestrian dominant zones.

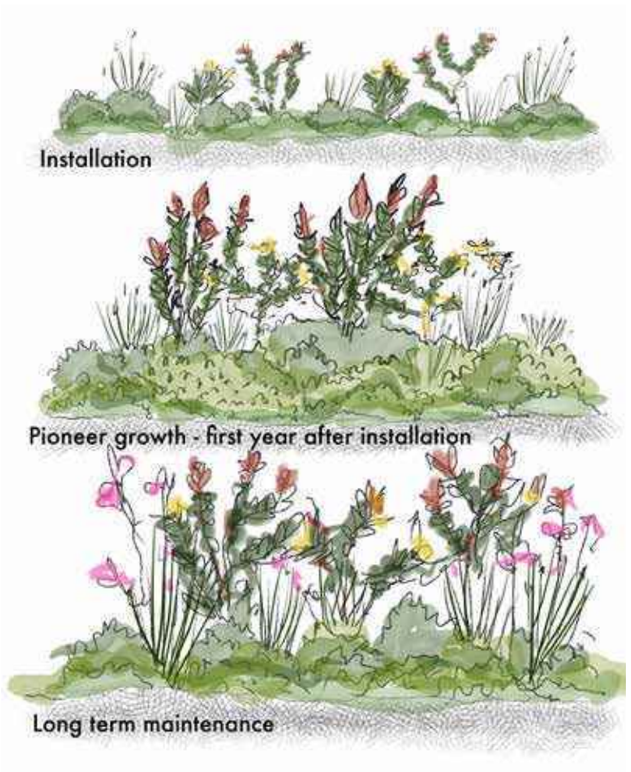
Pedestrian paths and board-walks will connect to the internal streets to provide a continuous pedestrian system and will be managed as insertions in the natural landscape where these paths are determined and permanent. The areas such as the meadows where there is a seasonal quality pathways can be mown and have a seasonal interest and adaptability.

Ecology and People

In all instances where soft-landscaping is applied the recognition of the broader ecology is paramount. The influence of ecology on the daily life should be celebrated and the diversity of various ecosystems on the site must be enhanced and developed. It should be understood that the health of the micro system is dependant on the health of the macro system and visa-versa. Maintenance then becomes self evident and the strategy to retain and maintain verges and other green spaces are crucial for a sustainable and resilient landscape.

Where erven are adjacent to the river corridor, meadow or forest, the interface must be managed with long-term landscape strategies to retain the natural interactions of a healthy ecology. This may require certain erven to have a ecological servitude as an extension to the erf boundary.

Fig. 37 Typical section of the relationship of planting and accessibility to edible and fragrant plants



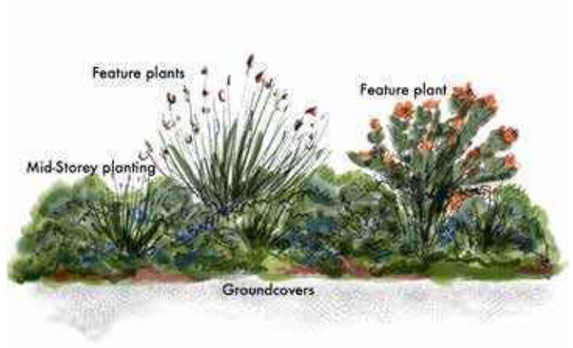


Fig. 38 A series of illustrations explaining the concept of design through maintenance and recognising the role that the natural senescence plays in developing a resilient planting strategy.

Edge conditions and buffer areas

The unique setting of this portion or parcel of the development is that it is adjacent to an number of varying ecological conditions and the potential to provide an internal spine as connection to the broader context and ecology. The use of allotments and an accessible, sustainable, and harvestable landscape allows for the implementation of interesting and unusual landscape typologies.

Senescence and the landscape

The landscape approach and strategy or methodology will be one of mimicking the planting and grouping of plants in their natural setting and allowing for the active development and action of senescence to take place. This implies that the maintenance period is an active part of the design process and future implementation of soft-landscaping should take this into account.

It is a landscape where the seasonal qualities of the landscape is understood and enhanced to allow for a year long change and interest in the landscape.

Edible gardens and harvestable landscapes

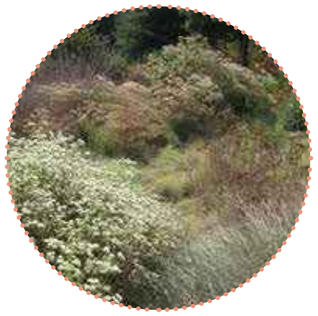
Due to the nature of the site and the rural qualities that must be enhanced and developed, the notion of an edible garden or harvestable landscape is useful. The site lends itself to the structured planting of such a landscape and the various transition zones between urban and agriculture, Forest and meadow, Meadow and vineyard allows for these zones to be occupied by hedgerow planting and a transition to more agricultural planting to encompass this idea of a garden with variety and bounty.

GREEN BUFFER

* Agriculture to function as buffer between development and ecologically sensitive areas

SOCIAL AMENITY

* Integrate sensitive, interactive recreational opportunities to consolidate urban and rural typologies



GREEN LINKS

* Identify local eco-systems and areas of ecological importance to be protected and enhanced.

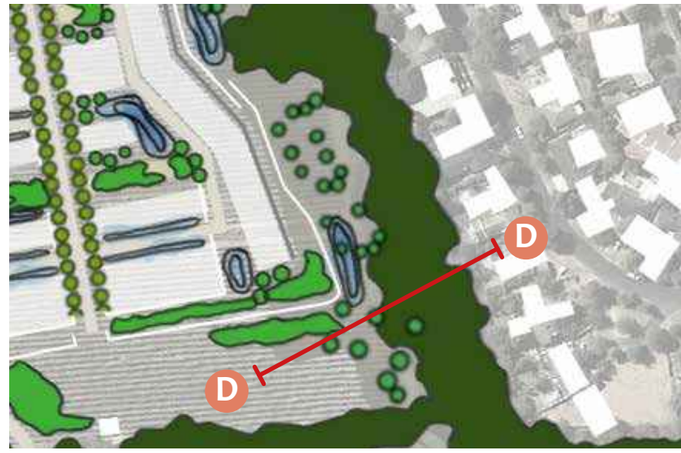


Fig. 40 Landscape excerpt with section line D indicated in red

RIVER CORRIDORS

* Preserve the functional integrity of natural hydrological systems and support associated biodiversity.

Fig. 39 Section D, typical section through recreational path and boardwalk, passing between agricultural vineyards

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION D

URBAN EDGE/WALL

* Building edge and connection to intense urban development
* Active surveillance
* Opportunity to engage with green systems

ACCESS PATHWAYS

* Pedestrian pathways as part of overall pedestrian network
* Connect werf and historical green system to ecological network

ECOLOGY

* Rehabilitate and protect ecological systems
* Connection to the broader green network and historical outspan and green infrastructure

Fig. 42 Landscape excerpt with section line E indicated in red

EXISTING URBAN EDGE

* Recognition of existing urban edge
* Public access to green system and context

Fig. 41 Section E, typical section of recreational path and terrace interface between development and greenbelt with stream frontage

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION E

RE-WILDING

* Re-planting of indigenous forest species
* Create a connection to the green matrix
* Forest edge and hedgerow

SEASONAL

* Natural fields and meadows
* Seasonal interest with variation
* Amenity with incidental pathways

INTERACTIONS

* Increased interaction between agriculture and natural vegetation
* Interesting edges with increase potential for biodiversity and ecological connections i.e. beetle banks

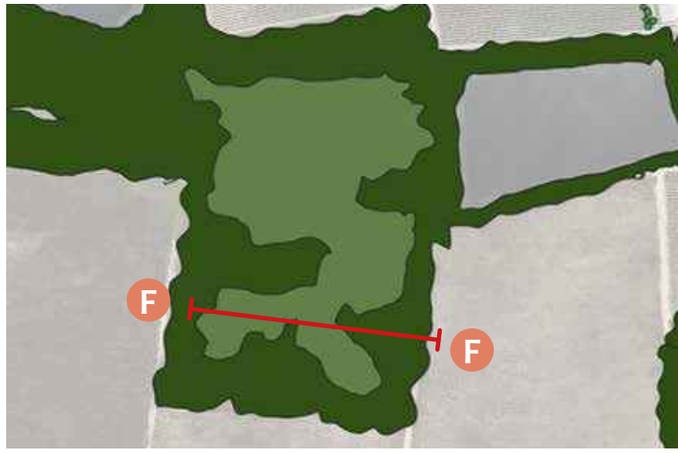


Fig. 44 Landscape excerpt with section line F indicated in red

DIVERSITY

* Establish a landscape identity through connection to wilderness
* Natural hedgerows facilitate an increase of biodiversity

Fig. 43 Section F, typical section of meadow and mown recreational paths between woodland and green belt

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION F

Fig. 45 Path design with central drainage channel

Fig. 46 Indigenous fynbos planting in swale

Fig. 47 Detention pond planting

Fig. 48 Swale planting on verge of path

Fig. 49 Indigenous planting in seasonal pond

Fig. 50 Indigenous planting on verge of path

PRECEDENT IMAGES - VERGE DESIGN AND PLANTING

Fig. 51 Composite high level framework plan diagram indicating areas

OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

1. Entrance Avenue
2. Historic Landscape Patterns
3. Embedded ecology and green systems - Development as per Urban Design Framework
4. Connection to broader green network and ecology
5. Increased indigenous tree planting and fynbos planting - increased diversity and green connection
6. Embedded ecology and green systems - Development as per Urban Design Framework

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26 Fig. 49 Indigenous planting in seasonal pond
26 Fig. 47 Detention pond planting
26 Fig. 50 Indigenous planting on verge of path
27 Fig. 51 Composite high level framework plan diagram indicating areas

LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

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LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

CONTENTS:

METHODOLOGY
CONTEXT: MACRO
CONTEXT: LOCAL
RELATIONSHIP TO BROADER LANDSCAPE
CONTEXT: SITE
SITE POTENTIAL AND RESPONSE
LANDSCAPE HERITAGE
LIST OF FIGURES

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LIBERTAS

METHODOLOGY

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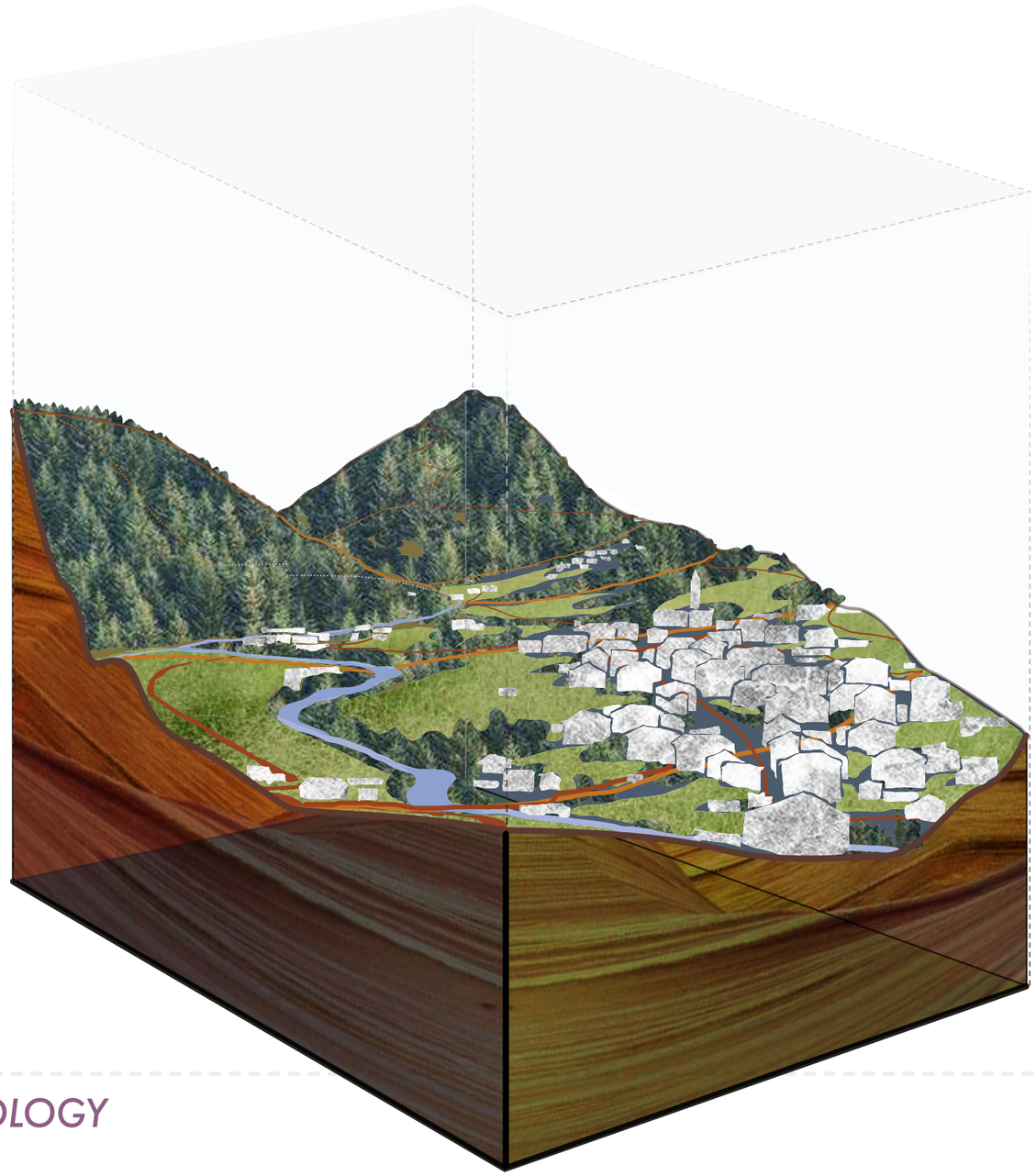
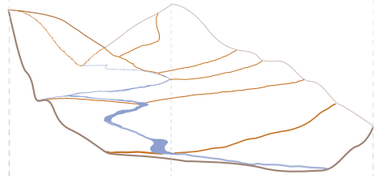
Methodology:

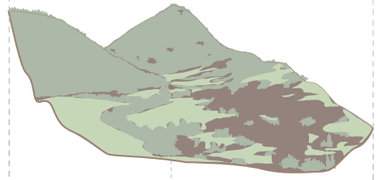
The analysis starts with the macro context, exploring the significance of the site within the city context, and then narrows into the local and site context. The environmental, physical and historical context is evaluated at these different scales.
Capturing of cultural landscape elements runs parallel to this exercise, as the environment in which the site is located is rich in cultural heritage and scenic significance.



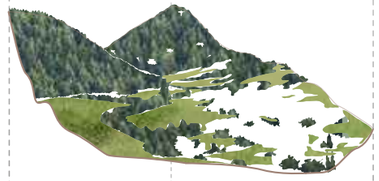
- DEVELOPMENT



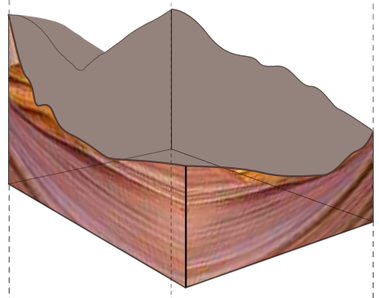
- HYDROLOGY



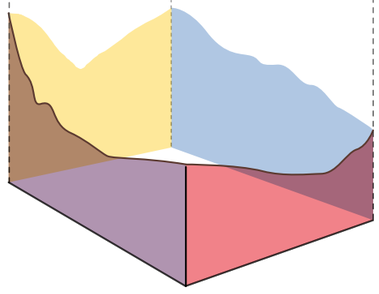
- LAND USE



- VEGETATION



- GEOLOGY



- SITE EXTENT

Cultural Landscapes Continuum

DESIGNED LANDSCAPES	VERNACULAR LANDSCAPES	ASSOCIATIVE LANDSCAPES		
CONSCIOUSLY ORDERED	ORGANICALLY EVOLVED		ETHNOGRAPHIC LANDSCAPES	HISTORIC SITES
Gardens and parklands constructed for aesthetic reasons, often associated with religious spaces and/or monumental buildings/ and ensembles	Rural historic districts and agricultural landscapes - single farm complexes or entire districts of historic farmsteads along river valleys Relic (fossil) / continuing	Hunting grounds, initiation sites, ancestral lands, significant by virtue of powerful religious, artistic or cultural associations with natural elements rather than material cultural evidence	Ancient rock art sites; sacred religious sites, massive geological formation sites, and contemporary settlements containing a variety of natural and cultural elements identified as heritage resources by the people with which they are associated	Battlefields, burial sites, presidential homes and properties deemed significant by their virtue of their association with historic events, activities, practices, persons or groups of people

LANDSCAPE DOMAIN TYPOLOGY

RURAL
Unaltered to green altered landscape

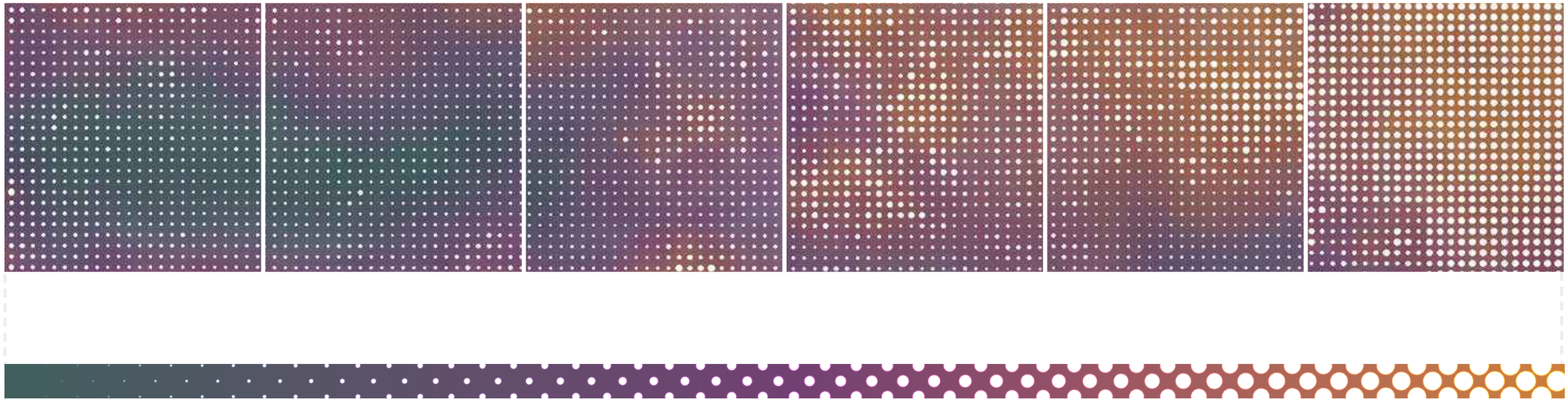
BUILT
Green altered to green developed landscape

SITE-SPECIFIC
Concentrated developed landscape

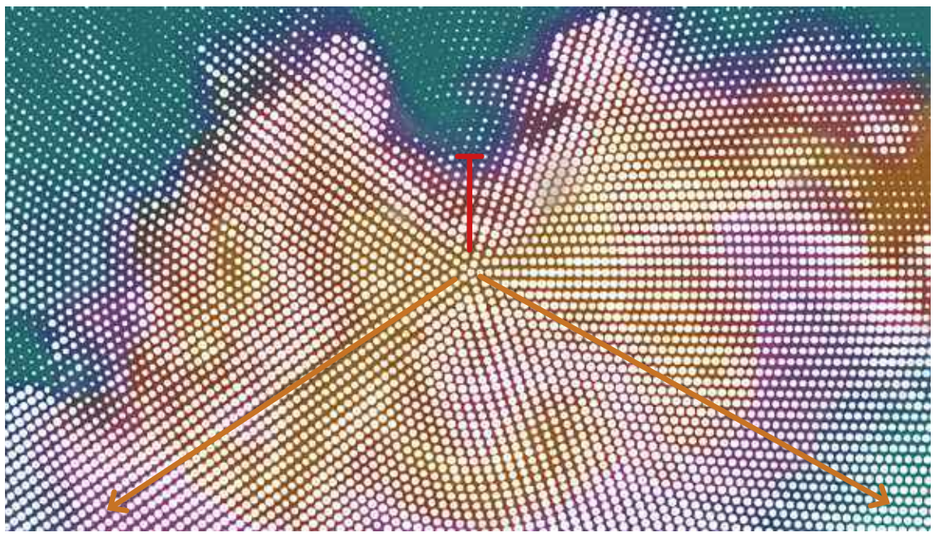
LANDSCAPE DOMAIN CONTINUUM

WILDERNESS ⟵ TRANSITION ⟶ URBAN

LANDSCAPE DEVELOPMENT CONTINUUM



UNSUITABLE / UNFAVOURABLE ← TRANSITION → SUITABLE / HOSPITABLE



DEVELOPMENT PRESSURE: POTENTIAL FOR EXPANSION

METHODOLOGY

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LANDSCAPE DOMAIN TYPOLOGY

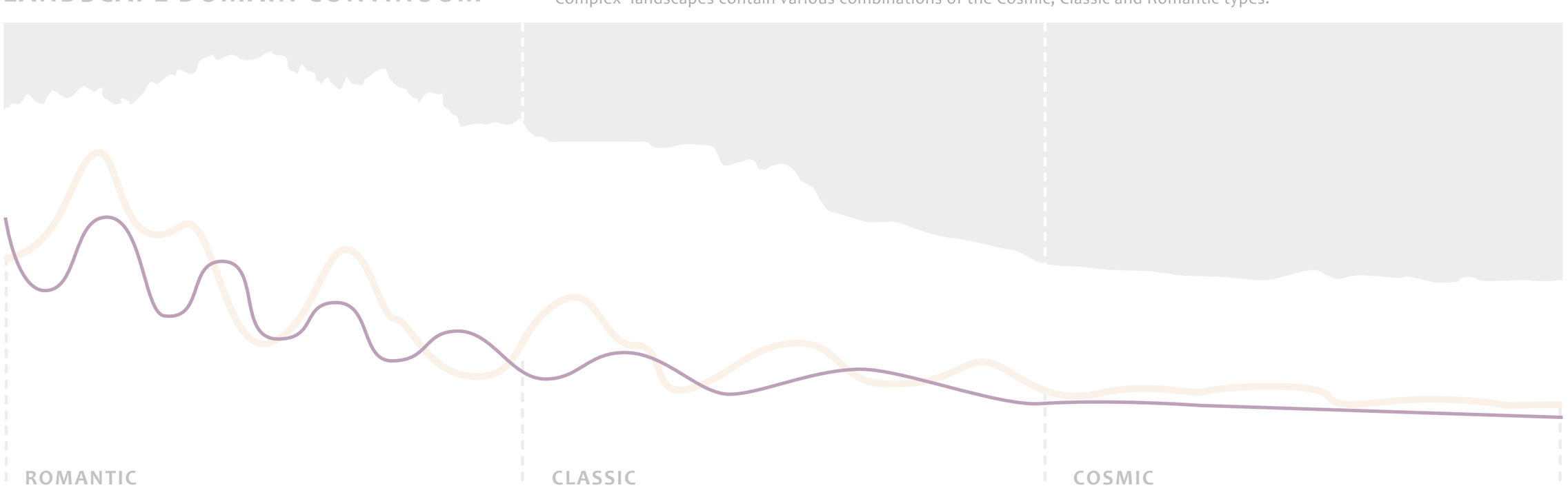
ROMANTIC
Earth-dominated landscape

CLASSIC
Earth-sky balanced landscape

COSMIC
Sky-dominated landscape

LANDSCAPE DOMAIN CONTINUUM

‘Complex’ landscapes contain various combinations of the Cosmic, Classic and Romantic types.



LIBERTAS

CONTEXT: MACRO

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Fig. 1 Macro context with Libertas site shaded in purple

CONTEXT

The site for proposed development lies in a valley formed by rolling hills composed of malmesbury shale, to the west, and the sharp ascent of Stellenbosch mountains to the east. This basin in the landscape creates a natural “room” where the rural cultivated farmlands meet the urban development of the town of Stellenbosch.

This is also the start of the Hottentots Mountains and a gateway to the mountainous region of Stellenbosch, Franschoek and Paarl which is the receiving landscape after leaving the Cape Flats.

The threshold moment is significant and is further illustrated by the following figures and diagrams.

Fig. 2 Sentinal aerial map scale 1:100 000

Fig. 3 Google Terrain aerial map scale 1:100 000

GEOGRAPHIC CONTEXT & LANDFORMS

- GEOGRAPHIC LOCATION - COMBINATION OF ROMANTIC, CLASSIC AND COSMIC DOMAIN TYPOLOGIES
- SIGNIFICANT LANDSCAPE UNIT OR “ROOM”
- TOPOGRAPHY AND ORIENTATION - SITE IS HELD IN THE LANDSCAPE WITH SIGNIFICANT PEAKS AND HILLS THAT PROVIDE ORIENTATION IN THE LANDSCAPE
- SIGNIFICANT IDENTITY DUE TO UNIQUE PLACEMENT AND RELATIONSHIP IN THE LANDSCAPE

Fig. 4 Graphic representation of site location in relation to immediate and broader terrain character

CONTEXT: MACRO

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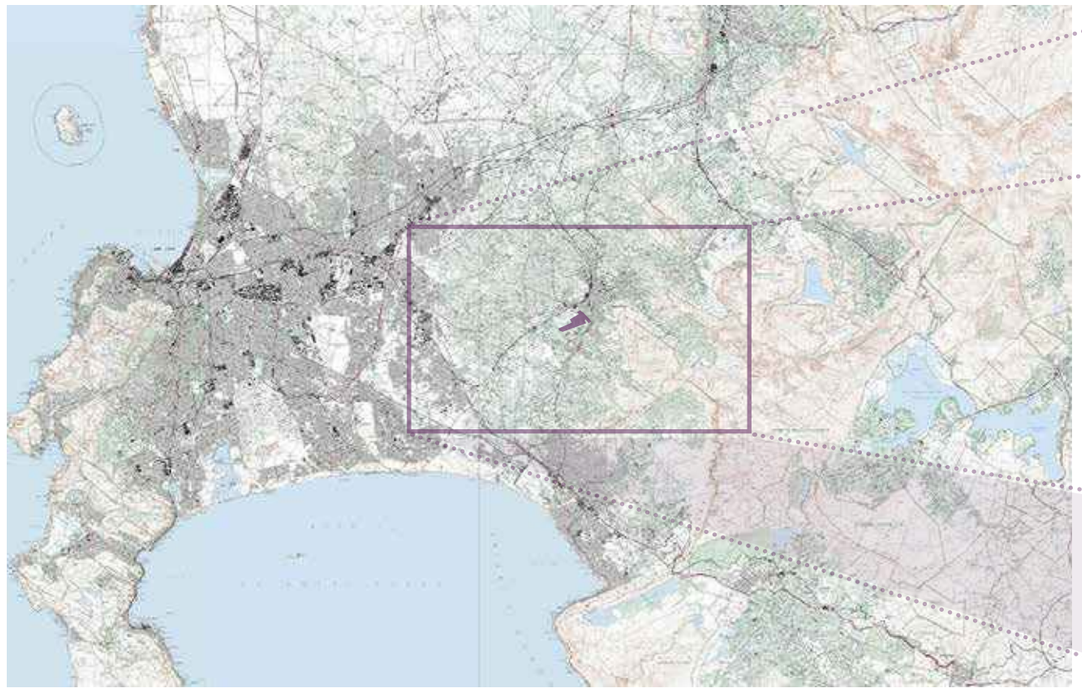


Fig. 5 Topocadastral map indicating site location in relation to City of Cape Town Metropolitan Municipality

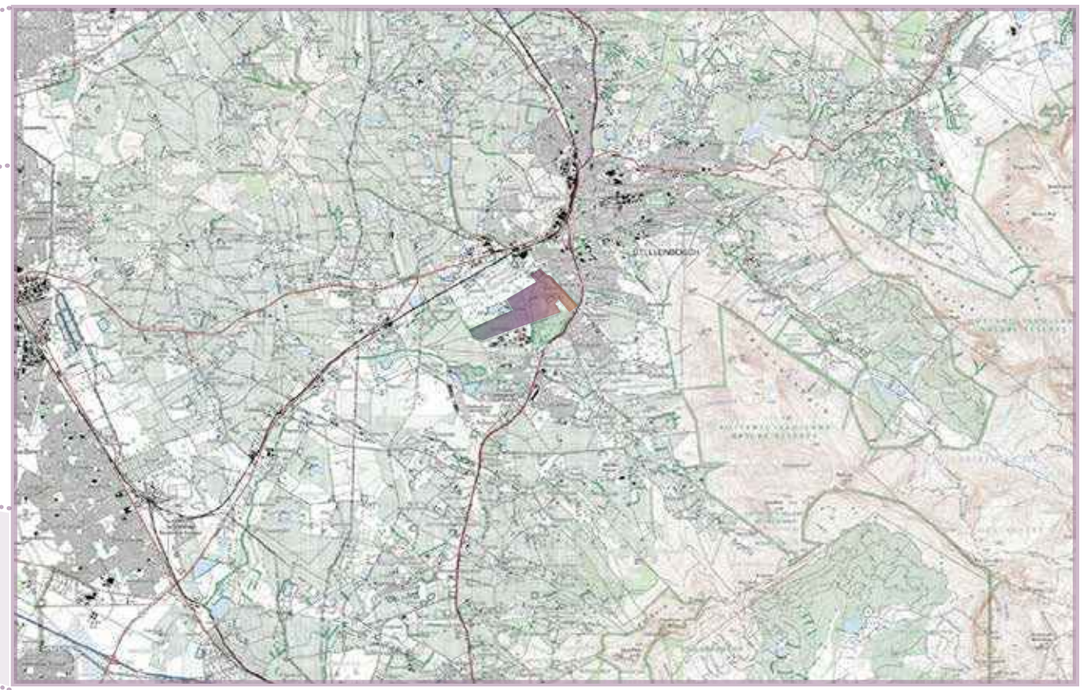


Fig. 6 Topocadastral map indicating site location in relation to Stellenbosch Municipality

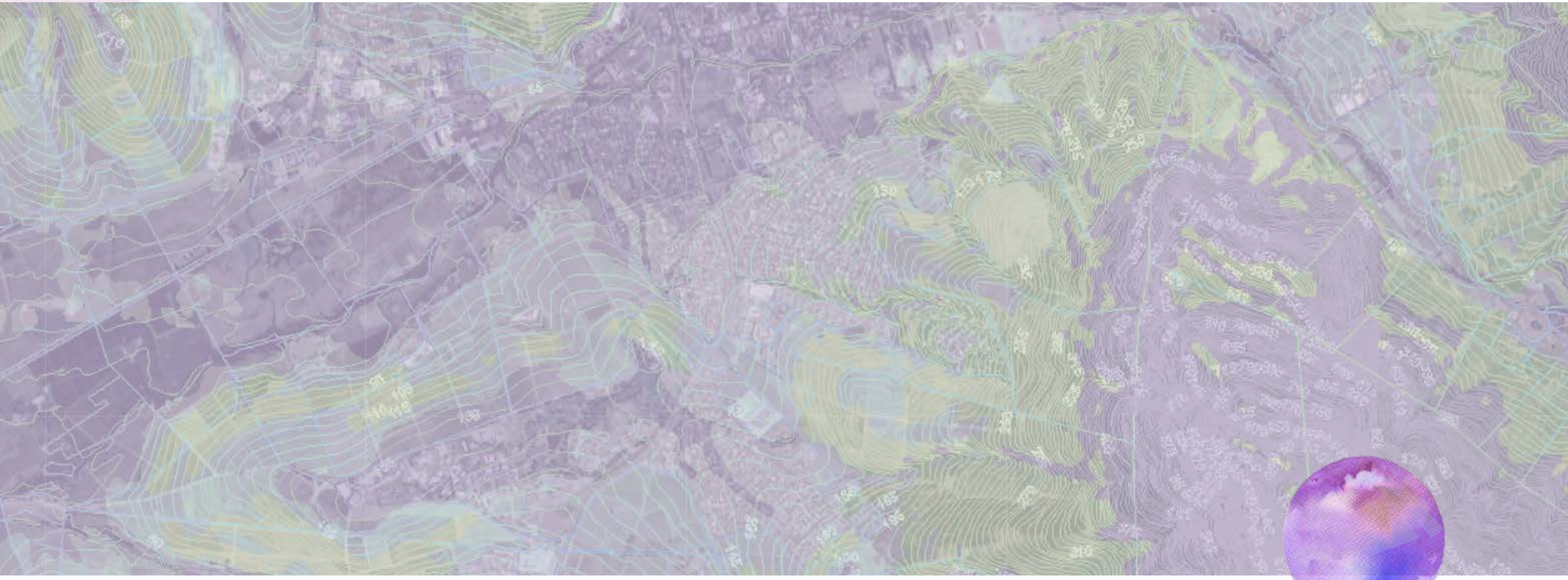
LANDSCAPE DEVELOPMENT CONTEXT

- GREATER METROPOLITAN AREAS
- FAST GROWING AREA
- DEVELOPMENT PRESSURES
- CUSP OF AGRICULTURE AND URBAN DEVELOPMENT
- THRESHOLD IN THE LANDSCAPE
- TRANSITION FROM RURAL TO URBAN

Fig. 7 Graphic representation of site location in relation to expanding Stellenbosch development pressure

CONTEXT: MACRO

TERRA+ landscape architects



LIBERTAS

CONTEXT: LOCAL

TERRA+
landscape architects

Fig. 8 Local context with Libertas site outlined in purple

CONTEXT

The site ...
Within a river basin shaped by distinct geology and edged by river
Views across to both edges of the valley
Relatively flat site
Site visible from paarl mountain
Connection to the river and river corridor of utmost importance

Visual connection to wilderness areas
Strong agricultural patterns of rows of vineyards and fields create a tapestry of textures in the landscape
Landscape patterns of planes of agricultural fields a dominant element in the landscape
Disconnected from agricultural/rural landscape along the northern edge
Combination landscape - romantic and classical (norberg-schulz definition)

Fig. 9 Illustrative section through Libertas site (B) from Papegaaiberg (A) to Stellenbosch Berg (C) with Google Earth panoramas of segments A-B and B-C

CONTEXT: LOCAL

TERRA+ landscape architects

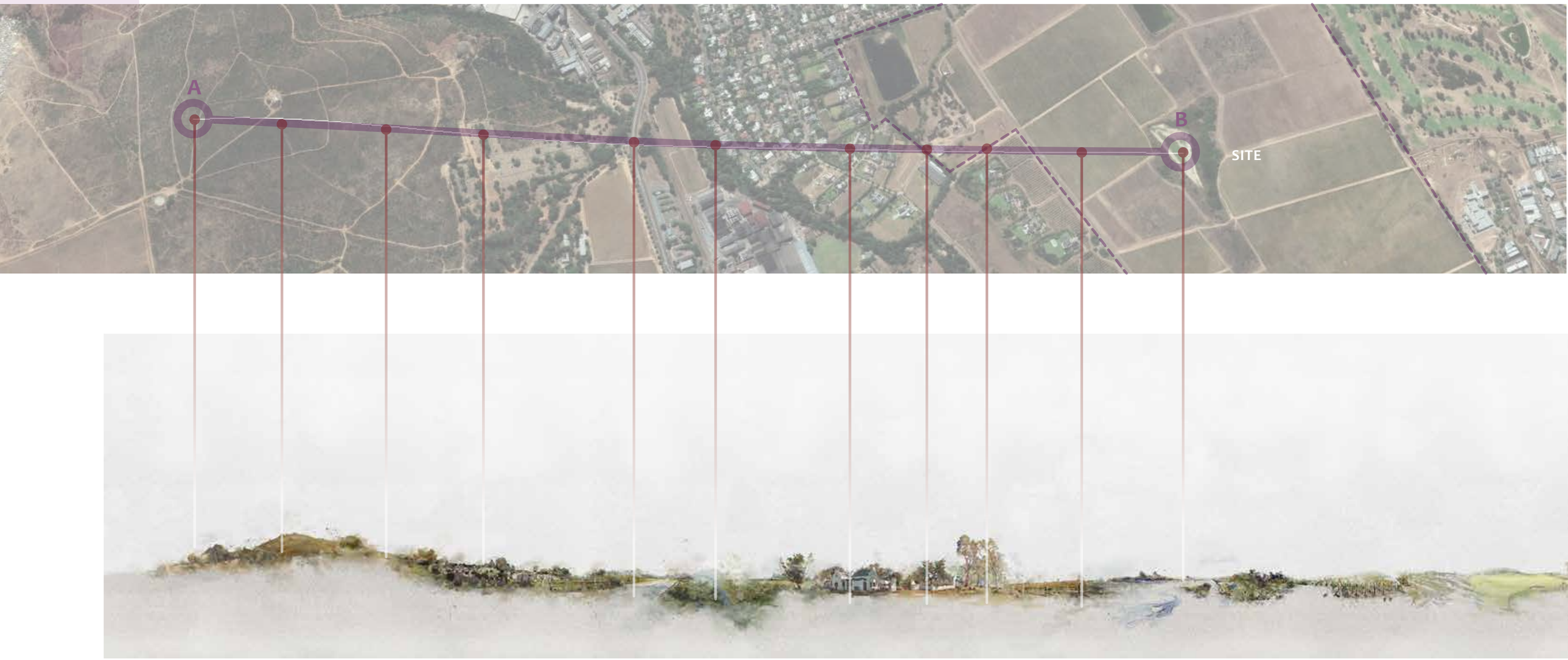
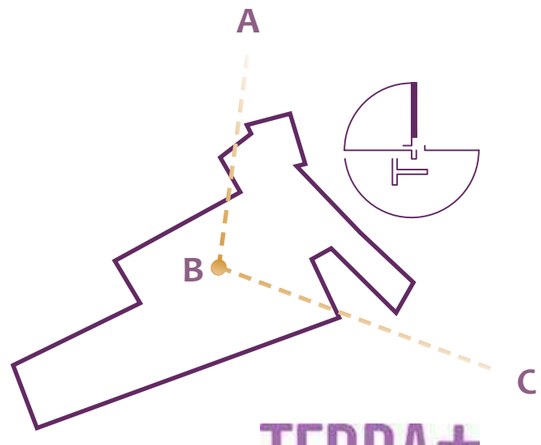


Fig. 10 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B) complimented by Google Earth aerial photograph of segment A-B



CONTEXT: LOCAL

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landscape architects

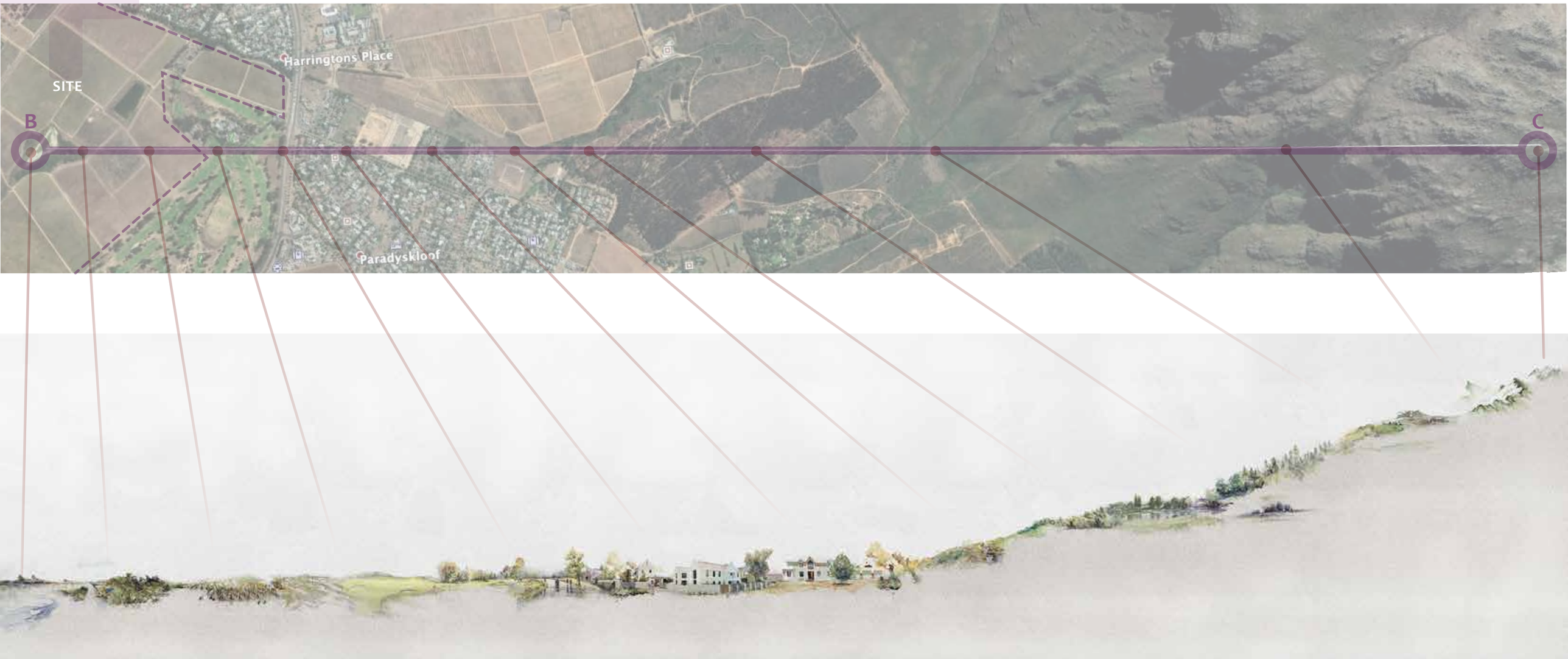
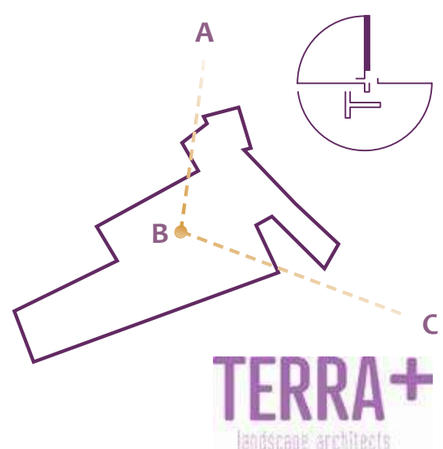


Fig. 11 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C) complimented by Google Earth aerial photograph of segment B-C



CONTEXT: LOCAL

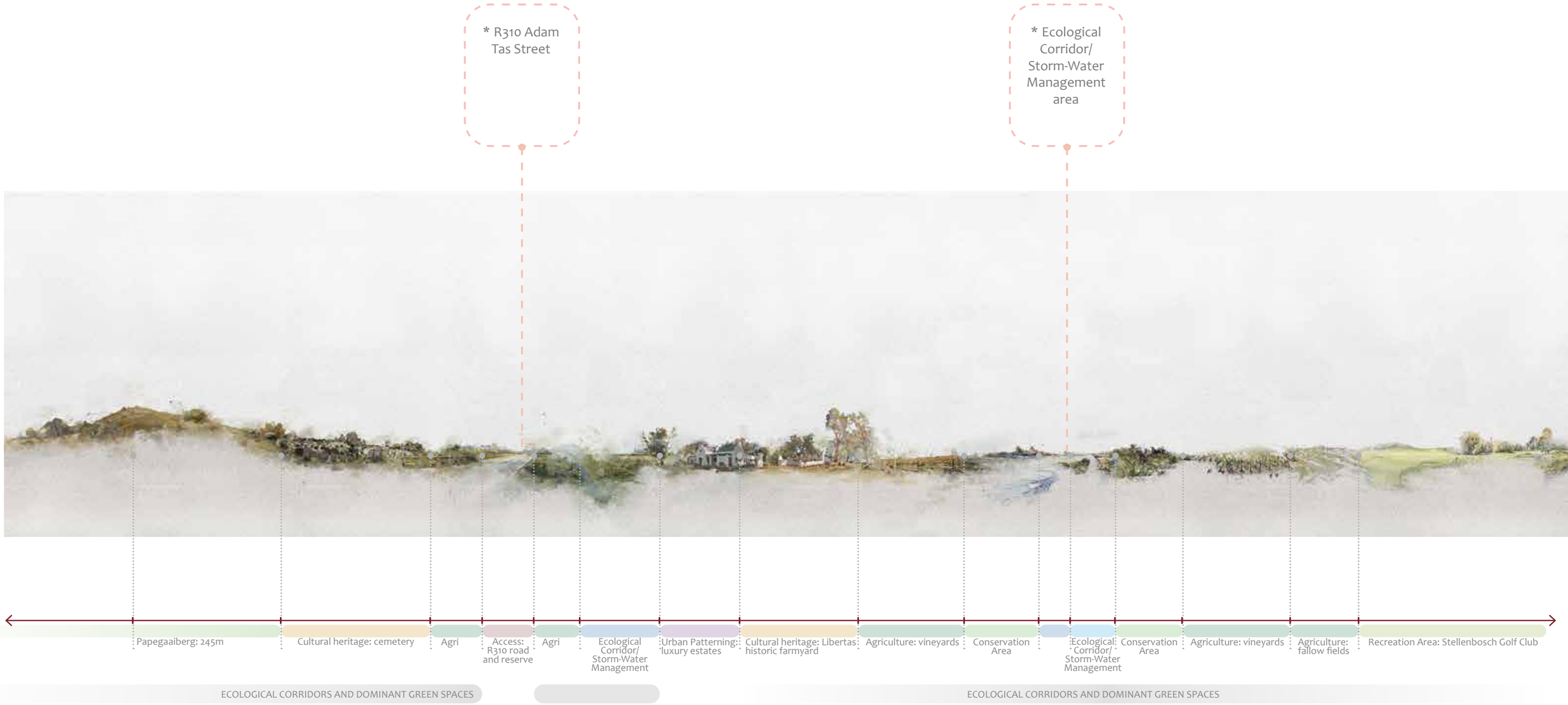


Fig. 12 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B)

CONTEXT: LOCAL

TERRA+ landscape architects

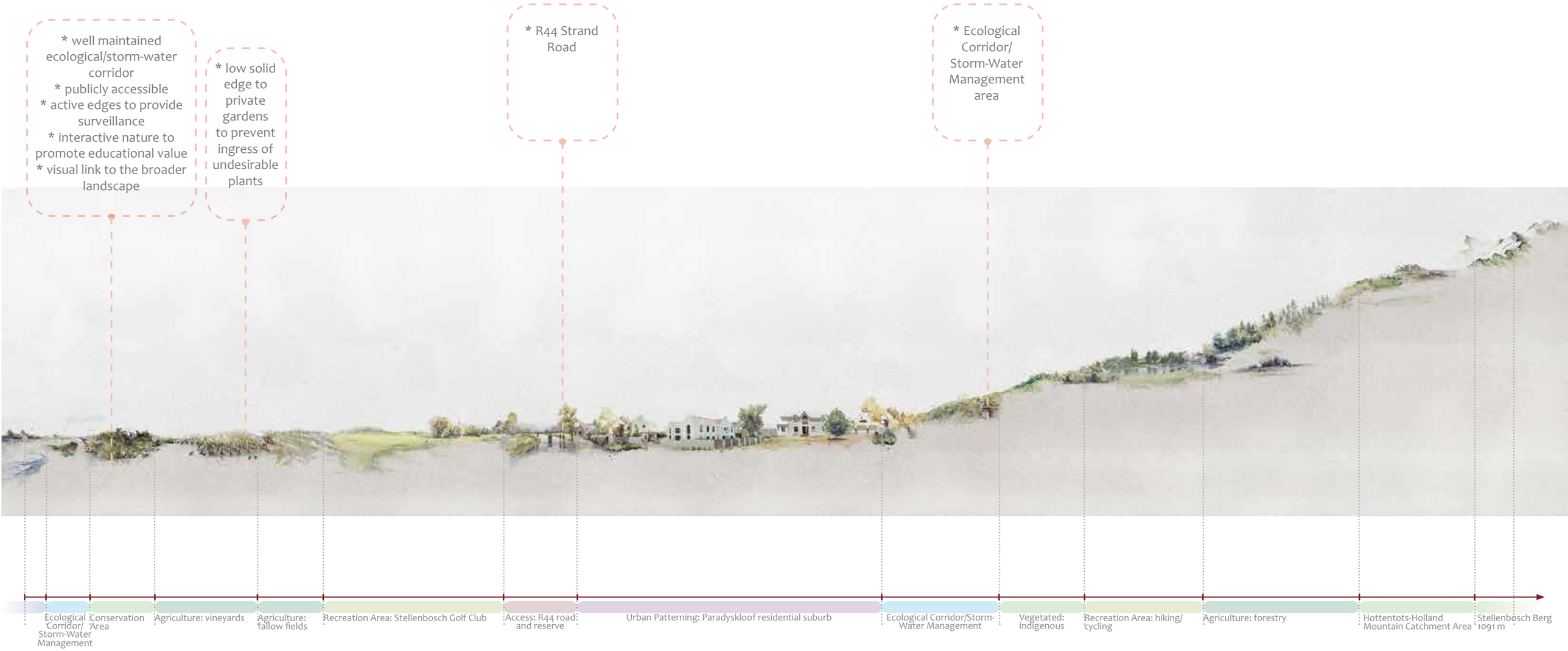


Fig. 13 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C)

CONTEXT: LOCAL

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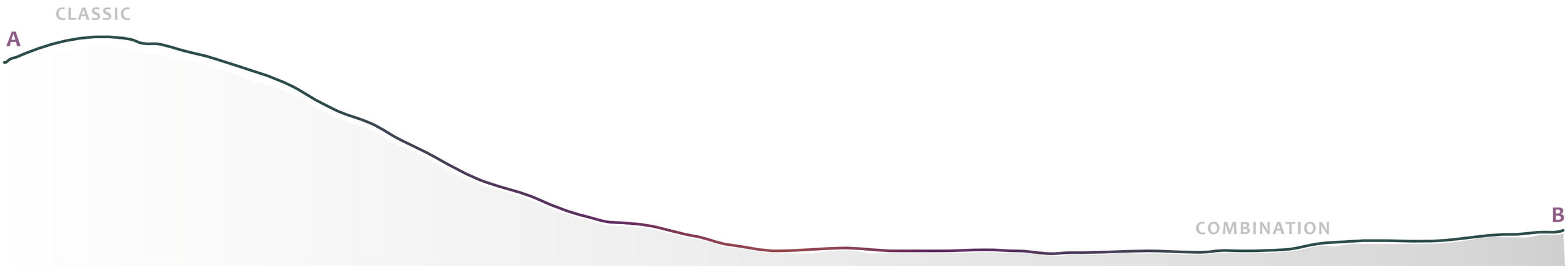
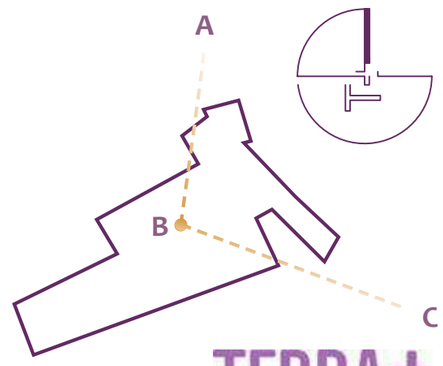


Fig. 14 Section A-B from Papegaaiberg (A) to Libertas site (B) with Google Earth aerial panorama of segment A-B at a northerly orientation



CONTEXT: LOCAL

WILDERNESS URBAN WILDERNESS

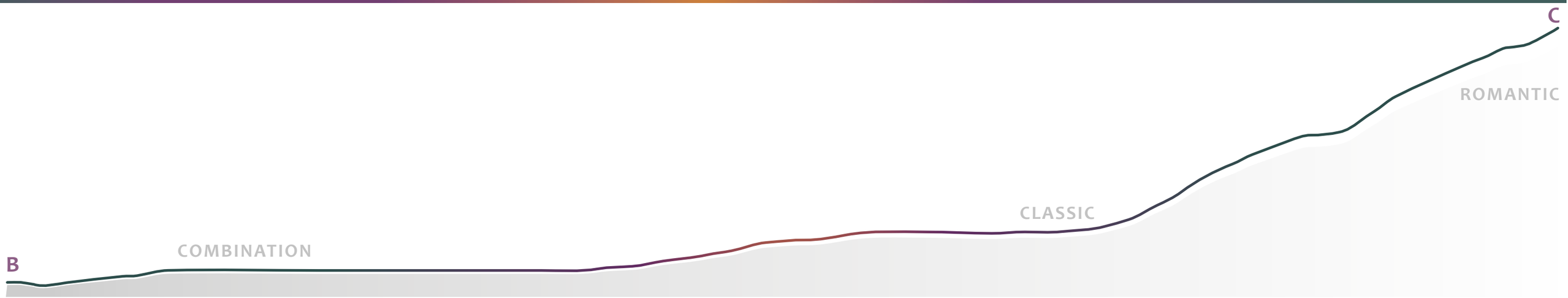
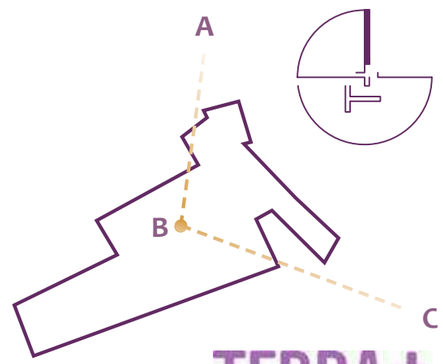


Fig. 15 Section B-C from Libertas site (B) to Stellenbosch Berg (C) with Google Earth aerial panorama of segment A-B at a northerly orientation



CONTEXT: LOCAL

TERRA+ landscape architects

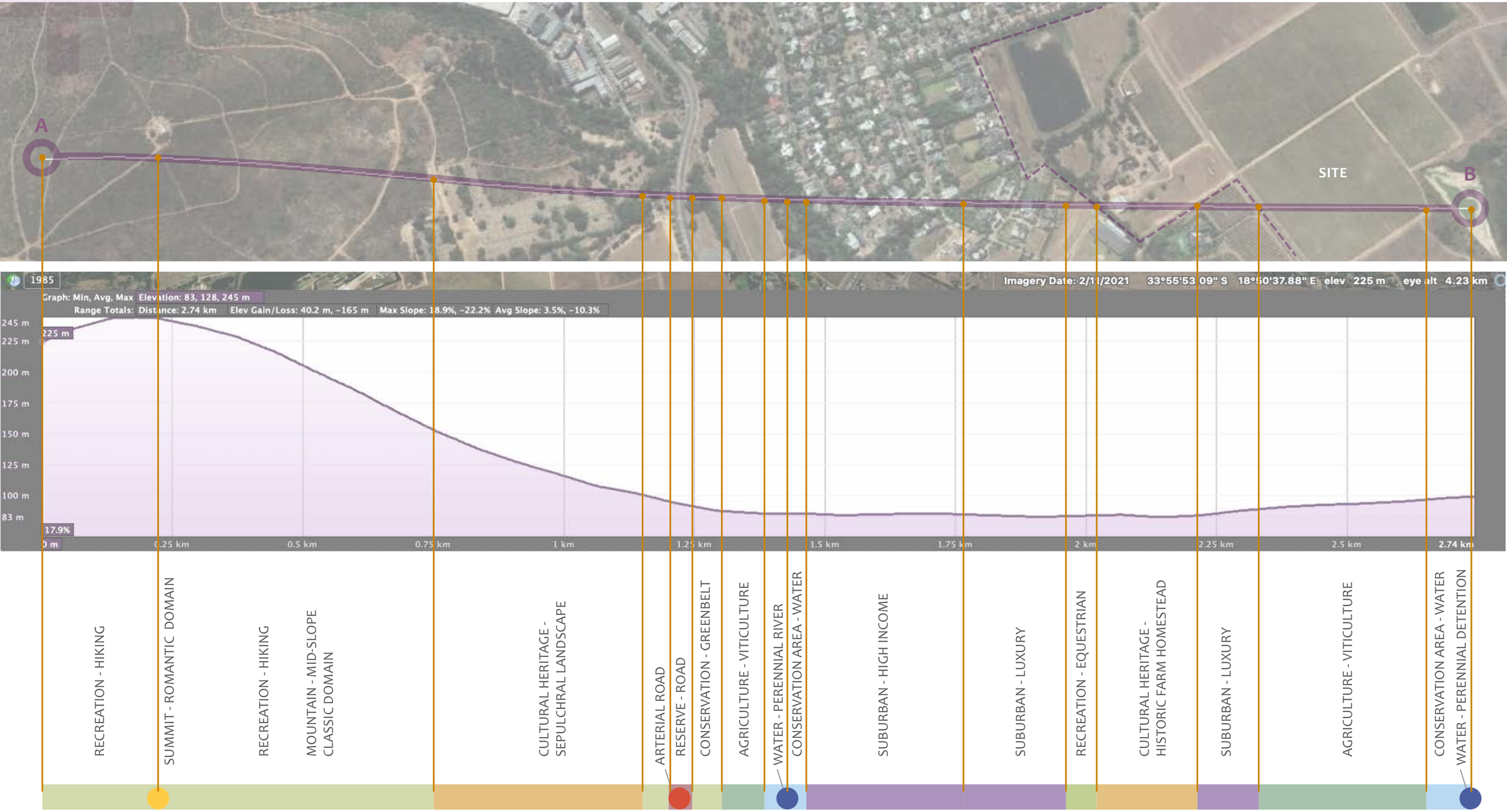


Fig. 16 Unpacking of section A-B, from Papegaaiberg to Libertas site: identification and classification of landscape resources

CONTEXT: LOCAL

TERRA+ landscape architects

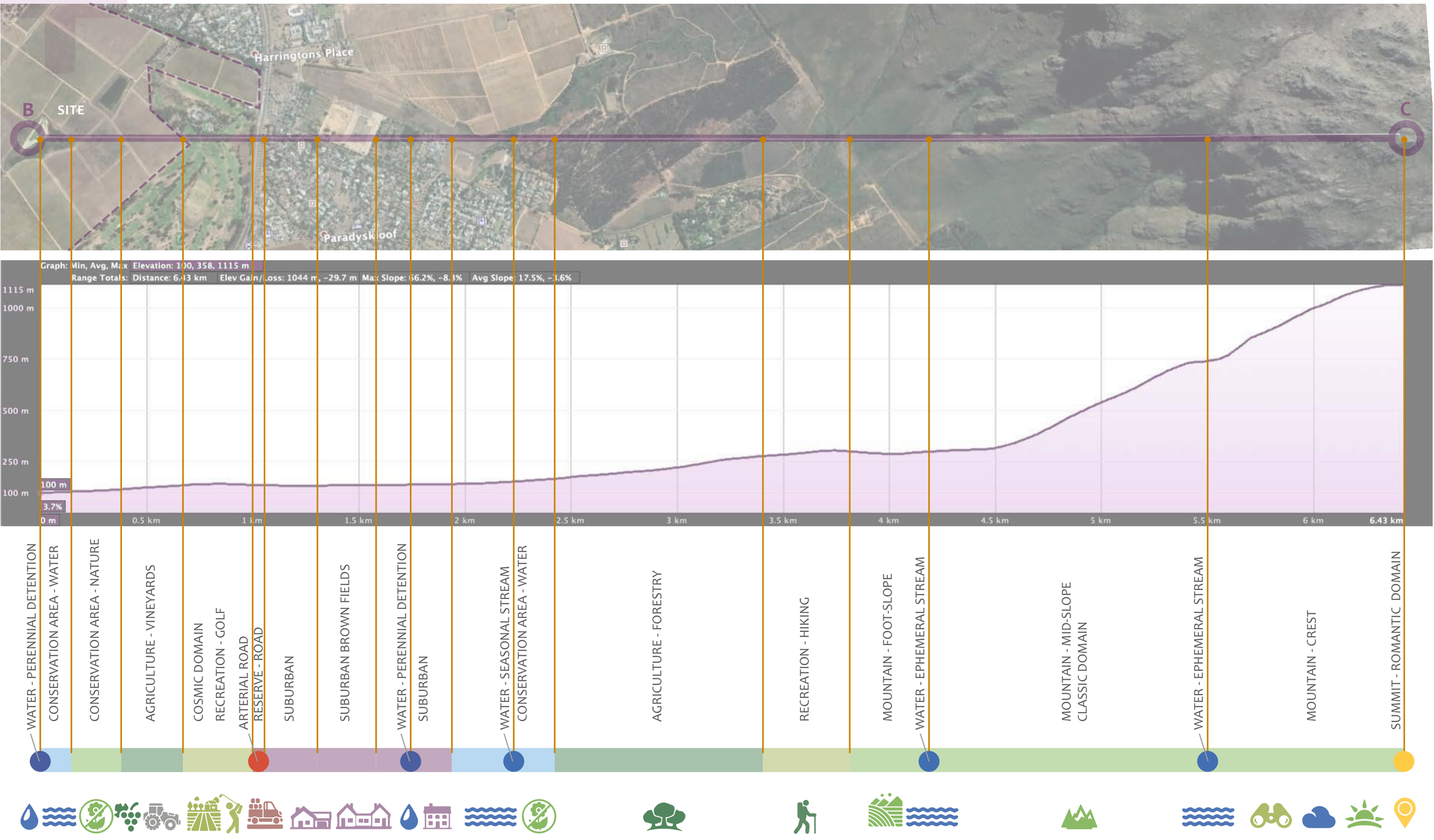
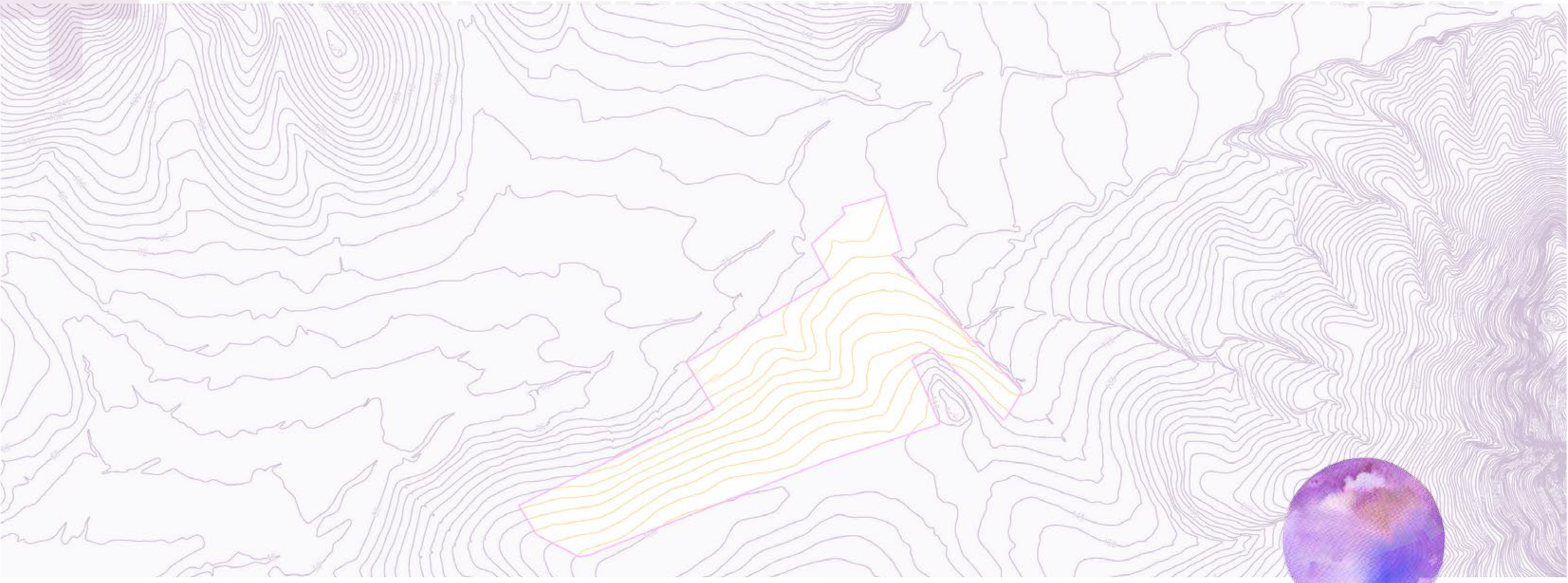


Fig. 17 Unpacking of section B-C, from Libertas site to Stellenbosch Mountain: identification and classification of landscape resources

CONTEXT: LOCAL

TERRA+ landscape architects



LIBERTAS

RELATIONSHIP TO THE BROADER LANDSCAPE

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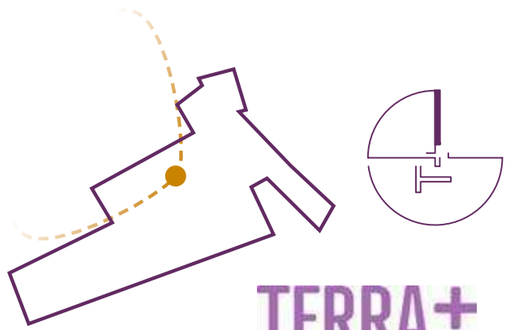
Fig. 18 West-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the north-west from the access road within the site show the rolling hills typical of eroded malmesbury shale and granite. These are gentle hills with typical cultivated fields, orchards and vineyards and are typical of the rural character of the area.



VIEWS LOOKING NORTH-WEST

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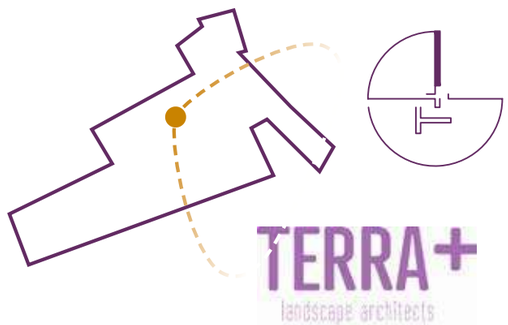
Fig. 19 East-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the south-east from the access road within the site are of the imposing and dramatic sandstone mountains of the Hottentots-Holland mountain range with peaks and valleys dominating the landscape. These mountains are predominantly vegetated with natural fynbos and are the wilderness areas bounding the site and holding the site in the broader context.



VIEWS LOOKING SOUTH-EAST

LANDFORMS

LAND FEATURES

HYDROLOGY

ACCESS

URBAN PATTERN

HERITAGE

AGRICULTURE

CONSERVATION

ELEMENTS IN THE LANDSCAPE

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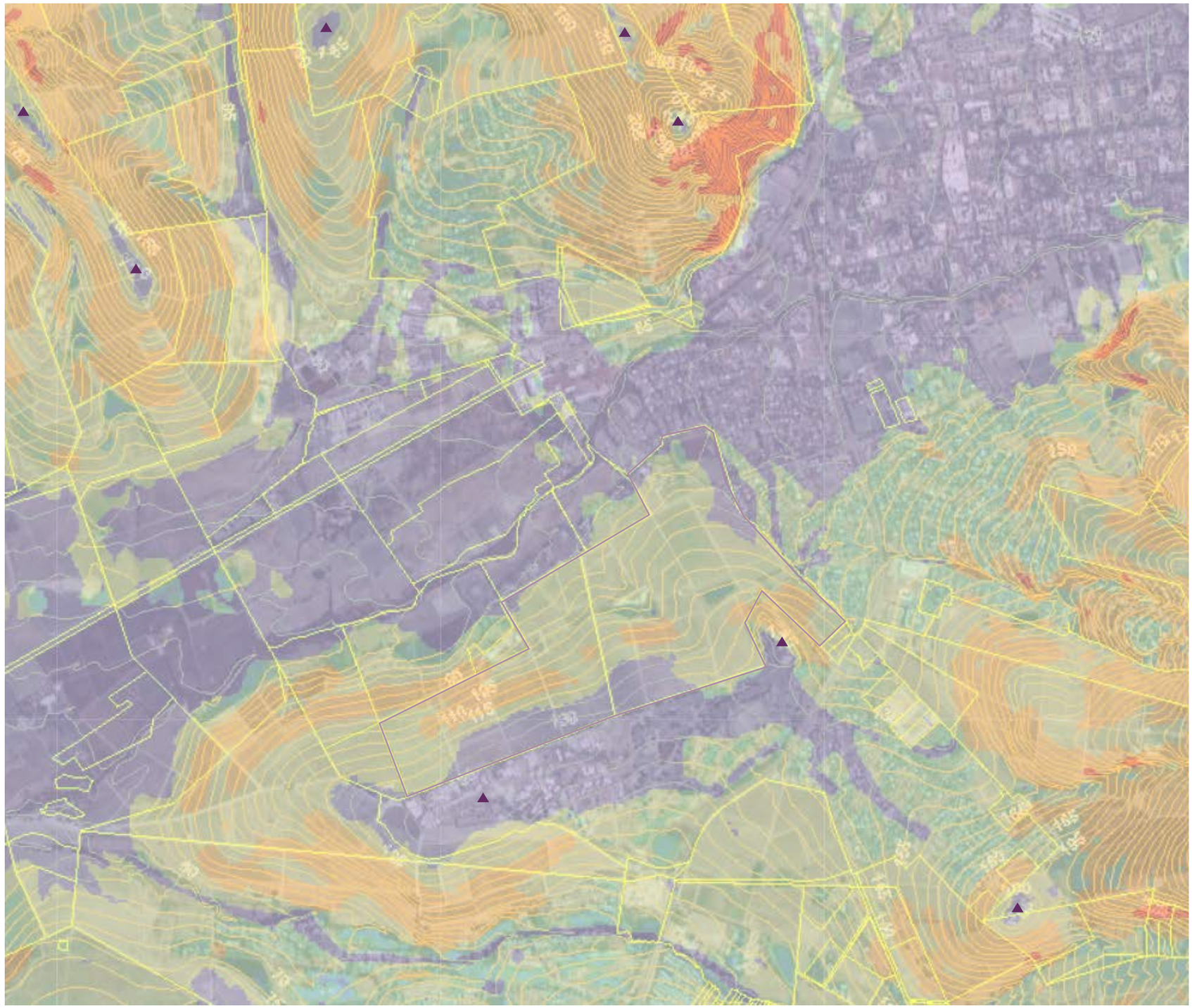
Fig. 20 Google satellite photograph of study site with contour overlay indicating site location in relation to valley and surrounding landforms

LANDFORMS

- SITE LIES IN ALLUVIAL VALLEY
- VALLEY DEFINED BY RIVER CORRIDOR
- DOMINANT SLOPE IS NORTH - NORTH-WEST FACING
- ON THE SLOPE OF A MID-HEIGHT PROMONTORY
- DRAMATIC MOUNTAINS TO THE SOUTH-EAST
- ROLLING CULTIVATED HILLS TO THE NORTH-WEST



LAND FEATURES

- THE SLOPES ARE PREDOMINANTLY WARM NORTH-WEST SLOPES
- NORTH ASPECT PROVIDES IDEAL AGRICULTURAL POTENTIAL
- NORTH ASPECT IDEAL FOR COMFORTABLE DWELLING UNITS
- NATURAL SLOPE AND ASPECT ACROSS THE SITE

Fig. 21 SUDEM colourised satellite photograph of study site with contour overlay indicating site position in relation to aspect and slope

LAND FEATURES: ASPECT AND SLOPE

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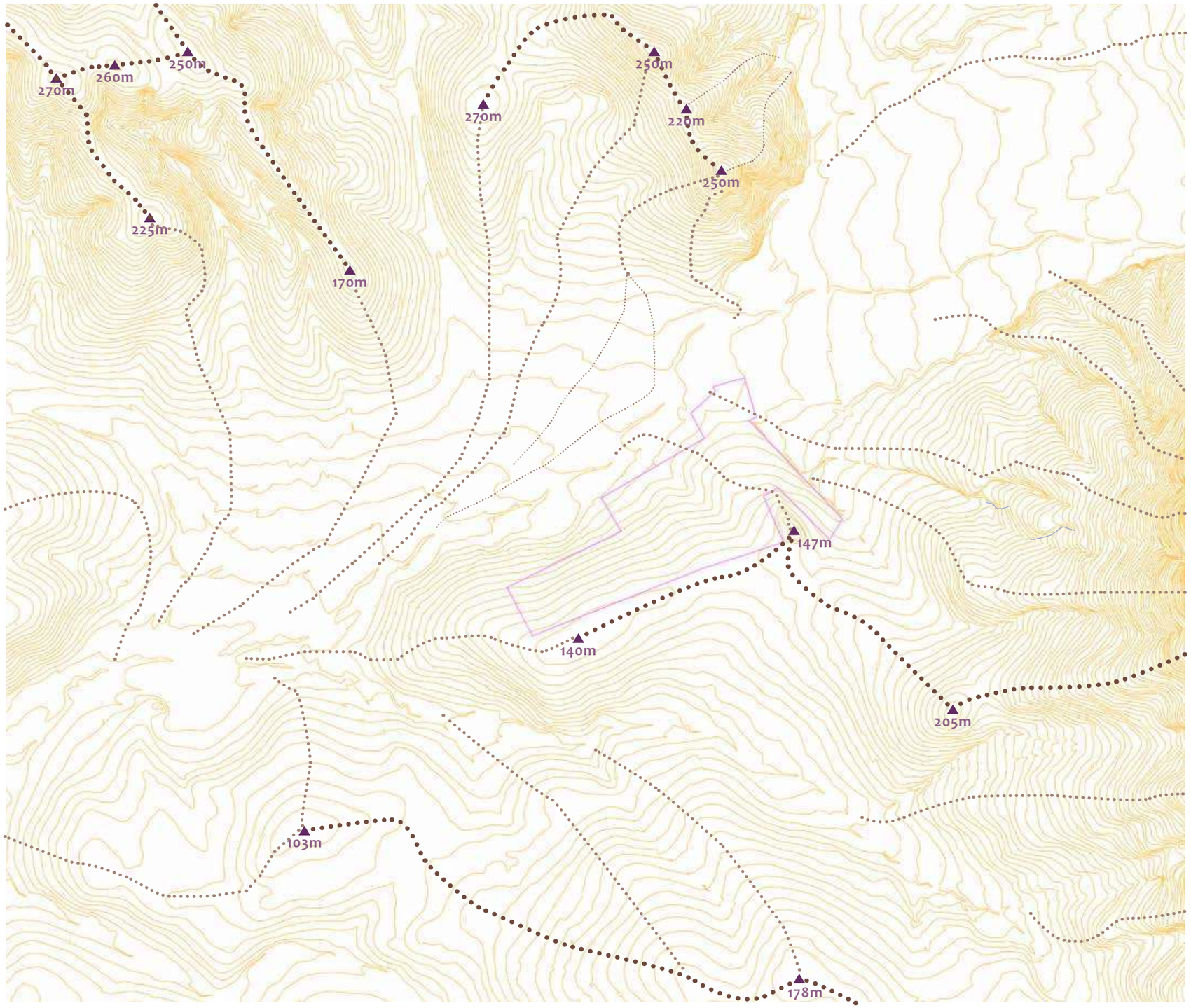

LAND FEATURES

- SIGNIFICANT RIDGES AND PEAKS
- SOUTHERN EDGE LIES ON A RIDGE
- VIEWS TO THE DOMINANT PEAKS AND MOUNTAIN RANGES
- THESE VIEWS ARE ESSENTIAL TO THE SENSE OF PLACE AND IDENTITY OF THE SITE
- CONNECTIONS TO THESE VIEWS MUST BE MAINTAIN AND CELEBRATED

Fig. 22 Contour overlay indicating site location in relation to ridge lines and surrounding peaks

LAND FEATURES: PEAKS, RIDGES AND VALLEYS

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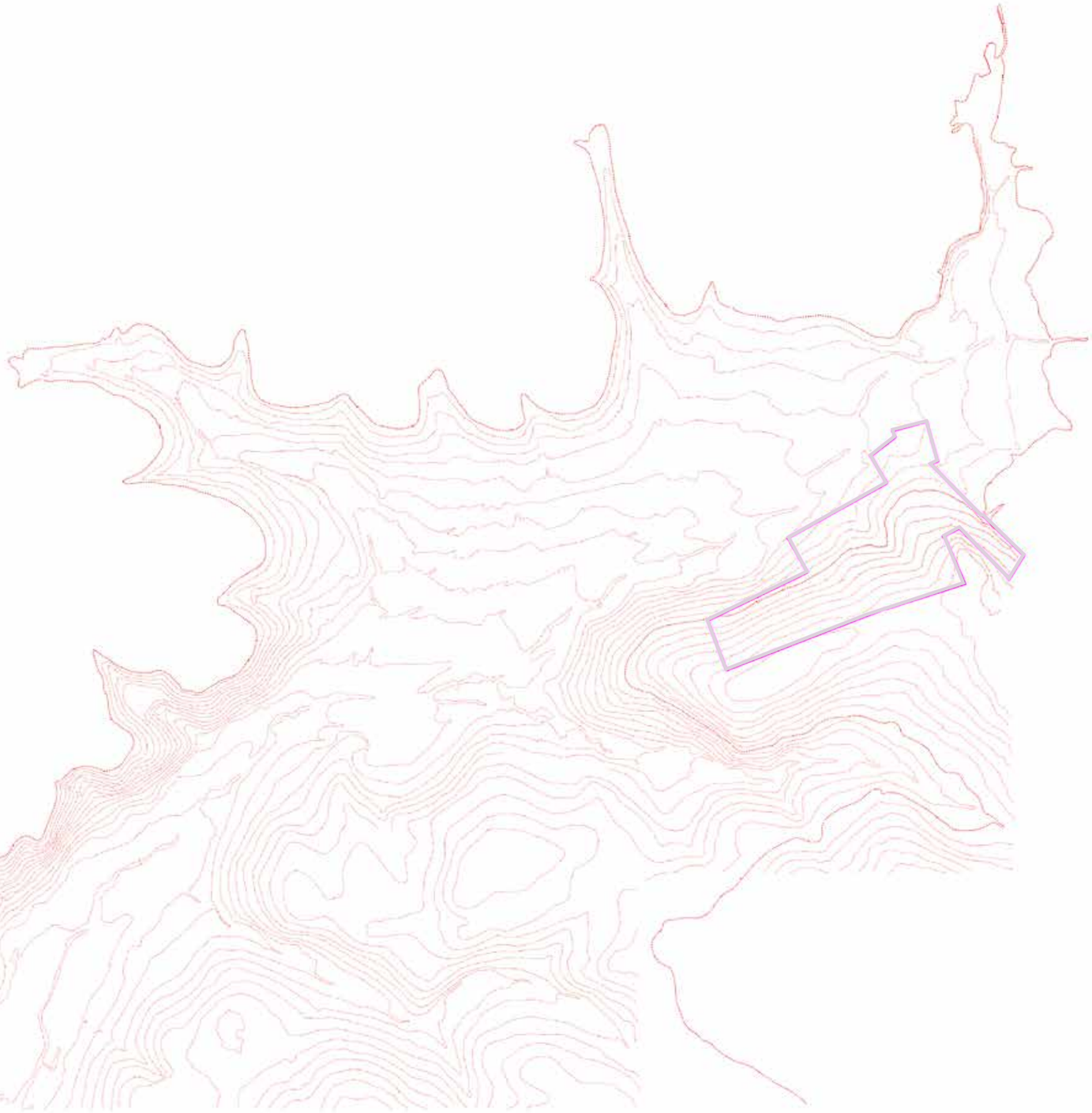
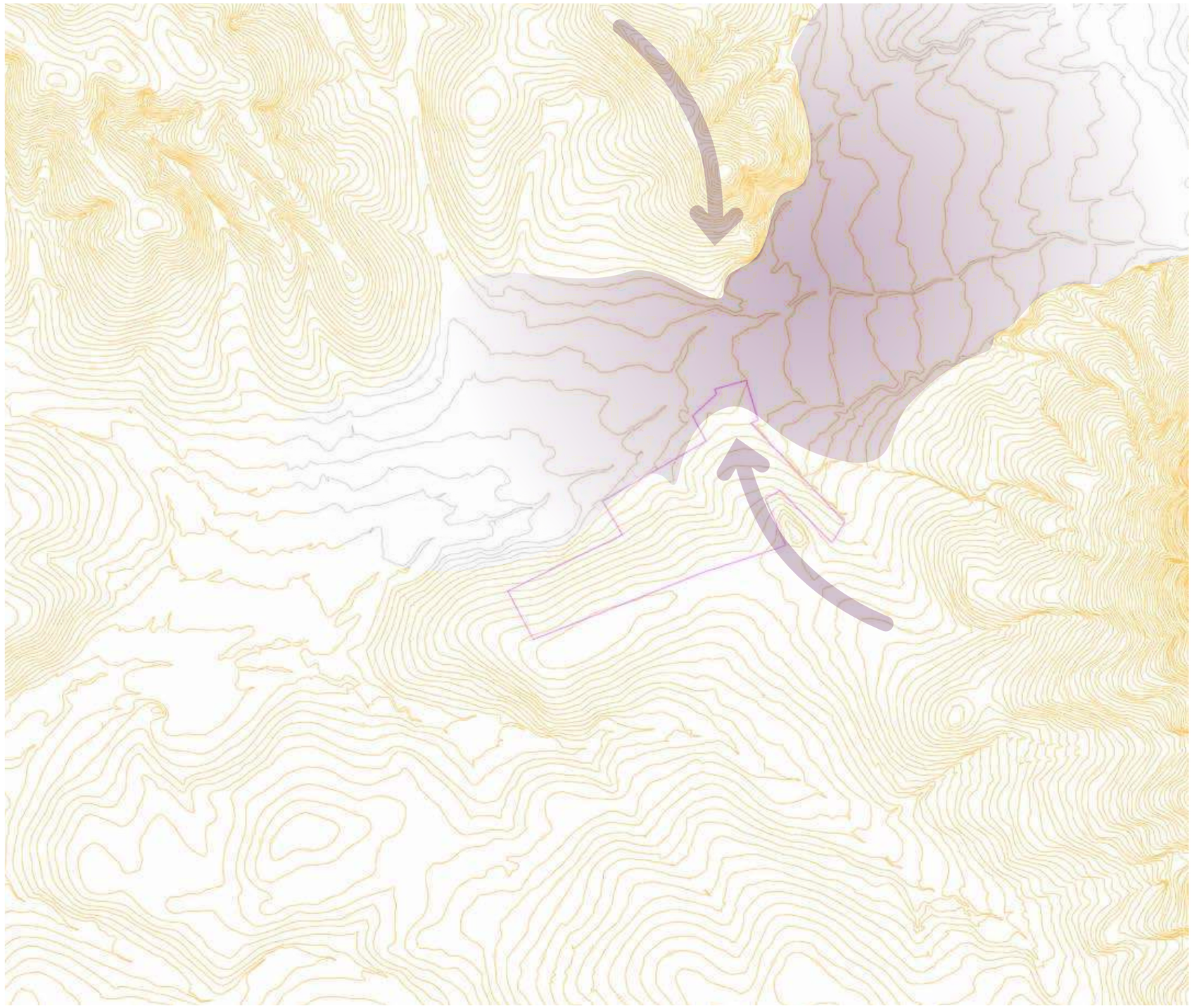


LANDFORMS

- SITE IS SITUATED AT A PINCH POINT
- PINCH POINT CREATE BY OVERALL LANDFORMS
- PERCEPTION OF THIS POINT TRAVELLING TOWARDS STELLENBOSCH ON THE R310
- SITE IS VISIBLE ALONG THIS ROUTE

Fig. 23 Contour overlay indicating site location in relation to valley and surrounding landforms



LANDFORMS

- SITE IS SIGNIFICANT WITHIN THE CONTEXT
- THIS CAN BE DEVELOPED TO FURTHER ESTABLISH A UNIQUE IDENTITY AND SENSE OF PLACE
- CREATE A POINT OF ORIENTATION AND CONTEXTUAL SIGNIFICANCE IN THE LANDSCAPE

Fig. 24 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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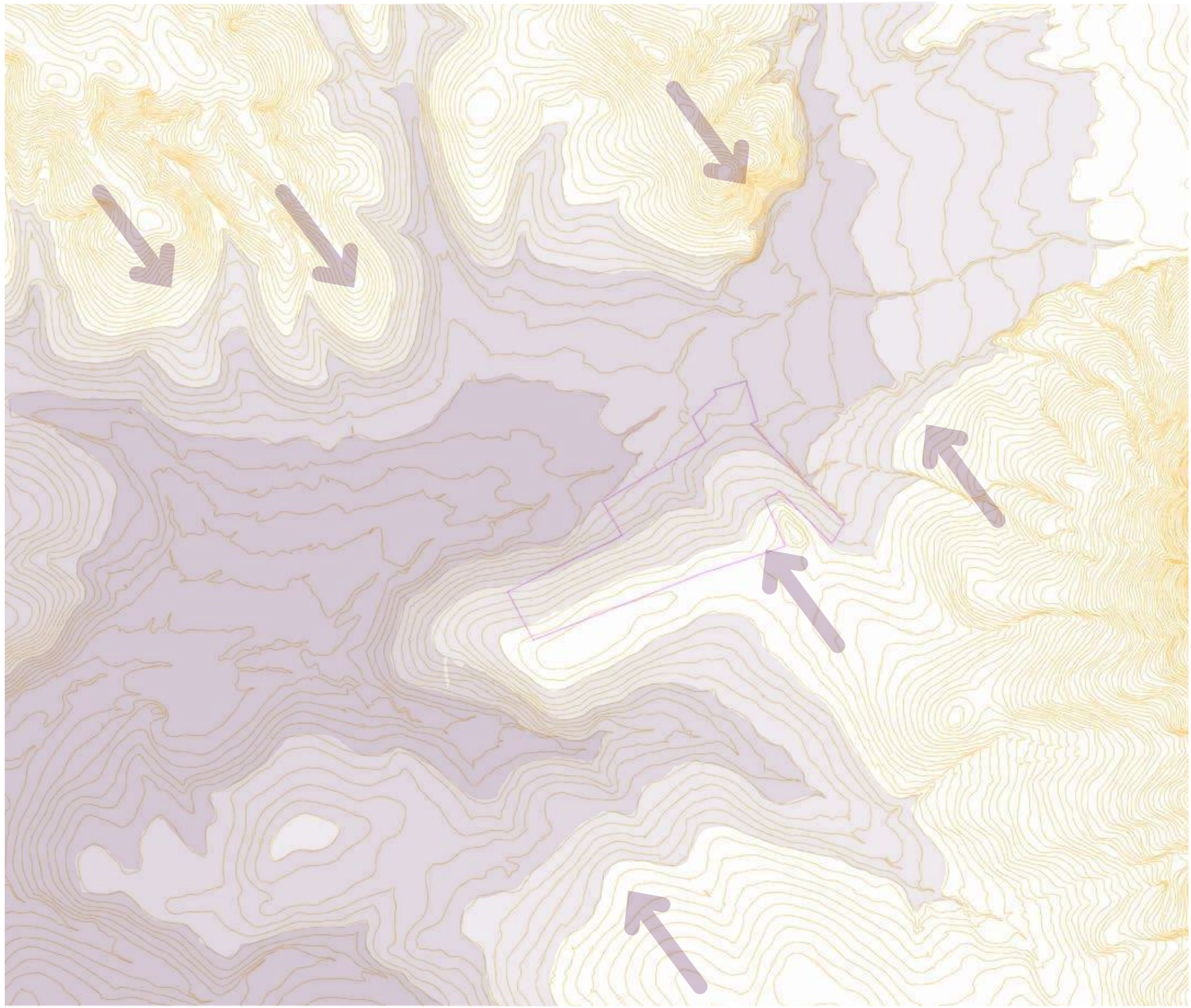

LANDFORMS

Fig. 25 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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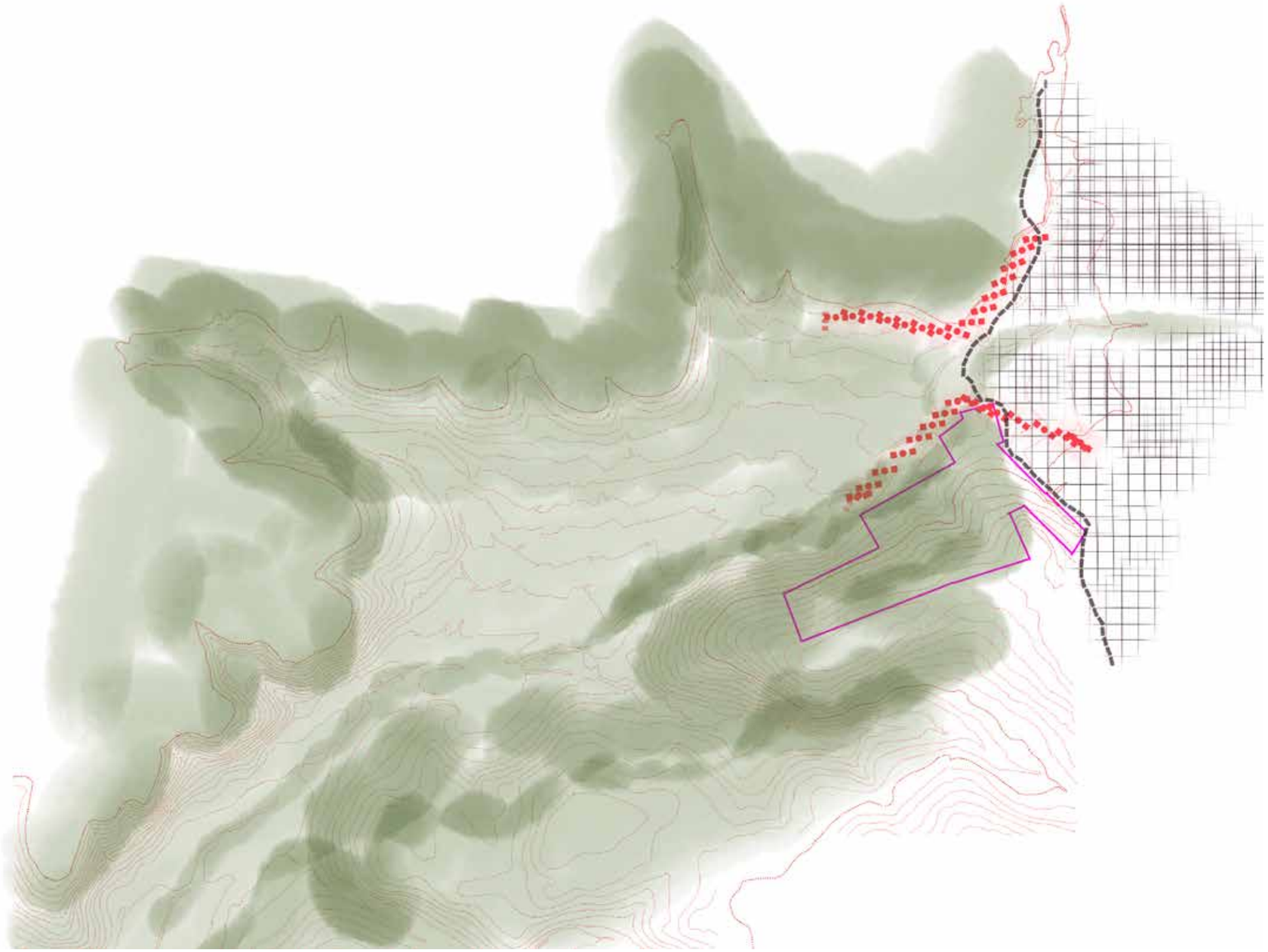
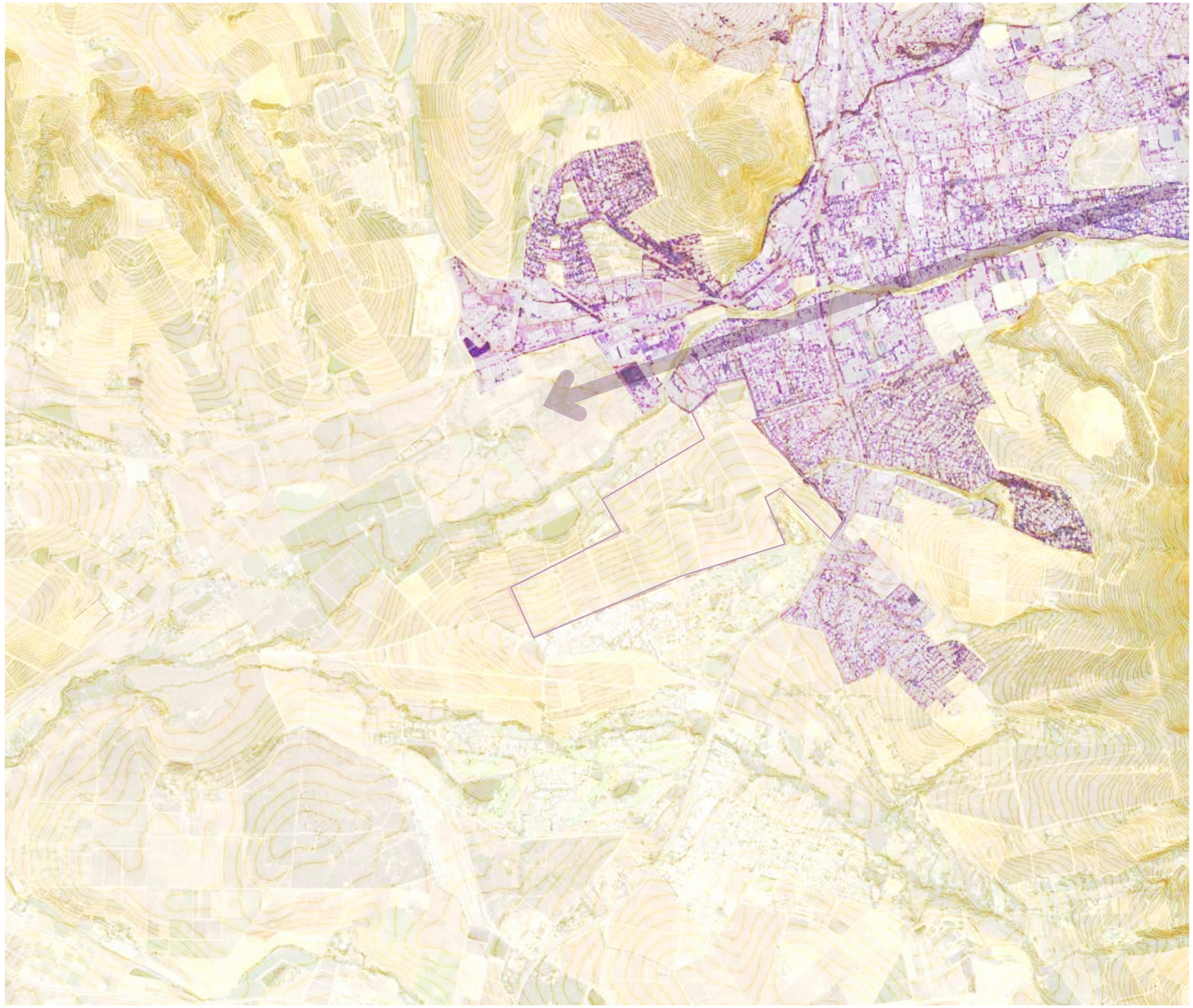


AGRICULTURE

- SITE LIES ON THE CUSP BETWEEN AGRICULTURE AND URBAN DEVELOPMENT
- DUALITY OF IDENTITY
- AGAIN DEVELOPMENT SHOULD HARNESS THESE QUALITIES AND DEVELOP THEM FURTHER
- DEVELOPMENT RESPONSE AND PLACING OF BUILDINGS SHOULD RECOGNISE THIS DUALITY
- THIS MAKES THE SITE UNIQUE!

Fig. 26 Illustration on contour map showing the significant position and cusp of the site



URBAN PATTERN

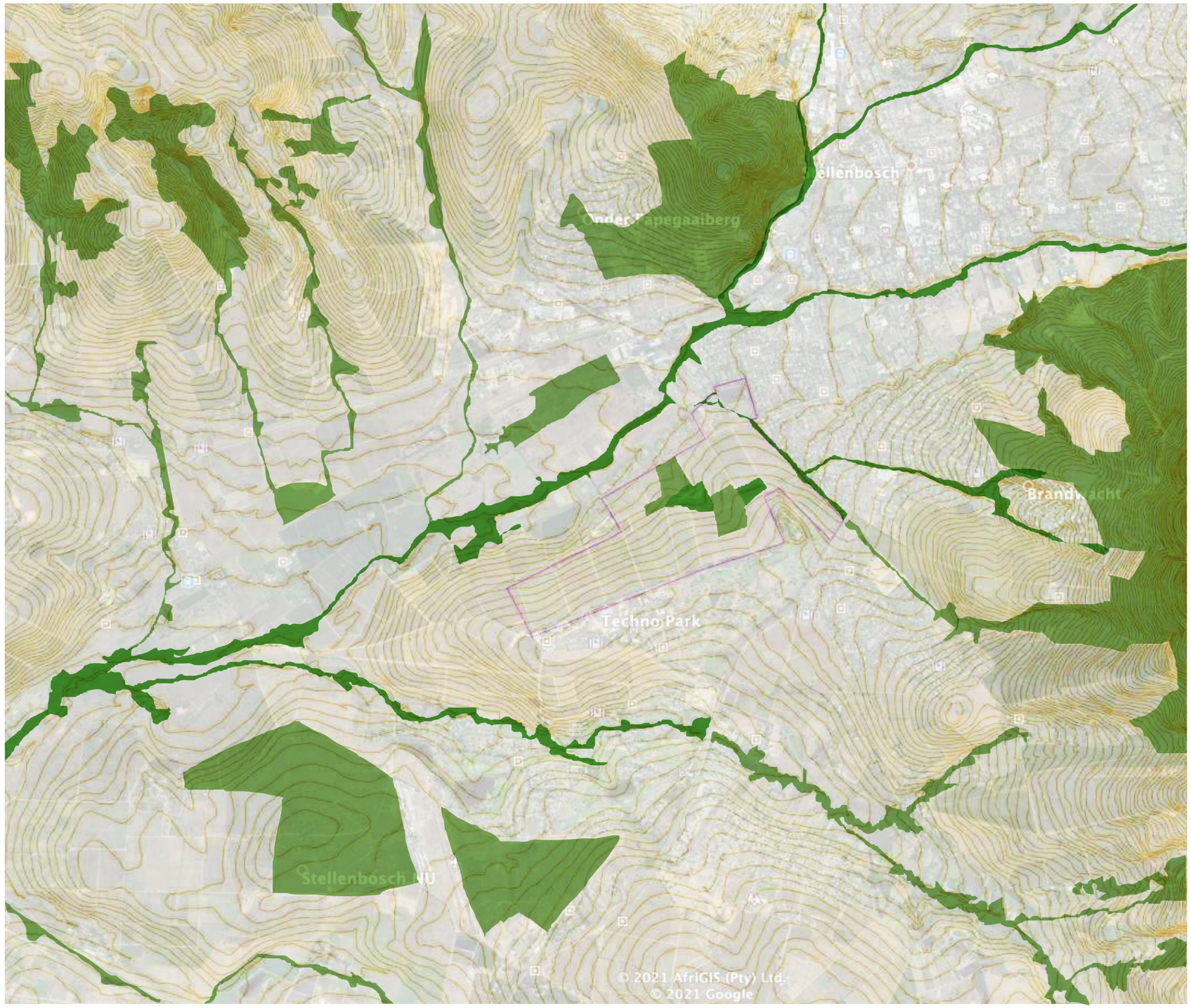
- SITE IS A GATEWAY TO THE BOTH THE URBAN CONTEXT AND RURAL CONTEXT
- FUTURE ORGANISATION OF DEVELOPMENT MUST RECOGNISE AND RESPOND TO THIS DUALITY
- UNIQUE CHARACTER IS AN AMENITY AND MUST BE DEVELOPED

Fig. 27 Contour overlay indicating site location in relation to rural and urban and the unique situation of threshold and gateway

WHAT WE REMEMBER OF PLACE

It is important to note that an experience is recalled from memory and generally memory of a place is exaggerated and enhance by specific qualities of the landscape and place. This illustration from memory illustrates that the natural features of the context are enhance and these attributes of place and character are what remain.

Fig. 28 Illustrative impression of memory and experience in approach to Libersas and Stellenbosch



CONSERVATION

- MOUNTAIN AREAS ARE NATURAL WILDERNESS AREAS
- WATERCOURSES ARE NATURAL ECOLOGICAL CORRIDORS AND CONNECTORS TO THE WILDERNESS AREAS
- CONSERVATION OF UPPER CATCHMENT AREAS ARE ESSENTIAL
- NATURAL OCCURRING AREAS ON SITE ARE DISCONNECTED TO THE BROADER CONTEXT

Fig. 29 Contour overlay indicating site location in relation to natural vegetation and wilderness areas

GREEN MATRIX - WILDERNESS AND ECOLOGY

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AGRICULTURE

- DOMINANT AGRICULTURAL PATTERNING ADDS TO RURAL CHARACTER OF SITE
- AGRICULTURE CONNECTIVITY AND HERITAGE
- TYPICAL PATTERNS AND TREE-LINES/WINDBREAKS
- AGRICULTURAL PATTERNS FOLLOW CONTOUR LINES

Fig. 30 Contour overlay indicating site location in relation agricultural patterning

GREEN MATRIX - AGRICULTURE

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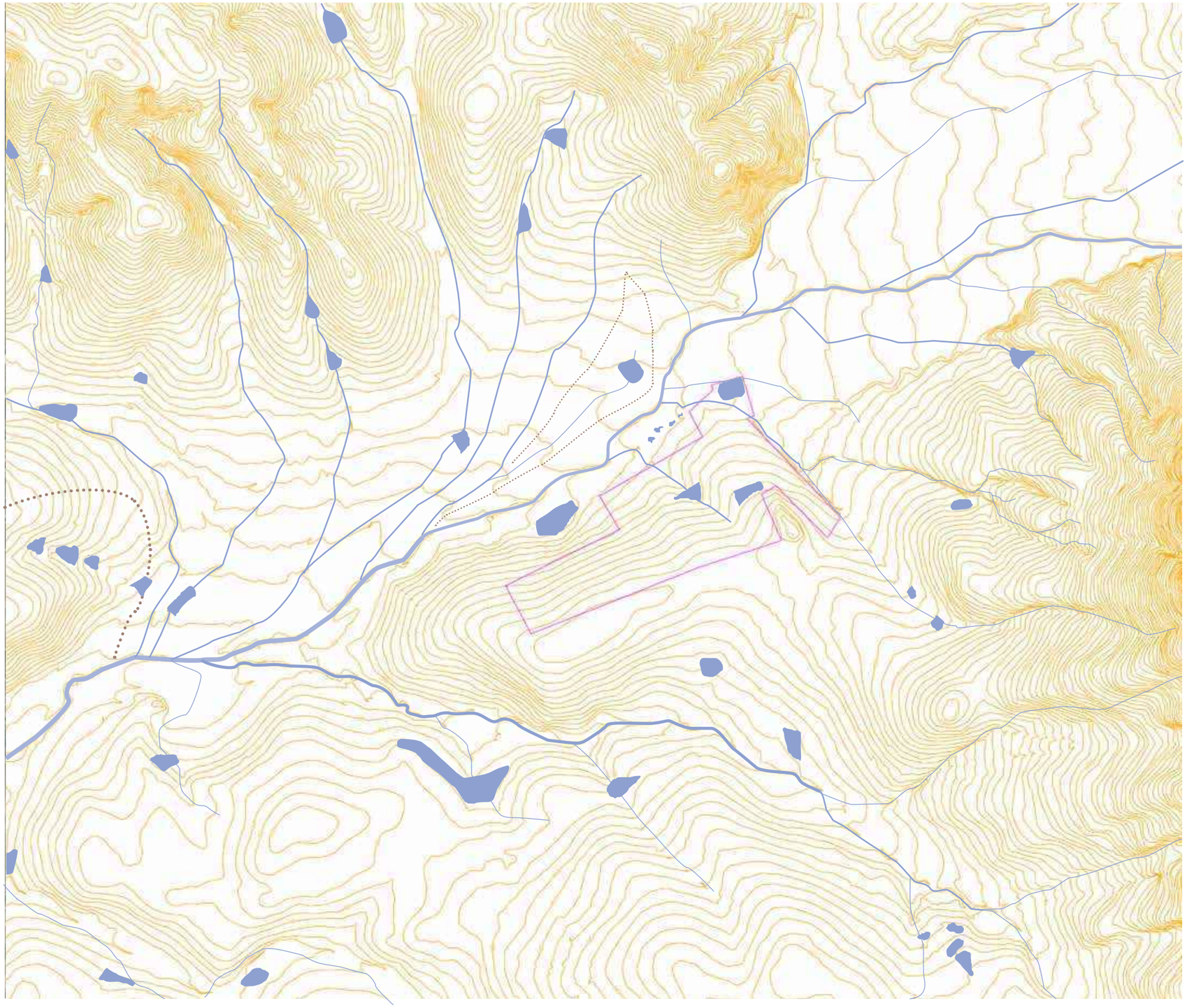

HYDROLOGY

- WINTER RAINFALL
- FERTILE VALLEY ALONG RIVER-COURSE
- DAMS OCCUR IN THE NATURAL DRAINAGE LINES ON THE SITE
- SECONDARY RIVERS/STREAMS CONNECTS SITE TO THE DOMINANT RIVER SYSTEM

Fig. 31 Contour overlay indicating site location in relation to dams, river and ephemeral streams

HYDROLOGY: RIVERS, EPHEMERAL STREAMS AND DRAINAGE - WATER ON THE EDGE AND OVERLAND

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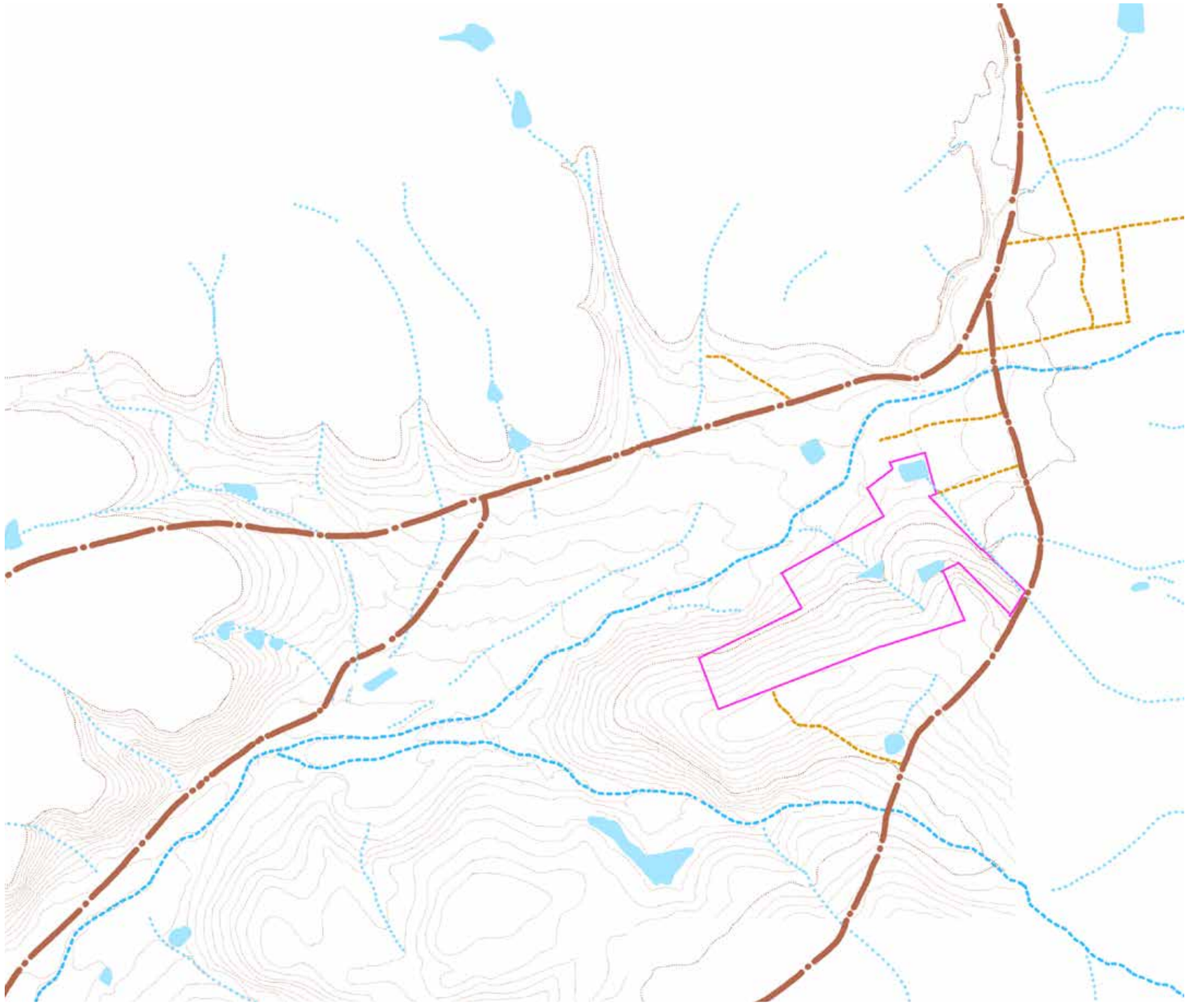

ACCESS

- THE SITE IS AT A CONFLUENCE OF ACCESS ROUTES
- SIGNIFICANTLY THERE IS BUT ONE DOMINANT ACCESS ROUTE TO THE SITE AND THIS IS THROUGH A RESIDENTIAL AREA
- THE ACCESS TO THE HISTORIC WERF IS A-TYPICAL

Fig. 32 Contour overlay indicating site location in relation to access routes and major roads

ACCESS

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LIBERTAS

CONTEXT: SITE

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Fig. 33 Green matrix study overlay indicating vestiges of historic planting in relation to reinvigorated remnants of indigenous vegetation, woods and agriculture

CONSERVATION

- RIVER CORRIDOR IS A DOMINANT GREEN ELEMENT IN THE LANDSCAPE
- TREE-LINES ARE FRAGMENTED
- REMNANTS OF AVENUE ALONG ACCESS ROAD
- CLUSTERS OF TREES IN HISTORIC WERF AREA
- CLUSTERS OF TREES ALONG DRAINAGE LINES AND BUILDINGS ASSOCIATED WITH THE FARM
- SITE IS DOMINATED BY VINEYARDS AND FIELDS

GREEN MATRIX - TREE LINES, ECOLOGY AND AGRICULTURE

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HYDROLOGY

- FARM DAMS FOLLOW THE DRAINAGE PATTERNS ON SITE
- THERE IS A DISCONNECTION ON SITE BETWEEN THE DRAINAGE PATTERNS AND THE RIVER SYSTEM
- SEEP AREAS ARE LEFT TO NATURALLY REHABILITATE

Fig. 34 Water and hydrological study overlay indicating perennial and ephemeral surface water in relation to site

WATER - USES AND WHAT IS IGNORED

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URBAN PATTERN

- SITE IS BOUNDED BY URBAN DEVELOPMENT TO THE EAST AND COMMERCIAL DEVELOPMENT TO THE SOUTH
- ACCESS TO THE SITE IS THROUGH SUBURBAN DEVELOPMENT
- VARYING EDGE CONDITIONS OF THE SITE

Fig. 35 Existing urban fabric study overlay indicating expansion of urban development in relation to site

URBAN FABRIC

LIBERTAS

SITE POTENTIAL AND RESPONSE

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CONSERVATION

- RECREATE THE GREEN CONNECTIONS AND CONNECT TO THE BROADER ECOLOGICAL SYSTEM
- ENHANCE ECOLOGICAL SYSTEM ON SITE
- RECOGNISE HISTORIC PATTERNS
- CREATE AMENITIES OF GREEN SYSTEMS

Fig. 36 Green corridors study overlay in relation to site

CONNECTING AND MAKING SENSE OF ECOLOGY

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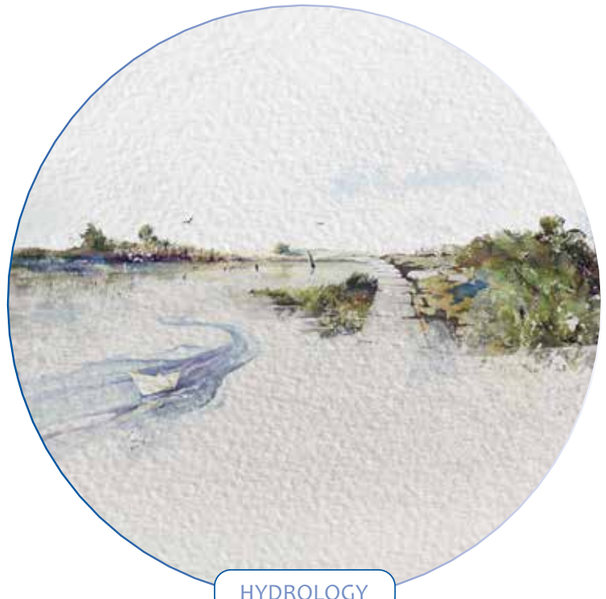

HYDROLOGY

- CREATE AN INTEGRATED HYDROLOGICAL AND ECOLOGICAL SYSTEM
- STORM-WATER SYSTEMS TO FOLLOW “SUDS” PRINCIPLES
- STORM-WATER AS ORGANISING ELEMENT TO FUTURE DEVELOPMENT
- STORM-WATER SYSTEM AN AMENITY TO THE FUTURE DEVELOPMENT

Fig. 37 Proposed green corridors and hydrological network overlay indicating how integrated systems provide opportunity for amenities

STORM-WATER - INTEGRATED AMENITY AND VALUE

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Fig. 38 Emerging concept design responding to site characteristics

URBAN PATTERN

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

WHAT TO DO WHERE - THE WAFT AND THE WEAVE

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Fig. 39 Cohesive relationship between functional and aesthetic design

ILLUSTRATIVE PANORAMA OF VIEW TO THE SOUTH-EAST

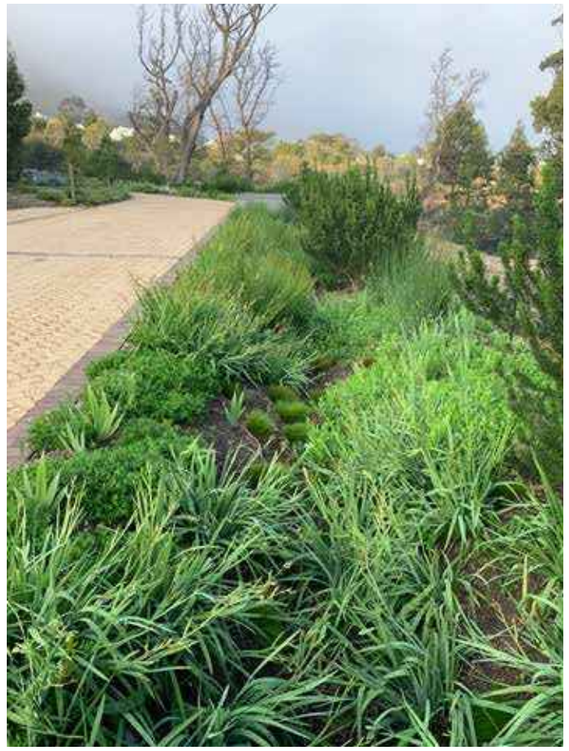

Fig. 40 SUDS design for storm water management

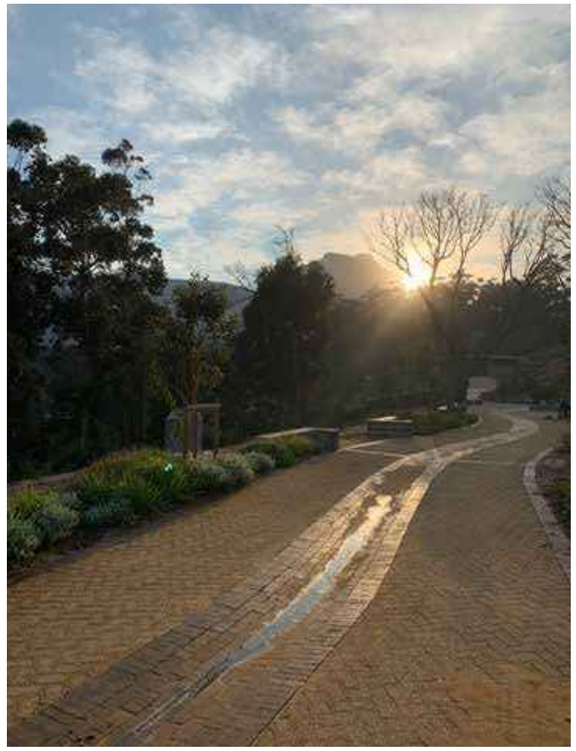

Fig. 41 Integrated Storm-water design

Fig. 42 Indigenous aquatic planting for water filtration

Fig. 43 Indigenous fynbos planting adapted to climate

Fig. 44 Storm-water as amenity - dynamic relationship between landscape, planting and climate

Fig. 45 Storm-water as an amenity - movement through site

PRECEDENT IMAGES - MATERIALITY AND PLANTING

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LIBERTAS
LANDSCAPE HERITAGE

* IN ADDITION TO THE DIAGRAMS AND ANALYSIS DEVELOPED AS PART OF THE LANDSCAPE HERITAGE ANALYSIS OF THE CONTEXT AND THE SITE, THE COMMENTS RAISED BY LIANA MULLER AND MARIKE FRANKLIN DATED 02.02.2021 WERE TAKEN INTO ACCOUNT. THE ISSUES RAISED WERE ADDRESSED AS PART OF THE ANALYSIS AND RECOMMENDATIONS. THESE INCLUDE THE DEVELOPMENT CRITERIA AS PER THE STELLENBOSCH CONSERVATION MANAGEMENT PLAN (2019) IN PARTICULAR LANDSCAPE UNIT C15 EERSTE RIVER CENTRAL AREA (7.7) THAT HAS BEEN AWARDED A GRADE IIIB (HERITAGE AREA).

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Fig. 46 Aerial photograph of site and immediate context, 1938, with graphic overlay identifying historic landscape character

Fig. 47 Aerial photograph of site and immediate context, 1938

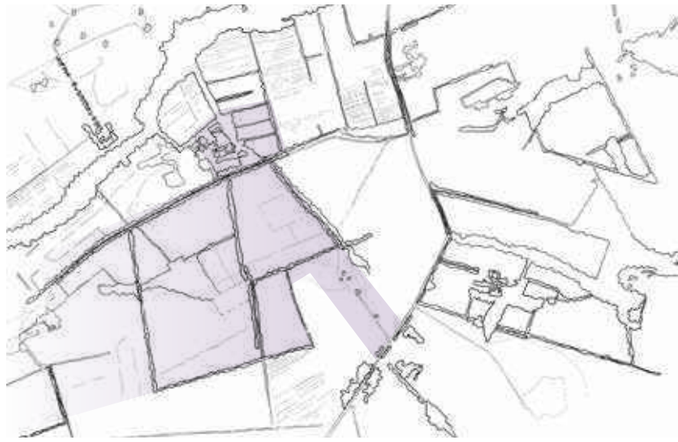

Fig. 48 Graphic study of historic landscape structural features

- HISTORIC PATTERNS ARE INTEGRATED AGRICULTURAL PATTERNING
- STRONG PATTERNS OF TREE-LINES AND WIND-BREAKS
- RIVER CORRIDOR IS CONNECTED TO THE SITE
- RIVER CONNECTION OF HISTORIC WERF IS CLEAR AND WELL ESTABLISHED

HERITAGE - LANDSCAPE PATTERNS

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Fig. 49 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)

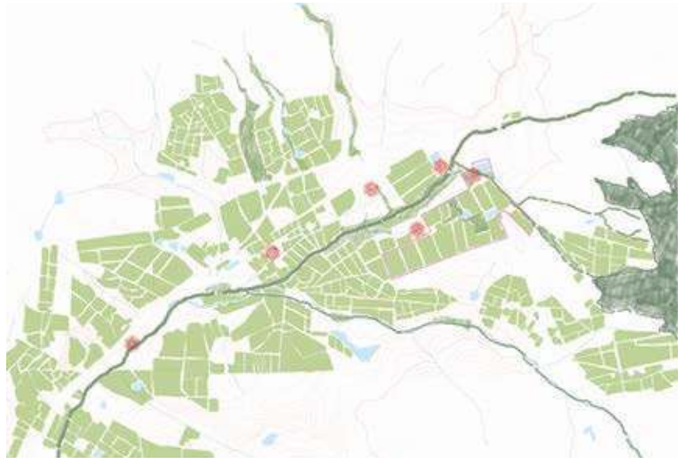

Fig. 50 Diagram of agricultural mosaic depicting heritage nodes

Fig. 51 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
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- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

HERITAGE - RELATIONSHIP TO AGRICULTURE

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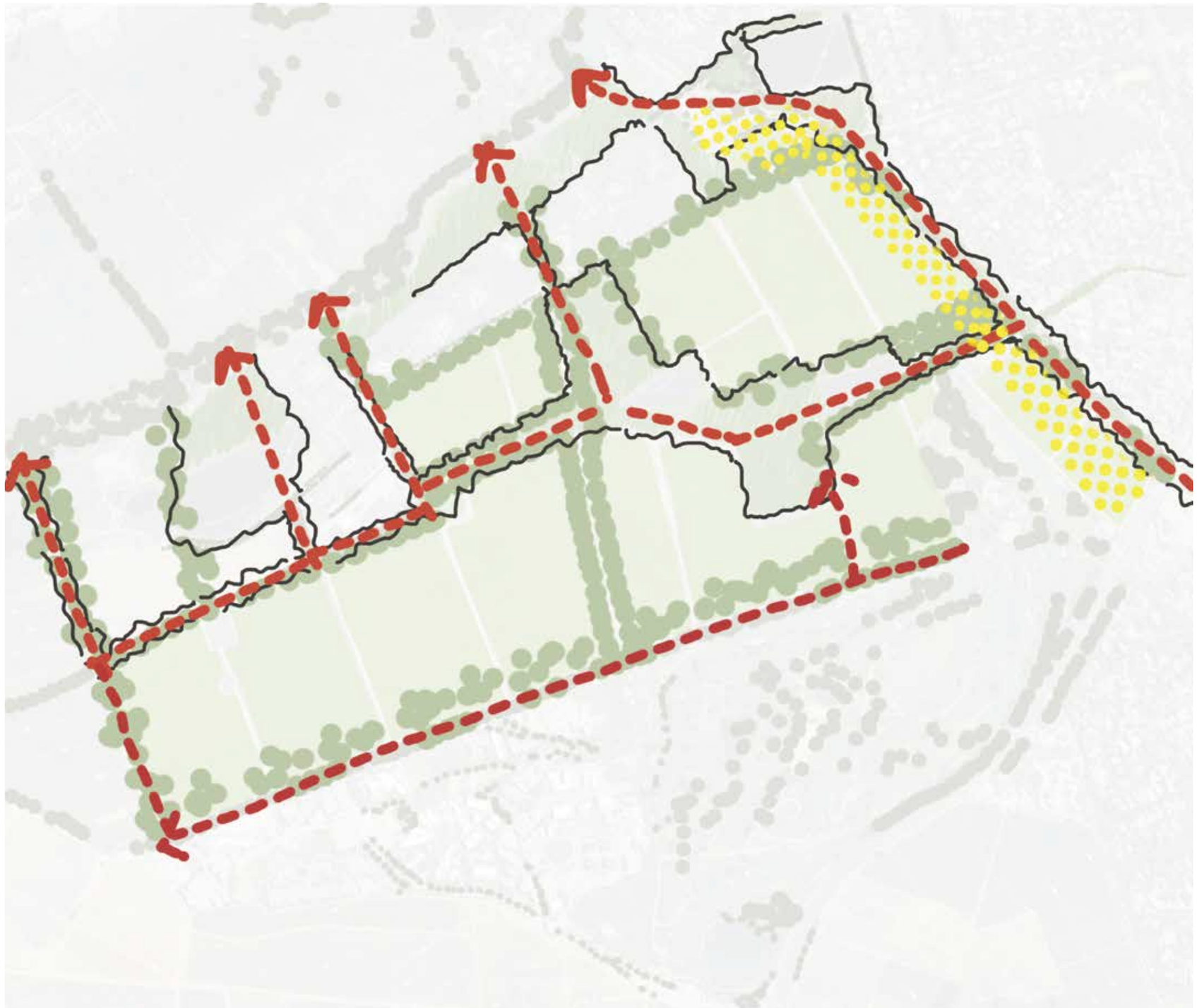

Fig. 52 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site

Fig. 53 Diagram of two different character zones on site

Fig. 54 Discussion diagram of framework plan

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- RE-CONNECT THE ECOLOGICAL CORRIDOR
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HERITAGE - RE-CONNECTION OF GREEN

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Fig. 55 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

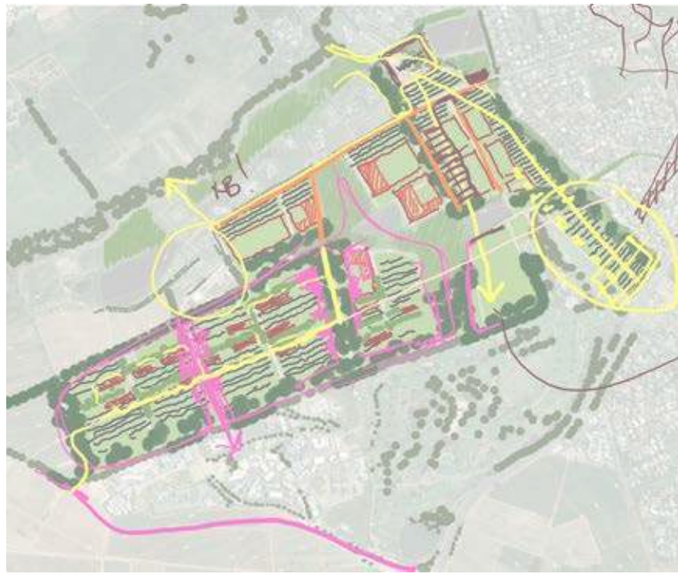

Fig. 56 Development of framework plan discussion diagram

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ANNEXURE 15:
VISUAL IMPACT STUDY AND VISUAL STATEMENT REV 1 MAY 2022

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26-05-2022

To whom it may concern

VISUAL IMPACT STUDY AND VISUAL STATEMENT FOR THE PROPOSED DEVELOPMENT: LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

Filia Visual was appointed by Reset Properties (Pty) Ltd to prepare an independent Visual Impact Statement for the abovementioned project, to be submitted along with the Libertas development proposal for rezoning to be submitted to the Stellenbosch Municipality.

The Stellenbosch Municipality have requested more detail of the applicant regarding the potential visual impact that the proposed development may have on the existing (specific heritage) character of the area, with specific reference to the development proposal's integration with the surroundings and potential visual impacts from the local scenic routes (especially Polkadraai Road).

Figure 1: *View over Libertas Farm towards Simonsberg (URBA: Urban Design Principles document, 2021)*

The purpose of the Visual Statement is to determine the potential Visual[1] Impact of the proposed development on the visual and scenic environment; and to ensure that the visual & aesthetic consequences of the proposed project are understood and adequately considered in the land use planning process.

According to the DEA+DP Guideline and the brief provided by the project team, the service required calls for specialist involvement in the **Pre-application planning stage** (to identify scenic resources and visually sensitive areas or receptors, which may determine site selection, and layout of the project; and to determine potential fatal flaws, possible significant negative impacts and possible mitigation measures) and the **Screening stage** (to determine if a more detailed visual assessment is required).

1. Desktop study

The subject site is located within the Stellenbosch municipality, outside of the Council Approved Urban Edge, and within the Eerste River Central Area Landscape Unit (C15) according to the Stellenbosch Municipality Heritage Inventory [Survey] and Conservation Management Plan (HS&CMP) (Stellenbosch Municipality, 2016). The Libertas project has the benefit of being subject to a number of previous studies relating to visual and aesthetic aspects, as well as local policy governing appropriate development within the subject site and the area.

The site is large (just under 180 Ha), with a predominantly north and northwest facing aspect (a small, isolated portion is northeast facing). The majority of the site slopes gently from a roughly east/west ridge, which slopes down consistently to the Eerste river's course. The site is currently under cultivation (vineyards), comprising some fallow land and three large irrigation dams. The subject site also houses a small complex of workers cottages and the historic Libertas Agricultural werf (Grade II).

Figure 2: *Site photograph illustrating current site and Receiving environment land uses (Smit, 2021)*

[1] *Please note the following key principles and concepts that are considered and described in terms of visual input* (Oberholzer, 2005)*:*
– 'Visual' implies the full range of visual, aesthetic, cultural & spiritual aspects of the environment contributing to sense of place;
– Both the natural and the cultural landscape and their inter-relatedness including all scenic resources, protected areas, and sites of special interest, together with their relative importance in the region are considered part of the visual resource;
– Visual studies are underpinned by an understanding of the landscape processes, including geological, vegetation and settlement patterns, which give the landscape its character or scenic attributes;
– Both quantitative and qualitative criteria are included when describing visual aspects.

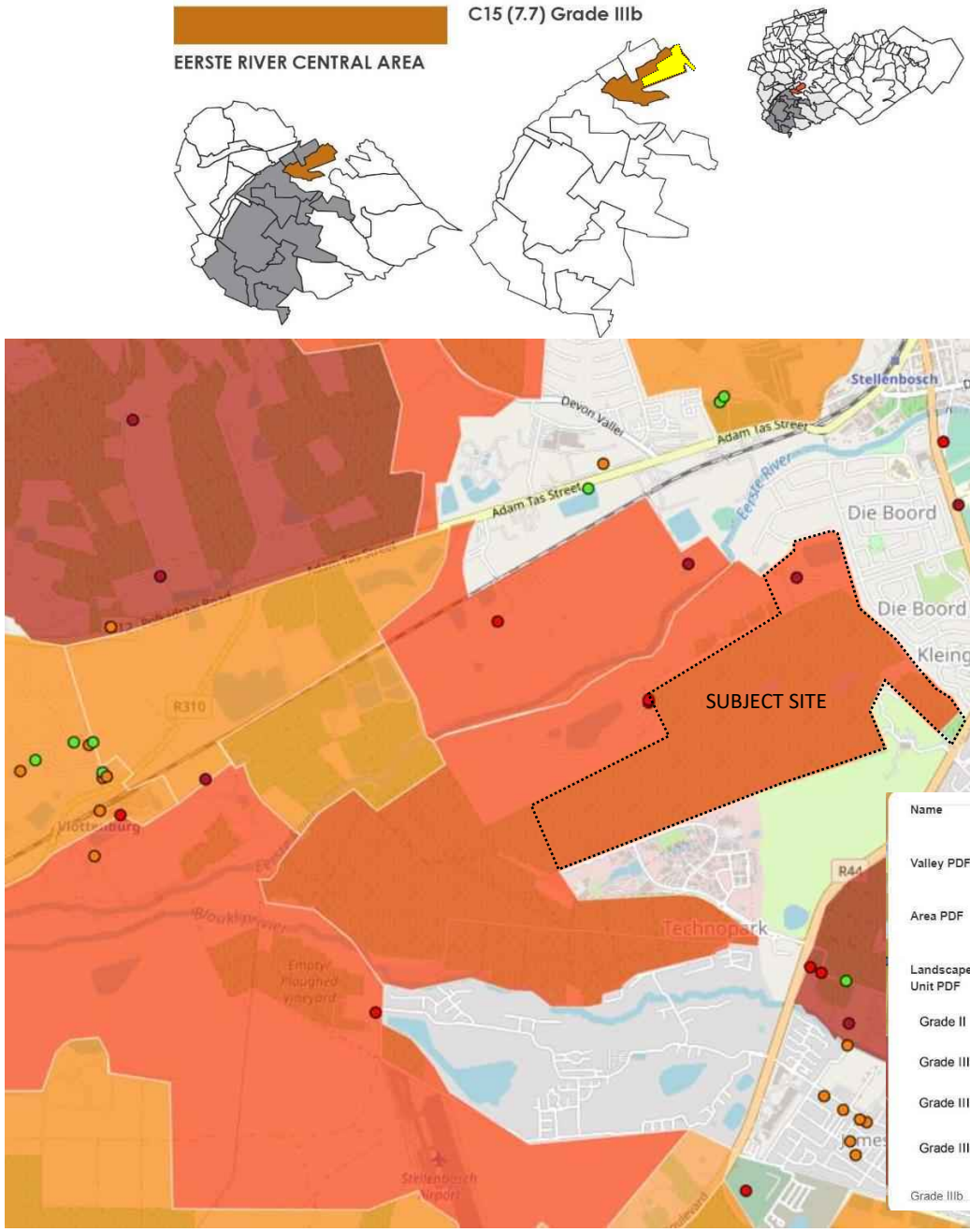


Figure 3: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing C15 Eerste River Central (Source: HS&CMP)*

Figure 4: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing photograph of the C15 Eerste River Central Landscape Unit. Note that the subject site is located to the left of the white dotted line (Source: HS&CMP)*

The site, being large (just under 180 Ha) has a number of edge conditions. Flanked on its eastern boundary by Die Boord (an established and densely treed middle-class suburb of Stellenbosch - mostly single storey residential), the urban fabric is separated from the subject site by a small tributary of the Kleingeluk river (referred to in the project documentation as the "eastern drainage edge") which in turn terminates in the irrigation dam in the north easternmost corner of the site. A narrow tarred road, Van Reede Street, runs along the northern edge of the site, taking access off Van Reede Road in Die Boord, and terminates at the SAPO trust entrance. Neighbouring private properties delineate the northern boundary (these are the private residential development of Patrysvlei, the Fleurbaix estate and historic homestead, and the business park housing the SAPO Trust). To the west, the site is flanked by the continuation of the agricultural landscape and vineyards north of Kleine Zalze. The northern boundary is shared with the Technopark and Stellenbosch Golf club property boundaries.

According to the Terra+ Visual Analysis, the receiving environment within which the site is located is "rich in cultural heritage and scenic significance" (Terra+ Landscape Architects, 2020). Additionally, the Stellenbosch HS&CMP states that "the site holds extremely high levels of historical, architectural, archaeological, landmark/scenic, aesthetic/contextual significance", contributing to the "understanding of the historic pattern of settlement" in the area and the "interplay between built environment, the rural landscape and the wilderness beyond" (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). It bears mention however that the context of the manor house is eroded (Jansen, 2020). The Heritage consultant notes that the heritage resource falls into the category 'Enhance', meaning that remedial action to restore or change the heritage resource through adaptable reuse would be an appropriate intervention.

Figure 5: *Site photograph of the Libertas werf (Jansen, 2021)*

The proposed development triggers the Green Transition Conservation Systems in terms of the HS&CMP, which recognizes that the rural landscapes of Stellenbosch are significant cultural landscapes within the context of the Western Cape (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 7). The Green Transition Conservation System "looks at the horizontal transition of development within the landscape, with the focus more on the open agrarian landscape and the transition from urban to rural, than the distant wilderness landscape" (Stellenbosch Municipality, 2019, p. 1). According to the HS&CMP any development in the C15 land unit would compromise the rural character of Stellenbosch (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). Additionally, the C15 Landscape unit features more than 70% visibility from Grade II scenic routes. According to Liana Jansen, "The only way development could be considered on this site is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric, and adheres to all the indicators of the landscape, as highlighted in the Stellenbosch Conservation Management Plan (2019)." (Jansen, 2020).

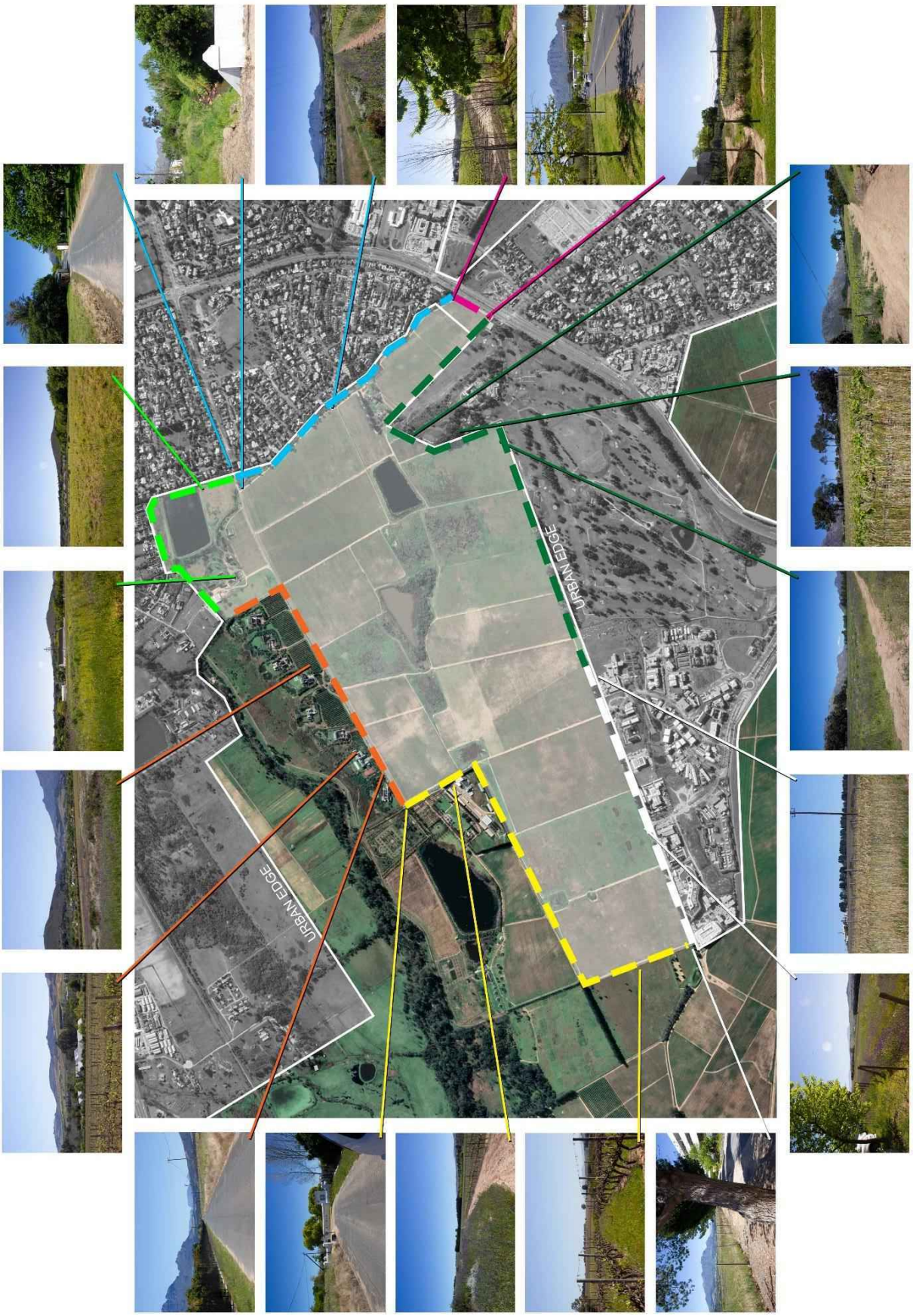


Figure 6: *Site photographs illustrating edge conditions (Smit, 2021; Aerial Source: Google Earth, 2021)*

2. Sense of place and Landscape character

Distinct rectilinear vineyards on a gradual slope contribute to the sense of place, and a key feature of the site and receiving environment is the openness of views. This is true for views from the site outward as well as from views within the Viewshed areas that affording the visual receptor "views across the predominantly viticultural landscape towards the dramatic mountains in one harmonious frame" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 5). It should however be noted that views from the receiving environment onto the subject site are often interrupted (refer to Section 00 of this report); and views are not recorded at all from within the urban edge and residential areas within 1,5km of the subject site. According to the HS&CMP, "where landscape units with a coverage of 70% or more intersect with the … Green Transition Conservation System, it heightens the importance of those landscape units for their open quality" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).

Figure 7: *Site photograph taken from the M12 at the only place along the Polkadraai road where the subject site is located directly within the line of sight of the viewer. Note that this section of the M12 is not classified as a Scenic Route. The photograph is taken just east of the entrance to the Longlands Country Estate (Smit, 2021)*

Figure 8: *Site photograph taken from the R310 overlooking Droedyke farm, Ou Stal, and the course of the Eerste River. The entire SAPO trust complex, Patrysvlei and the extensive gardens at Fleurbaix are screened by the dense vegetation in the fore- and middle ground. The avenue of trees along the Technopark and Stellenbosch Golf Club boundaries are a landmark feature in the visual field (Smit, 2021)*

The subject site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural

landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

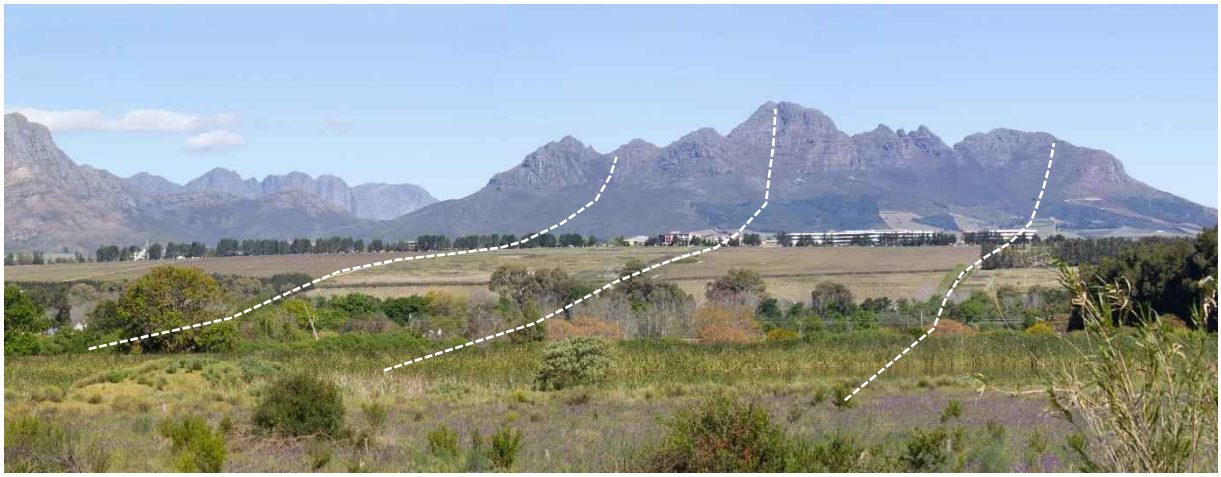


Figure 9: *Site photograph of the landscape patterns across the site created by the service roads between the vineyards that lie perpendicular to the slope (Jansen, 2021)*

The HS&CMP identifies the landscape patterns across the subject site (i.e.; the service roads between the vineyards that lie perpendicular to the slope) as a well-defined landscape feature and rural landmark entering into Stellenbosch from the Polkadraai Road. These patterns direct views towards the dramatic mountain backdrop, reinforcing the scenic experience of continuity between the "cosmic", "classic" and "romantic" landscape domain typologies comprising a complex landscape, according to the Terra+ Visual Analysis (Terra+ Landscape Architects, 2020, p. 8).

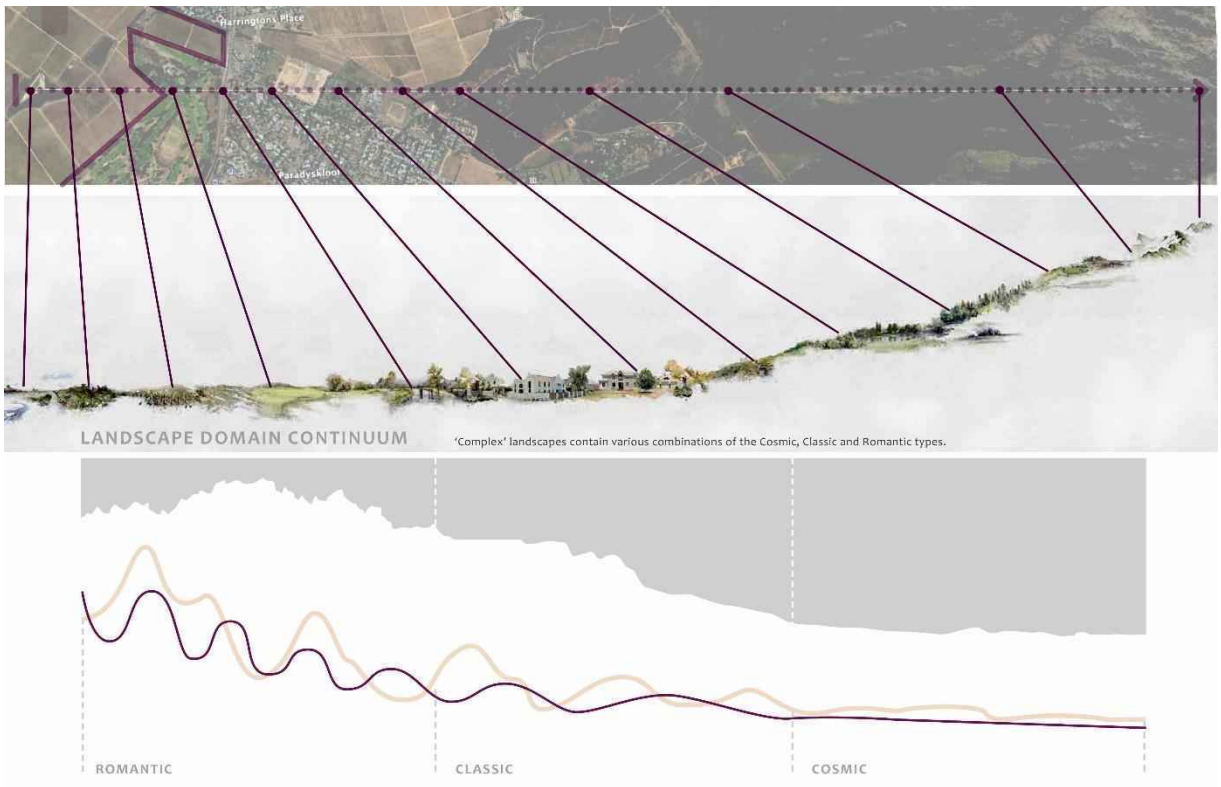


Figure 10: *Graphic illustrating the Landscape domain continuum that creates visual continuity between the natural setting, green linkages, and town edges (Jansen, 2021)*

3. Site Visit and Visibility Study

The site visit was conducted on the 14th of October 2021 under sunny and clear weather conditions. Fieldwork, Line of sight testing and visibility analysis resulted in the following observations:

- The proposed development will not generally be visible from the **south**, as it is screened by the Technopark ridge and avenue of trees.
- Views from the **east** (except at higher elevation and at distances of more than 1,5km) are limited by screening elements in the immediate foreground of viewers such as buildings and existing vegetation i.e.; views from within the urban edge are very limited.
- Views from the **north** onto the site are generally screened by foreground elements from within 2 – 2,5km of the subject site, including undulating topography. Additionally, there are relatively few sensitive receptors located to the north of site.
- Views from the **west** should be considered the most sensitive, given the aspect of the site's topography and the openness of views from Polkadraai road (M12 Scenic route) and the surrounding landscape to the north west over the subject site.
- The subject site is visible (and proposed development will be visible) from the surrounding mountains which are highly valued recreational and ecological resources. Refer to Figure 13 for a representative view from Tokara wine estate at the top of the Helshoogte pass.
- The site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes (the HS&CMP identifies the subject site as part of a Landscape unit with more than 70% visibility from Grade II scenic routes).
    - Please refer to Figures 44 and 45 for an indication of the site's visibility from surrounding Scenic routes.
- The viewshed shows that the proposed development will be visible from the majority of the surrounding urban areas, however line of sight testing during fieldwork indicated that the areas from which the proposed development will be visible are significantly fewer than illustrated (the viewshed does not take into consideration the significant screening capacity of existing buildings and vegetation for viewers 1,8m above the ground level).
- Being on the southern side of the ridge from the subject site, views from Technopark are limited to those on the property boundary itself, and no other views from within the Blouklip river valley were recorded.
- Views from the surrounding residential areas will be limited significantly by the density of the surrounding suburban vegetation together with the relatively flat or lower topography of the urban areas.
- Only a small portion of the total subject site (a small vineyard) will be visible from the R44. This vineyard is the most embedded aspect of the agricultural landscape on the site that is visible from the surrounding urban setting. The proposed buildings will be visible but screened by the existing avenue of trees. Commuters travelling south will view the proposed buildings from a slightly lower elevation, and viewers travelling north towards Stellenbosch only have perpendicular views.
- Sub-precinct B is only visible from about 100m of the R310 Scenic route but will mostly be screened by topography and vegetation in the foreground.
- Sub-precinct C is not visible from the M12 and R310 Scenic routes at all.
- The landscape viewed from west to east (travelling towards Stellenbosch along the scenic routes north of site) is more sensitive than the landscape viewed from east to west. This is because of the framed and layered views across the agricultural landscape that gains elevation and scenic value up towards the natural landscape over the encircling mountains that viewers looking east have access to. Additionally, the site is either perpendicular to or behind the viewer from any location further west than the landfill site along these roads

- Libertas itself, and the Sub-precinct B area are not visually prominent from the north and north west, which account for the most sensitive views.
- Sub-precinct A is located at the base of the most visually prominent parts of the site.
- The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.

Figure 11: *Site photograph illustrating the most visually prominent/exposed/sensitive portion of the subject site (Smit, 2021)*

The proposed development is distributed across the site in sub-precincts, leaving much of the landscape undeveloped and open, where land use and land cover will remain largely unchanged. Therefore, the visibility of the proposed development differs depending on which sub-precinct is being referred to.

i. Please see Appendix A which containing viewsheds for each sub-precinct at 1km, 5km and 10km distances.
ii. Figure 12 illustrates the combined viewshed for all aspects of the proposed development together.
iii. Figures 13 to 22 illustrate the visibility of the subject site from various distances and vantage points within a 10km radius of the subject site.

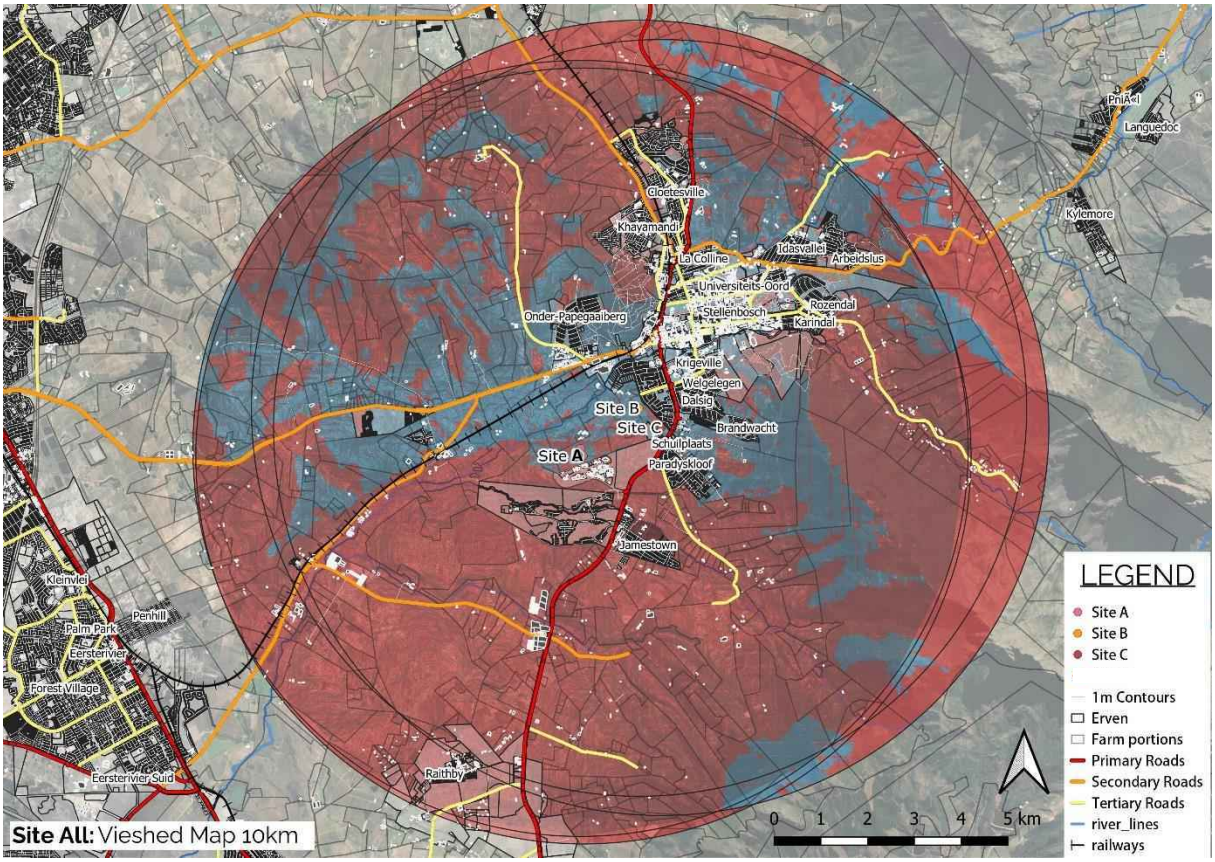


Figure 12: *Viewshed 10km radius with four transmission points representing the proposed development areas. Please note that a blue overlay indicates visibility, and a red overlay indicates areas from which the proposed development will not be visible. Refer to Appendix A for individual viewsheds (Smit, 2021)*

Figure 13: *Site visit photograph taken from Tokara wine estate at the top of Helshoogte pass at approximately 8,4km away (all measurements are taken from the centre of the subject site), looking south west (Smit, 2021)*

Figure 14: *Site visit photograph taken from the M12 Polkadraai road at approximately 8km away, looking east. Only a small sliver of the site is visible to commuters travelling towards Stellenbosch (Smit, 2021)*

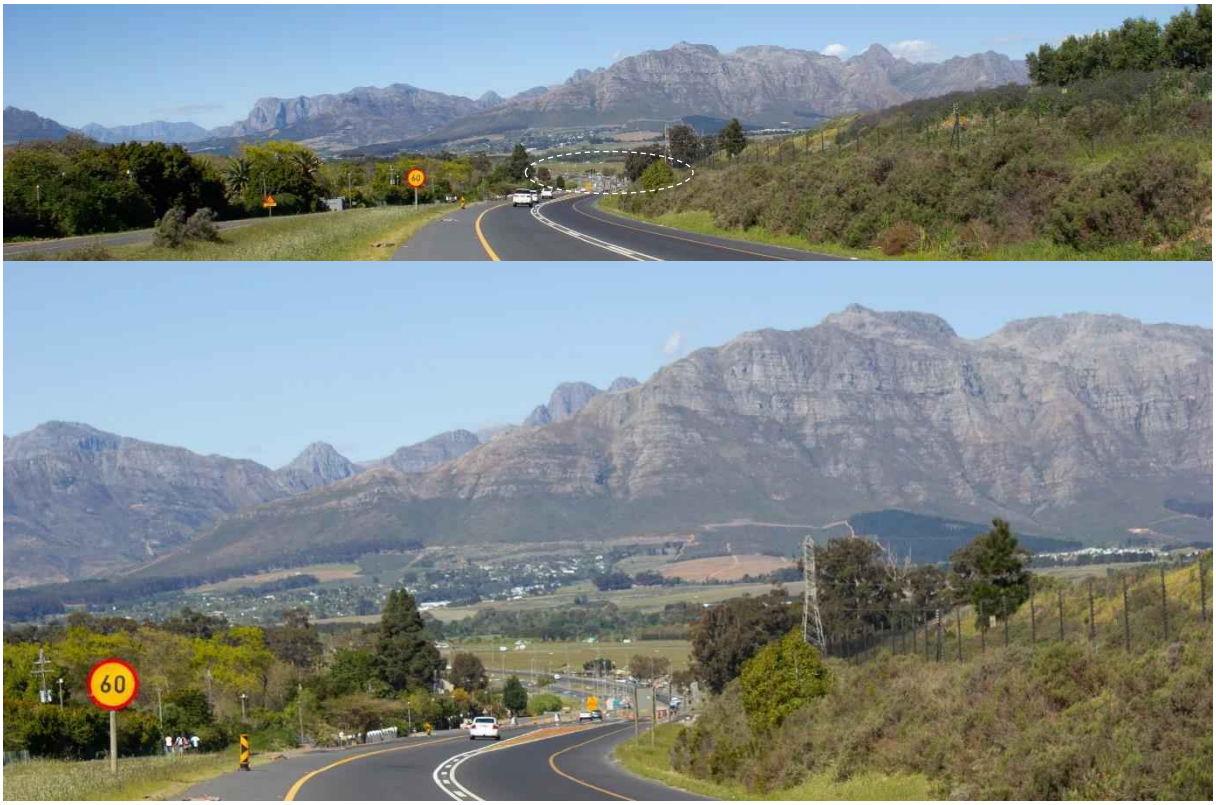


Figure 15: *Site visit photograph taken from the M12 Polkadraai at approximately 5,2km away from the centre of the subject site, looking east. Note that the vegetation patterns in the landscape run perpendicular to the viewer and are not perceptible from this vantage point. The site forms part of the middle ground agricultural landscape (Smit, 2021)*

Figure 16: *Site visit photograph taken from the entrance to Neethlingshof at approximately 3,5km away, looking east. Note the existing mature vegetation screening the westernmost portion of the site and the avenue of trees behind which the Technopark buildings are visible (Smit, 2021)*

Figure 17: *Site visit photograph taken from the R310 Baden Powell Drive. This view location marks the limits of the subject site's visibility from this scenic route, according to line of sight testing during the site visit. This view is located 3km away, looking east. Also note the proposed development the tree avenues along the subject site's westernmost edge (Smit, 2021)*

Figure 18: *Site visit photograph taken from the entrance to Asara on the R310 Adam Tas Street, at approximately 2,8km away, looking south east. Note that the vineyard-derived landscape patterns are still not particularly noticeable from this vantage point, but that the agricultural landscape nevertheless reinforces the scenic experience of continuity between the different landscape domain typologies and protects the rural/agricultural landscape setting of the entrance to the town (Smit, 2021)*

Figure 19: *Site visit photograph taken from the R310 Adam Tas Street at approximately 2km away from the centre of the subject site, looking south over the Eerste River course in the foreground. Note how the landscape patterns are now visible, running perpendicular to the slope, the R310 and the direction of travel of the viewer (Smit, 2021)*

Figure 20: *Site visit photograph taken from the R44 at the easternmost edge of the subject site (+- 1,2km from its centre) looking north west. Notice that only the vineyard on this portion of the site is visible (Smit, 2021)*

Figure 21: *Site visit photograph taken from the southern boundary of the subject site looking north east towards Simonsberg over the vineyards. Notice the density of the vegetation within the urban edge, and the urban typology that is predominantly single storey residential – invisible from this vantage point. Libertas is visible in the left of the image, and the fact that the Distell industrial complex is barely visible from this location is testament to the visual absorption capacity of the Eerste River Valley landscape (Smit, 2021)*

Figure 22: *Site visit photograph taken from within the site, looking south west up the slope towards the irrigation dams (not visible here due to topography). Note Van Reede Street in the far right and the stand of trees indicating the position of the notch in the property boundary that accommodates the Stellenbosch Golf Club (Smit, 2021)*

4. Proposed development

4.1 Previous proposals

The 2017 proposal took the approach of a business-as-usual continuation of suburban sub-division. The bubble map below earmarks the majority of the subject site for Residential estate development, with a hotel precinct surrounding the Libertas werf, extensions to Technopark's land uses along an extended Techno Avenue, as well as a Private school and University on the north and north west facing slopes. The civil engineering/proposed roadways (chiefly, a central access route) appear to drive much of the spatial design decision making, and the scheme gives the impression that much of its *raison d'etre* is based upon the assumption that the Western Bypass would be constructed.

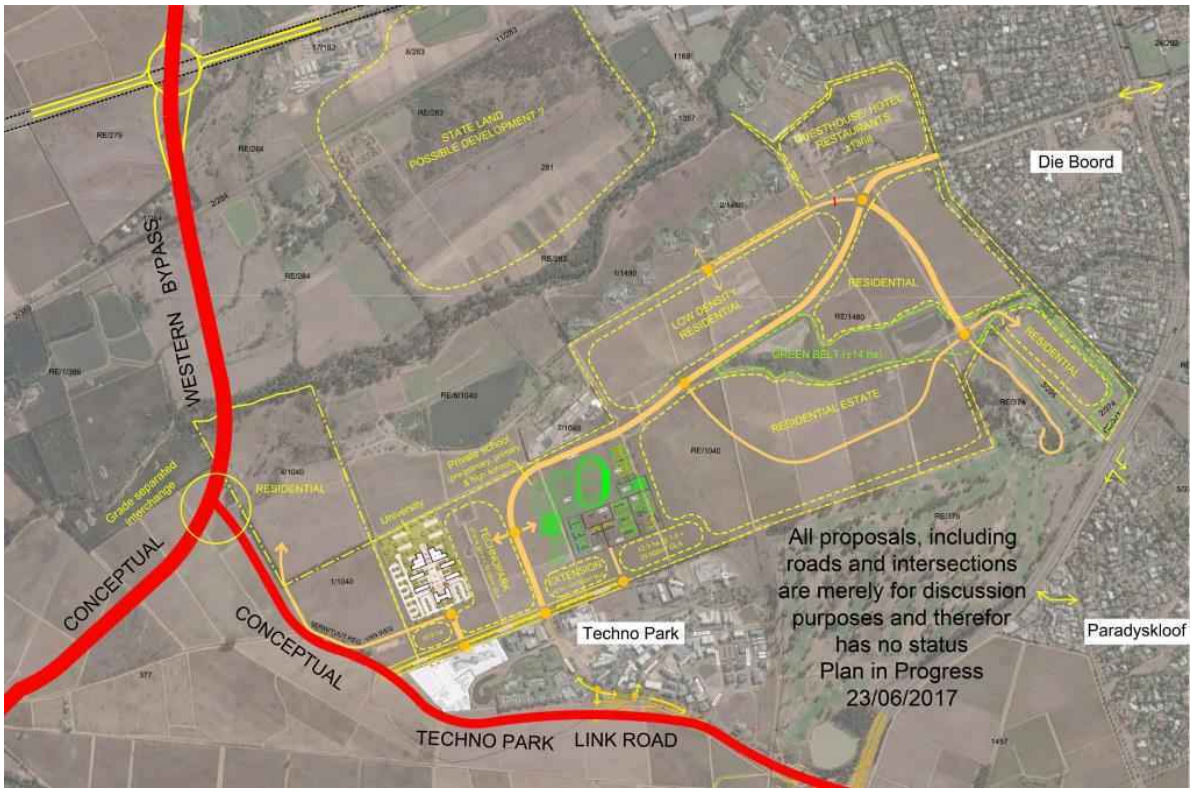


Figure 23: *2017 (conceptual) development proposal (Source: URBA, 2021, authors unknown)*

In the absence of a more detailed proposal, not much comment can be given regarding layout, massing, and architectural typology, but it is clear that this initial proposal amounts to a conventional development proposal that would erode the urban edge and add to urban sprawl. As stated in the Heritage comment letter: "… it remains questionable whether another high-density development

node is necessary that is historically, spatially, and topographically contrary to the proposals as per the SDF." (Jansen, 2020).

Figure 24: *URBA's first development proposal (URBA, 2021)*

URBA's initial proposal did away with the central road, and developed a scheme based on the idea that the whole site did not need to be (and in fact should not be) developed. The scheme proposed access and circulation that could function independently of the controversial Western Bypass. The proposal was to retain the majority of the vineyards, and cluster development along the existing urban edges – one precinct along the Die Boord suburb, and the bulk of the development directly alongside Technopark. According to URBA, the architectural resolution focused on typology and fit rather than optimizing planning parameters. Access would be taken of the adjoining urban areas, with a narrow, meandering, serpentine lower order roadway winding through the landscape.

Land use would be a mix or residential, commercial, retail, and institutional, with building massing stepping down from a high street (3 storeys) into single storey and then into agricultural landscape. Low density residential clusters at Sub-precinct A were designed to sit on plinths in the landscape, alongside low slung walls, and integrated landscaping to further mute fairly quiet architecture. The entrance precinct at Sub-precinct B would consist of three storeys walk up apartments, with some medium density residential drawn out int o the landscape alongside. Sub-precinct C would accommodate clusters of residential units within the vineyard. This proposal already vastly improved on the previous proposal in terms of scale, concept, massing, urban design approach and a more sensitive response to contextual heritage and visual sensitivities in general.

4.2 Design development and notes on conceptual approach

The proposed development has since undergone an inter-disciplinary and iterative design process informed by Urban Design, Heritage, Visual and Landscape Architectural professionals on the design team. Please refer to the Heritage Comment letter dated 3 December 2020 by Liana Jansen for a summary of the professionals who have been approached to provide input, comment and

professional opinions (Jansen, 2020), as well as page 2 of the Urban Framework document (URBA, 2021).

The **conceptual approach** was to formulate a sensitive response the elements of the cultural landscape identified both within the site and the surrounding context. The URBA team's understanding of the role of the site within the scenic environment is communicated in the conceptual diagram below indicating the conceptual design response in the foreground, middle ground, and background. The layering of landscape and architectural elements aim to result in a development that is built in and not on the landscape. According to the Visual Analysis that accompanied this design phase, the proposed development aims to create a point of orientation and contextual significance in the landscape to establish a unique identity and sense of place, especially for views from the R310.

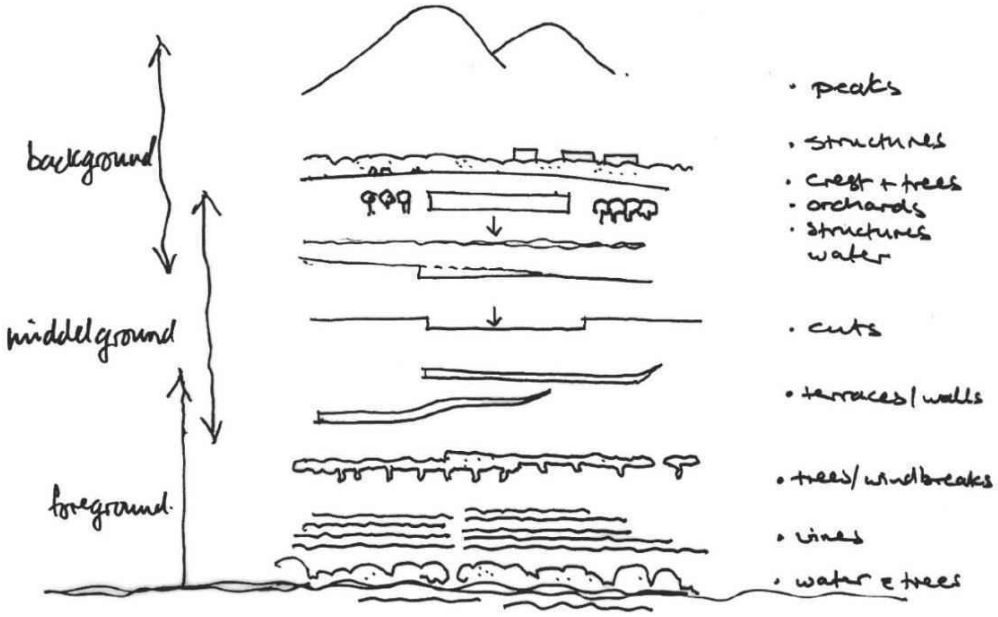


Figure 25: *URBA Conceptual approach diagram (URBA, 2021)*

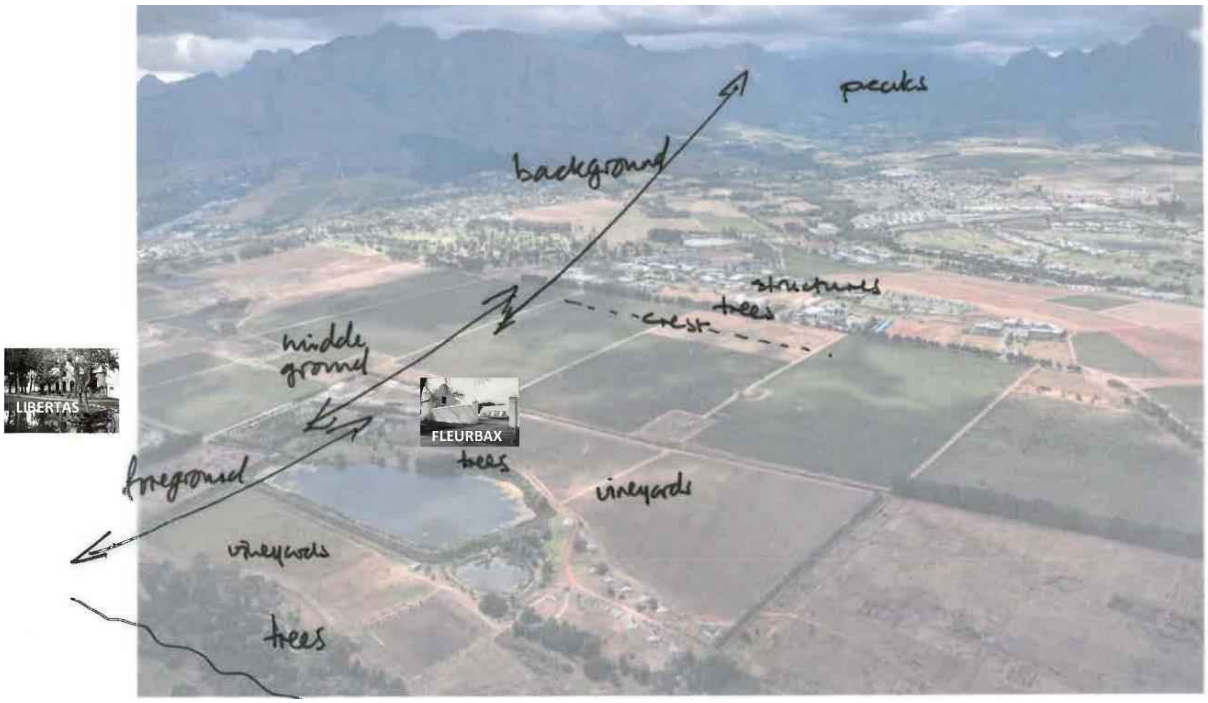


Figure 26: *URBA Elements of the Cultural Landscape (URBA, 2021)*

4.3 Current proposal

Following an investigation into social, historical, and cultural significance, URBA reworked the proposal to incorporate these findings. The current proposal is localised in two areas of the site:

- Sub-precinct A in the western portion, parallel to the northern boundary of Technopark;
- and Sub-precincts B & C in the east, adjacent to the Die Boord neighbourhood and the R44.

The development proposal consists of 1 241 residential opportunities, 12 138 m2 retail/offices, and 9 408 m2 cultural/institutional facilities. In this proposal, integrated heritage, visual and cultural landscape, and other spatial patterns are more legible as primary structuring mechanisms in the design and layout. The high street model for Sub-precinct A was dialed back in terms of massing and function and moved further down the slope to ensure that the most visible upper part of the subject site on the ridge crest would be less impacted.

FIGURE 6.01: PUTTING IT ALL TOGETHER: The masterplan and its elements

1. Access from future planned eastern bypass
2. Winding route through vineyards
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Links to Techno Park
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

Figure 27: *URBA's current development proposal (URBA, 2021)*

The architectural mix of buildings and typologies was also changed to be more fluid, more responsive to landscape and reminiscent of a farm village typology. Sub-precinct B also shows a more considered response to the existing edge, with buildings stepping down from 3 storeys along the river, to two storeys, to single storey buildings as the topography rises and the agricultural landscape resumes. Sub-precinct C's units were consolidated, shifted back up the slope and sunk behind low stone walls that connect the landscape and the houses to one another, minimizing visual intrusion.

Building footprints and heights were reduced to achieve a finer grain, so that views from surrounding scenic routes would not perceive continuous and large buildings. This approach maintains the view cone from Libertas to the encircling mountains and makes better use of the natural visual absorption capacity of the receiving environment. The Landscape proposal uses banks of trees to stitch the built fabric back into the landscape to visually break up the development and blend it into its surroundings using existing landscape patterns and materials.

Figure 28: *3D sketch of URBA's current development proposal (URBA, 2021)*

a. Roads alignment study

Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site (connecting Die Boord and Techno Park). See below the EMME modelling undertaken as part of the Traffic Impact Assessment.

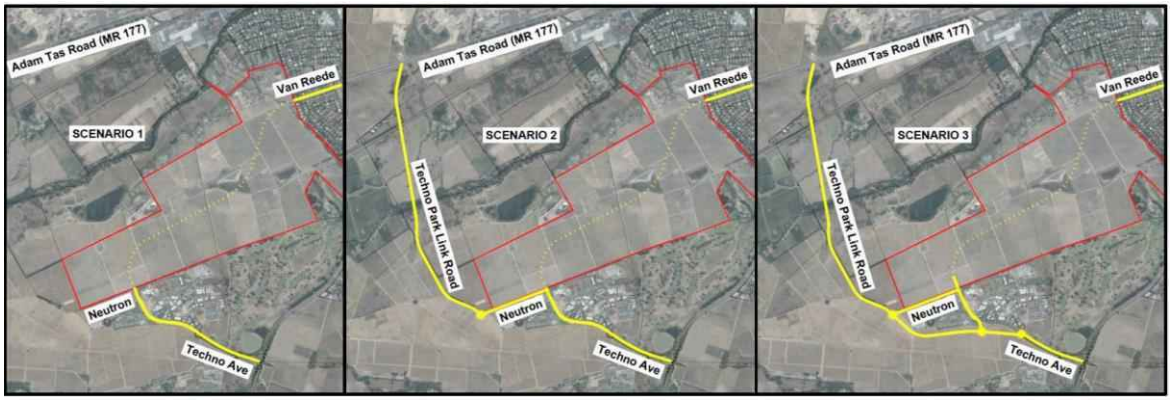


Figure 29: *Diagram 2, TIA, showing modelling of the Techno Park Link Road through and around the subject site (UDS Africa, 2022)*

In the 2021 URBA proposal, the sub-precincts were linked by a narrow meandering road, where access and circulation within the development proposal relied mostly on the existing roads, with the aim of maintaining and strengthening the existing landscape patterns. Various access points negated the need for a central circulation route, allowing all roads to be reduced in scale and order, which resulted in no one major traffic link between Techno Park and the Libertas development.

As the Municipality's Engineering Department were in support of the through road (which will be a class 4 road with two lanes - one per direction), Filia Visual was tasked with undertaking a brief study to identify the suggested route with lowest visual impact.

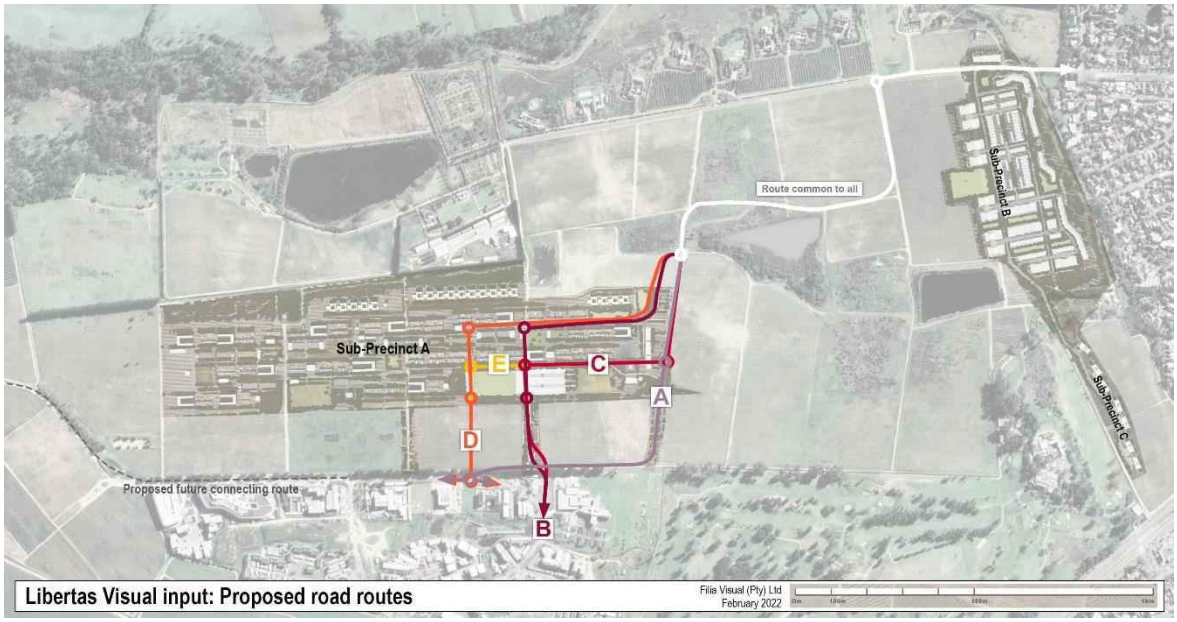


Figure 30: *Initially, Filia Visual was tasked with assessing 5 road alignment options, illustrated above (Smit, 2022,; Sources: URBA, 2022)*

Figure 31: *All five (5) initial road alignment options, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*

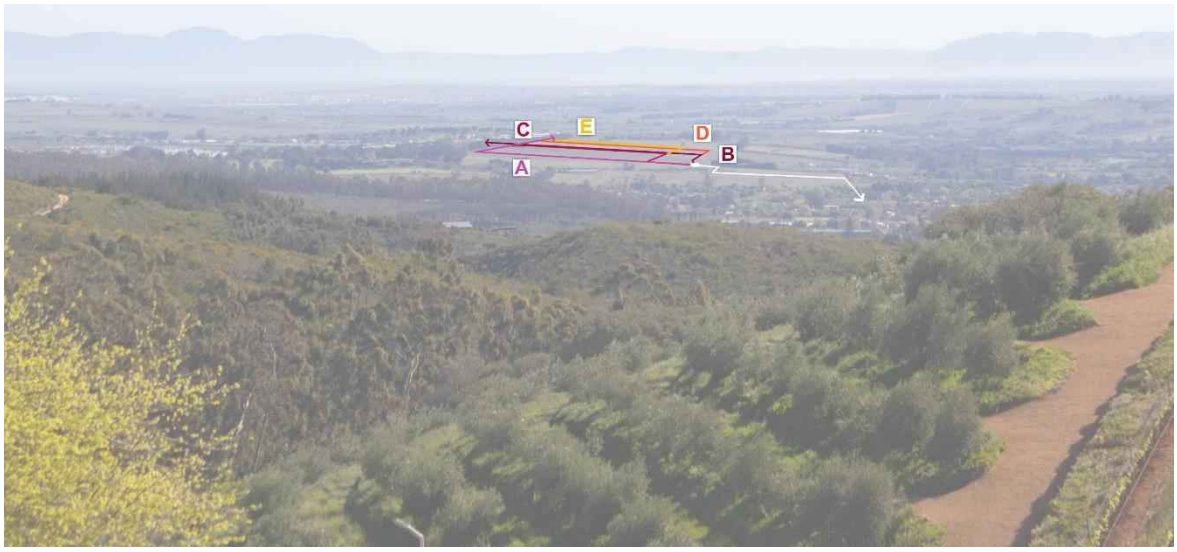


Figure 32: *All five (5) initial road alignment options, view from Tokara (Smit, 2022)*

Indicative "Simulation" graphics were generated to understand the position of various road layouts when viewed by the public. The site photograph in Figure 31 was chosen not necessarily for an accurate representation of typical views from the scenic route, but to show the proposed new road routes in the landscape with the least amount of foreground screening as possible. Figure 32 illustrates the routes from higher elevation overlooking the receiving environment generally.

Observations and findings from the initial comparative road alignment study were as follows:

- The five proposed routes are identical from the entrance at Sub-Precinct B up to the second circle.
    - Traffic circles would represent a node of higher visibility along the proposed routes but are expected to be less visually intrusive than a traffic lights.
    - The use of traffic circles rather than traffic light intersections is supported pending the findings of the Simulations anticipated in the VIA.
- In terms of overall visibility, based on site topography and the nature of the receiving environment:
    - A would be the most visible option;
    - B and C are comparable;
    - D and E are comparable, and will have slightly lower impact than B and C.
- The placement of the portion of the route that is identical to all the proposals could be improved if the route avoids cutting through the agricultural areas midslope.
    - If possible, the route should hug the northern boundary, following the existing road until it must turn south to run along the eastern edge of Sub-precinct A (indicated in a blue dotted line in Figures 34 – 36).
- Proposals that route the new road through any portions of Sub-precinct A will generally have a lower visual impact because the buildings and vegetation of the proposed development will absorb the roadway, streetlights etc. visually from the vantage point of sensitive viewers (the Scenic route, specifically).
    - Routing any road along the southern edge of Sub-precinct A would be similarly screened from the Scenic route and other sensitive receptors to the north.
- In reference to the above, all of the options are routed through Sub-precinct A at some point, so their potential visual impact is dependent almost entirely on how the section between the southern edge of Sub-precinct A and the northern edge of Technopark is routed.
- Any roadway that runs perpendicular to the site contours and crosses the “buffer area” at the crest of the hill (between Sub-precinct A and the northern edge of Technopark) will be visible from Adam Tas Scenic route and increase the visual impact of the proposed development overall, especially at night due to streetlights (static, continuous light source) and car headlights (moving, short duration but noticeable).
    - Currently all the route proposals include a portion of the proposed road that does so. Therefore, none of the five proposed routes were supported outright by the visual specialist.

The “buffer area” illustrated in Figure 33 is the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape (as described in Appendix 3: Conservation Systems of the CMP) and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban).

According to the Heritage practitioner, this buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side[2].

Figure 33: *Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)*

Figures 34 to 36 illustrate the suggested route with lowest potential visual impact, and two acceptable alternatives, based on the findings of the fieldwork and sensitivity analysis undertaken to date.

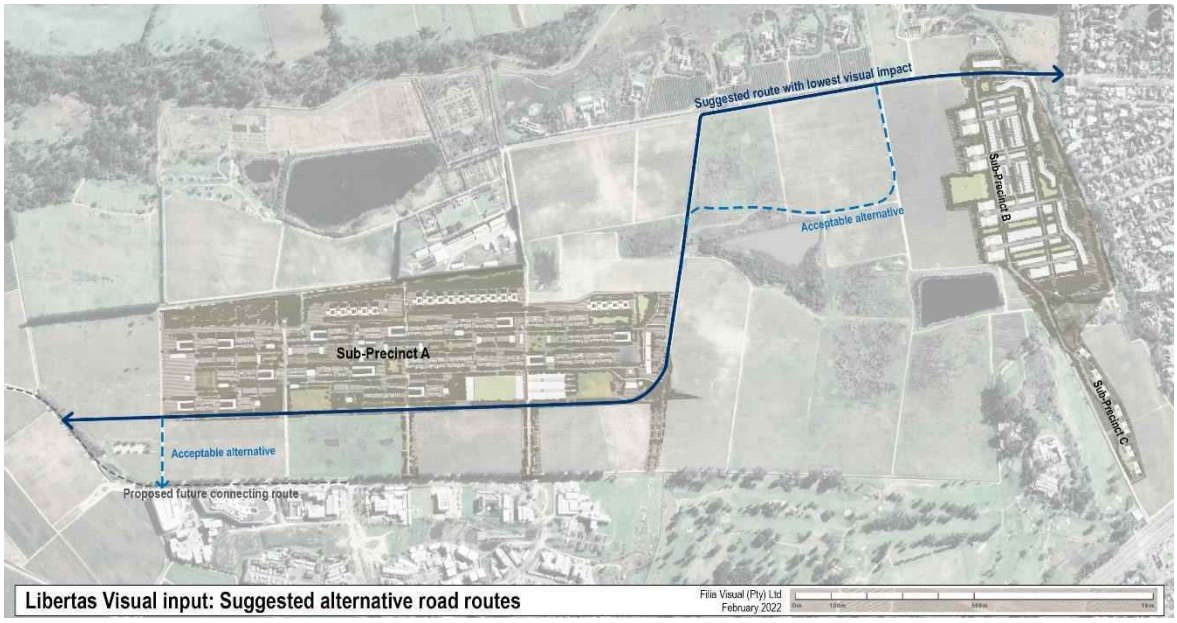


Figure 34: *Graphic illustrating the suggested route with lowest potential visual impact and two acceptable alternatives form a visual impact point of view (Smit, 2022; Sources: URBA, 2022)*

[2] As the Heritage Practitioner has pointed out previously, there should perhaps never have been development on the Techno Park ridge, and erosion of the receiving landscape any further will cause the cumulative visual impact to spill over to this valley too, beyond the Technopark ridgeline.

Initial findings and observations:

i. The potential visual impacts described above would be largely avoided if the proposed road were to be routed along the southern edge of Sub-precinct A, exiting the property along the western boundary of the site (areas which are slightly less sensitive visually).
ii. The possibility of linking up with the future Techno Park Link Road should remain an alternative to all the current and future proposals which propose vehicular connection to Technopark across the most visually exposed parts of the site.
iii. There is also a short route perpendicular to the contours on the far western side of the site (over the most visually sensitive parts of the site) that may be considered as an alternative. Topography and existing vegetation screen this part of the site a little more than areas more to the east.

Figure 35: *Suggested and acceptable alternative routes, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*

Figure 36: *Suggested and acceptable alternative routes, view from Tokara (Smit, 2022)*

b. Current Road alignment proposal

According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road.

The proposed route crosses the “buffer area” further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 38 and 39 below).

Figure 37: *Diagram 7, TIA, showing Proposed road link between Die Boord and Techno Park traversing the subject property (UDS Africa, 2022)*

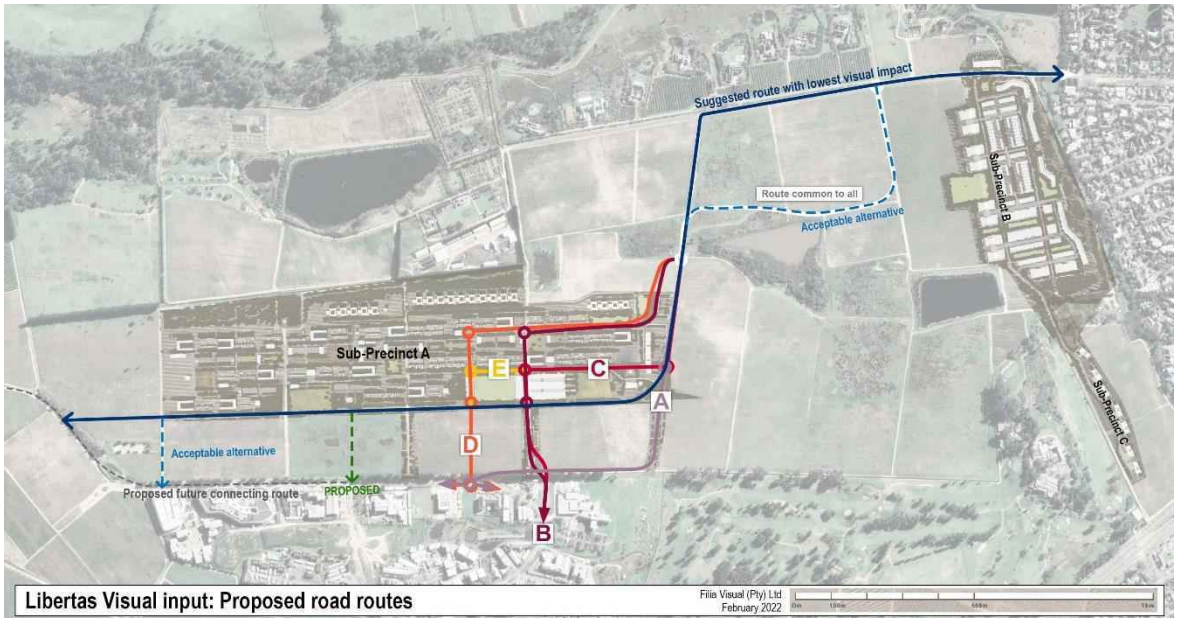


Figure 38: *Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)*

Figure 39: *Enlarged illustration of the proposed route, showing the previously identified acceptable alternative routes (Smit, 2022)*

4.4 Simulations

Simulated photomontages use photographs of an actual scene modified by the insertion of an accurate representation of the visible changes brought about by the proposed development (The Landscape Institute, 2011). The visual simulations thus enable 'before' and 'after' comparisons of the proposed development within the receiving environment (Oberholzer, 2005, p. 18). 3D modelling allows the specialist to navigate through the 3D environment with a visual representation of the height, massing and building configuration of the proposed development in its three-dimensional context. This enables more accurate identification of sensitive views, viewers, and view corridors before fieldwork, to be tested and verified during and after the site visit is undertaken. Understanding the scale and potential visibility of the proposed development in relation to its context enables more accurate simulation and impact assessment.

Site photograph: Receiving environment - photograph taken from the Adam Tas Road (R310) scenic route, 2.5km from the property boundary at Sub-precinct A.

Simulation: Development proposal - architectural proposal modelled as white massing model **only**.

Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 40: *Simulation A (Smit, 2021)*

The Simulations were selected to represent typical views onto the project site from the locations of potentially sensitive viewers, and where the proposed development would be likely to have notable visual impact. Please note that the proposed roadway has not yet been simulated[3].

Site photograph: Receiving environment - photograph taken from the Thelema Country Vineyard avenue above Tokara at the top of the Helshoogte pass, looking west over Stellenbosch, the agricultural landscape and the Cape Flats towards the Peninsula.

Simulation: Development proposal - architectural proposal modelled as white massing model **only**.

Figure 41: *Simulation B (Smit, 2021)*

[3] To be simulated as part of the VIA.

Site photograph: Receiving environment - photograph taken from the R44 Strand Road, less than 50m from the property boundary at Sub-precinct C.

Simulation: Development proposal - architectural proposal modelled as white massing model **only.**

Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 42: *Simulation C (Smit, 2021)*

5. Responsiveness to development criteria and sensitivities of the receiving environment

The current proposal now tabled has responded to a number of visual indicators and visual sensitivities in the Receiving Environment that are both site and context specific. This finding is in agreement with the Heritage practitioner, who found that "the proposed development positively responds to many of the Development Criteria as per the Stellenbosch Conservation Management Plan (2019)" (Jansen, 2020).

<u>Key responses are:</u>

- The conceptual approach and design principles:
    - densify in clusters and with an appreciation of the specifics of the historic farm (cultural landscape and natural features), rather than adopting a blanket sub-divisional approach.
    - Recognition and integration of the greater cultural, ecological, and scenic landscape in the design response.
    - Preference for low rise, medium density housing as the dominant land use type rather than high density and commercial etc. land uses and typologies.

  - Typologies that act as urban rooms that offer enclosure and continuity with landscape rather than individual and competing forms dotted throughout the landscape.
  - The emphasis on liveability and walkability of the spaces between buildings.
- The logic of the landscape is incorporated into the design by retaining vineyards and reinforcing existing breaks and patterns that contribute to the character and sense of place.
- Mixed of uses and carefully considered three dimensional built form giving attention to appropriate heights and density in response to context as well as careful massing and footprint/grain considerations evident in the proposal.
- The strong conceptual move away from traditional sub-divisional urban sprawl and infill resulting from wall-to-wall development proposals.
- Placement of higher density proposals along the already developed Die Boord urban edge (least sensitive visually), where topography and existing vegetation absorb parts of the development from most viewers.
- Proposal for Sub-precinct C is appropriate in scale, form, and character, without detracting from the agricultural character of the vineyard.
- The clear direction that the layout of the design takes from the strongly defined, linear landscape patterns and blocks of vineyards, which are a landmark feature of this Landscape Unit according to the HS&CMP.
- The landscape, existing natural corridors and a continuous "green system" permeates the proposed built form.
- Overall, the proposed development does protect 'visual permeability' and 'openness' within the receiving environment, as well as 'physical permeability' between the (sub)urban areas and their agricultural and wilderness surrounds.
- The proposal has avoided construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests. However, the new road alignment proposal does propose the routing of a Class 4 road over an exposed ridgeline/hillcrest.

Considering that the CMP document states the concern that any development within the C15 Landscape Unit's would compromise the rural character of Stellenbosch, the proposed development must be responsive to the specific guidelines provided in the Stellenbosch HS&CMP to determine the extent to which the character of the Receiving environment will be compromised.

Criteria	**Response**
Being proposed within a Green Transition Conservation area, does the proposed development:	
At Town scale:	
Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes?	*The proposed development does not affect views from within the Stellenbosch settlement node/residential areas.* *While the proposed development will have a visual impact on the rural character of Stellenbosch, the potential visual impacts have been addressed and reduced throughout the evolution of the proposal. Magnitude and significance of the visual impacts should be determined during the VIA to identify specific mitigation measures where necessary.*
Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town?	*The question is: can the proposed development be described as "large-scale development that constitutes urban sprawl?".* *While the development itself is large in scale, it has been pared down significantly to ensure that the landscape as a container for development is preserved, retaining*

	large tracts of viable agricultural land undeveloped and undisturbed. Higher density and building heights are grouped along the Die Boord urban edge, minimizing the visual and physical impact of Sub-precinct B to a limited footprint in an area with high VAC and lower visual sensitivity from the receiving environment (specifically, from scenic routes). *While Sub-precincts A & C do not adhere to the urban edge (as was the case in the first URBA proposal), the decision to redesign and move the proposed sub-precinct A further down the slope was taken with visual, cultural landscape and heritage amenity sensitivity in mind.* *The current proposal will erode the purity of the agricultural landscape unit, but not necessarily to negative effect, because of the nature of the proposal. Over time, and by virtue of the proposal's emphasis on integration and embeddedness with the landscape (in terms of building placement on slope, landscape pattern emulation, material, and typology choice), the proposal will most likely become an integrated feature of the landscape and prevent further urban sprawl/inappropriate future development in this sensitive landscape based on the development limitations it will be subject to.*
Maintain a clear transition between the townscape and its surrounding rural landscape?	*Sub-precinct B achieves this. Sub-precinct A and B take an innovative conceptual approach, and the proposal argues that the chosen form of development will evolve and enhance the special heritage character and sense of place of the subject site, as well as that of the greater landscape unit (in a positive way).*
Protect a diverse range of heritage values, not only the tangible heritage sites?	*The project team undertook to uncover and understand various social, cultural, historical visual etc. indicators. The application of this knowledge is evident in the evolution of the proposed development, from a visual and aesthetic point of view.* *Refer to Heritage practitioners' comments for further detail. Public access to the site is also prioritized, and the road network will accommodating a public transport shuttle service.*
Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed?	*It is unclear whether the subject site would be considered a greenfields of brownfields site. Being outside of the urban edge, the proposed development is not generally in line with this criterion.*
Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life?	*The proposed development makes provision for pedestrian routes and puts a great deal of emphasis on the quality of both natural and urban open space, as well as walkability and cyclability through the proposal.* *"The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site." (URBA, 2021, p. 8)*

Development Criteria according to the C1 Land Unit Guidelines. Does the proposed development:	
Prevent construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests.	*Due to the careful placement of the proposed buildings (especially Sub-precinct A), the proposed development will only have an effect on the Eerste River Valley, by avoiding the upper slopes of the site, and the interruption of the ridge line beyond from most viewers within the receiving environment.* *Visual impact of the overall development is likely to increase as a result of the proposed road alignment over the visually sensitive "buffer area". The development criteria do however only specify that buildings should be avoided and does not provide further guidance on roads.*
Retain the integrity of the distinctive and predominantly agricultural landscape character.	*"A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi-rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Techno Park." (URBA, 2021, p. 8)* *"The trees' structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site." (URBA, 2021, p. 8)* *The proposed development will bring about changes to the rural agricultural landscape character. These changes appear to have been spatialized very carefully by the project team to (a) prevent the interruption of cultural landscape patters and (b) enhance existing key elements of the character and sense of place of the subject site and its Landscape unit.* *These key elements include a sense of openness from within and across the site, strong landscape patterns within the agricultural landscape, an uninterrupted hierarchy of views and view cones across the land unit from rural to wilderness vistas.* *The internal road network was previously described as "consciously meandering and of limited width to support a semi-rural character and prevent rat-running through the site". The current road proposal will be of a higher order, and although it still meanders through the landscape somewhat and will largely support the semi-rural character, this is likely to become an important route connecting the various Stellenbosch urban areas to one another. See TIS for further information.* *The VIA must provide specific mitigation measures the roadway, should the routing option that crests the ridge be supported and approved.*

Encourage mitigation measures (for instance the reinforcement of existing windbreaks and planting of new ones) to "embed" existing over-scaled buildings the surrounding landscape. The maintenance, reinforcement, and "thickening" of the windbreak between this landscape unit and Teknopark is particularly important.	*The proposed development demonstrates a positive response to this criterion, although it could give more attention to the specific recommendation to maintain, reinforce and "thicken" the windbreak between this landscape unit and Teknopark.*
Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.	*New built form provides optimal density in three primary clusters nested within the logic of the wider open space system.* *Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network.* *The retention and protection of the upper slopes as undeveloped landscape (free of buildings) maintains this balance in the larger landscape context. The "buffer area" must be preserved as a matter of significant importance, and the design and construction of the proposed road over the crest of the hill must be carefully designed to limit visual impact.*
Avoid insensitive 'dominating' developments that erode the agricultural continuum and rural character of the landscape unit. In this context, dominating development would include gated residential estates, large-scale infrastructure, suburban development, and industrial developments.	*It is my opinion that the proposed development is not an example of an insensitive 'dominating' development.* *While any development within the subject site will inevitably erode the agricultural continuum and rural character of the landscape unit, it is most likely to be successful in "giving back" as much as it takes away. This balance should be further investigated during the recommended VIA.*
Traditional planting patterns should be protected by ensuring that existing treed avenues, tree alignments and dense planting along the river corridors, and copses are not needlessly destroyed, but reinforced or replaced, thereby enhancing traditional patterns with appropriate species.	*The proposed development demonstrates a positive response to this criterion.*
It is recommended that visual permeability should be maintained towards mountains, valleys and across open fields. (a) Discourage the use of solid walls around areas in public view and along scenic routes. (b) Views should be framed and enhanced by development wherever possible.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*
Ensure that new developments within rural contexts are in sympathy with the topography and unique genus loci of the place/landscape unit.	*The proposed development demonstrates a positive response to this criterion.*
The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*

Care should be taken that vineyards and orchards are not needlessly destroyed and replaced by nonagricultural development. The potential agricultural use of the land should be retained for the future.	*The proposed development demonstrates a positive response to this criterion, limiting the potential area of disturbance, especially when considered in comparison to the 2017 conceptual proposal.* *Future development proposals should elaborate on the intended use and management of the existing vineyards and agricultural amenities.*
The proliferation of non-agricultural uses, particularly in visually prominent locations, should be avoided. This is in order to protect the predominantly agricultural character of the landscape.	*The proposed development proposed non-agricultural use in a visually prominent location. However, the development proposal has undergone an iterative and professionally-informed design process to ensure that the predominantly agricultural character of the landscape is acknowledged and enhanced.* *The need for further protection and visual mitigation measures should be determined during the VIA.*
The subdivision of farms fundamentally erodes the agricultural character of the landscape and should be discouraged. Rather, maintain larger unified land areas to protect larger landscape continuums that display a unified scenic character.	*The proposed development demonstrates a positive response to this criterion.*
Promoting Rural Character: Guidelines	
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	*The proposed development will have a visual impact on significant views, vistas, and landmarks.* *However, the current development proposal does not constitute a significant negative threat to the scenic resources.* *The current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.* *Impacts associated with the proposed road are mitigable.*
Relating to Quality of life: Guidelines	
Encourage access to opportunity, as an example, by promoting cycle routes as alternative option to get to places of employment.	*The proposed development demonstrates a positive response to this criterion.*
Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	*The proposed development demonstrates a positive response to this criterion.*
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	*The proposed development demonstrates a positive response to this criterion.*

6. Findings and potential Visual impacts

Based on the findings of his report, the proposed development will result in impacts on visual receptors and scenic resources. Because of the nature of the development proposal, different areas and sub-precincts will result in different visual impact implications.

The visual impacts are likely to be:

6.1 Change to the rural agricultural character of the site and receiving environment:

While the HS&CMP states that any development in the C15 land unit would compromise the rural character of Stellenbosch, the findings of this report suggest that the proposed development will certainly impact on the rural character, but not necessarily compromise[4] it. The proposed development is motivated as a development that seeks to strengthen and enhance the inherent character and sense of place (albeit through non-agricultural development) and retains at least half of the in-situ land uses, as well as the entirety of the remnant natural systems on the subject site.

The C15 Landscape Unit's main aim (as a "Well-defined feature on the southwestern edge of Stellenbosch") is to Conserve and Enhance the existing character of the landscape unit (Stellenbosch Municipality, 2019). The proposed development not only protects and maintains significant buildings, trees, avenues of trees and other landscape elements such as vineyards but has actually structured the development proposal around the enhancement of these elements.

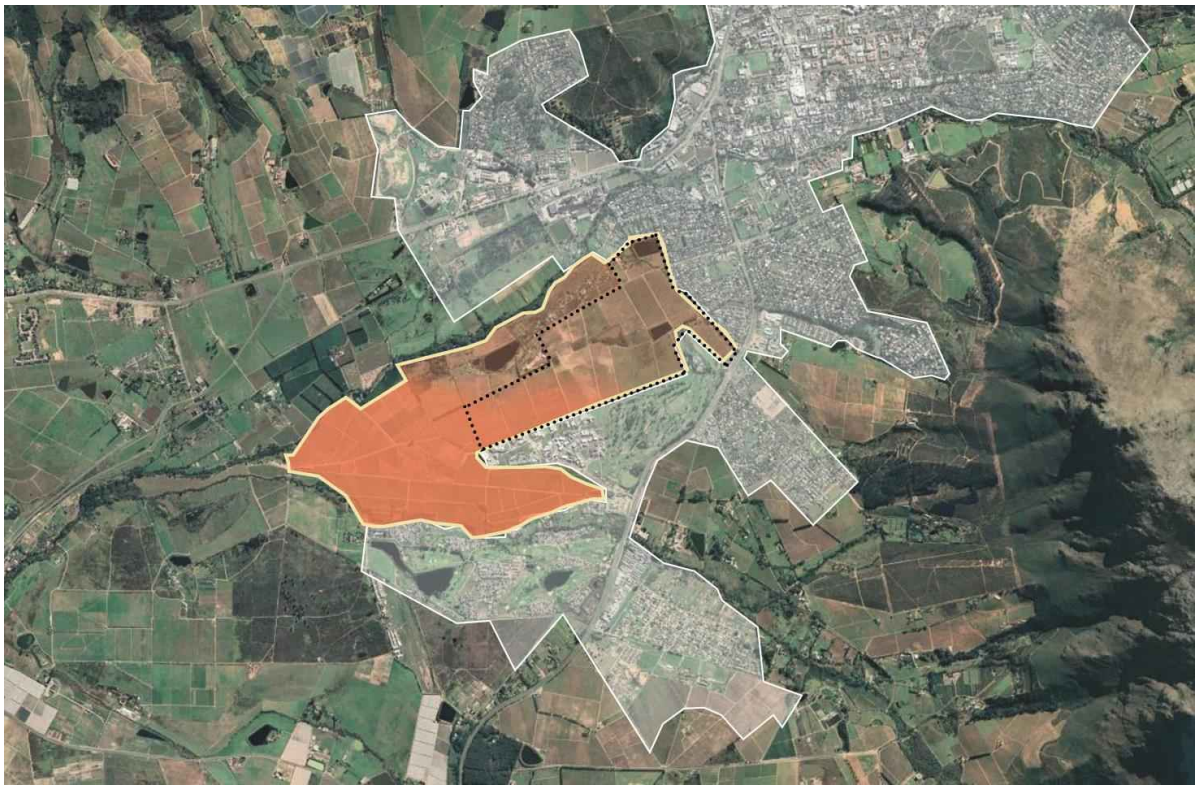


Figure 43: *Graphic illustrating the portion of the C15 landscape unit that contributes most legibly to the creation of a rural agricultural setting for the town of Stellenbosch purely from a visibility point of view (Smit, 2022)*

The position of the "green finger" that the site is located on in the wider landscape context (in-between Technopark and the Distell/Onder Pappagaaiberg semi-industrial area) reduces the site's sensitivity to change somewhat. The greater agricultural landscape west of the avenues of trees that articulates the subject site's westernmost edge (see Figures 16 and 17) is far more sensitive to change than the subject site, which is encircled by a mix of land uses. For views across the C15 Landscape

[4] Compromise /ˈkɒmprəmʌɪz/ (verb) : "a change that makes something worse and that is not done for a good reason"; "to cause the impairment of"; "weaken or harm"; "cause to become vulnerable or function less effectively". (Merriam Webster Dictionary, 2021)

unit, the landscape to the west of the subject site (consisting of vineyards, fields, and tree avenues) makes a notably more significant contribution to the creation of a rural agricultural setting for the town of Stellenbosch. This is especially true for receptors viewing the landscape unit from the west and north west generally (the most sensitive views with highest visibility/exposure – see Figures 4, 8, 11, 16, 17, 18 and 19 for representative views).

It should be noted that while the proposal for the re-development of the historic Libertas complex is still in its infancy, the Urban Design Principles indicate that this historic place within in the landscape will receive appropriate design attention, and the proposal has already undertaken to identify appropriate management and regeneration of the greater heritage environment to become more inclusive and accessible in the future. This includes the maintenance of the green and open agricultural character of this landscape unit, at a site-wide scale.

The proposed roadway alignment and subsequent construction is most likely to result in high visual impact, given the sensitivity and the role of the "buffer area" in the surrounding cultural landscape. These visual impacts are however mitigable and may reduce the visual impact in relation to the proposed road's effect on the rural agricultural character of the site and receiving environment. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address:

i. Road level (cutting the roadway into the hill may visually absorb both the road surface where it crests the ridgeline, as well as screening the associated light impacts at night (both street lighting and car's headlights);
ii. Landscaping (detailed landscaping proposals that deal with the treatment of the road section as this relates to pedestrian and NMT movement; as well as tree planting, screening with vegetation, rehabilitation of disturbed soil after construction and greening of embankments);
iii. Design and specification of outdoor lighting (limitations and specific guidance on the design and specification of general, street, and outdoor lighting associated with the roadway).

In conclusion, the proposed development will result in a change to the landscape and scenic character of the site and for some key views across the site from within the receiving environment. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development proposed demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it is my professional opinion that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit). The nature, extent, duration, magnitude, probability, and significance of the potential visual impacts on the rural agricultural character of the site and receiving environment should nevertheless be addressed in the VIA.

6.2 Visual impact on scenic routes

While the subject site does not fall within the Scenic Drive Envelope (i.e.; the carriageway, the road reserve, the land directly adjacent to it), the proposed development is located within the Viewshed of the following Scenic Routes:

i. Adam Tas Street (R310) Grade IIIa
ii. Baden Powell Drive (R310) Grade IIIa
iii. Polkadraai Road (M12) Grade IIIb
iv. Stellenboschkloof Road Grade II
v. Devon Vallei Road Grade IIIb
vi. Unnamed road Grade II

Please refer to Figures 44 and 45 for a graphic illustration of the sections of the Scenic routes affected.

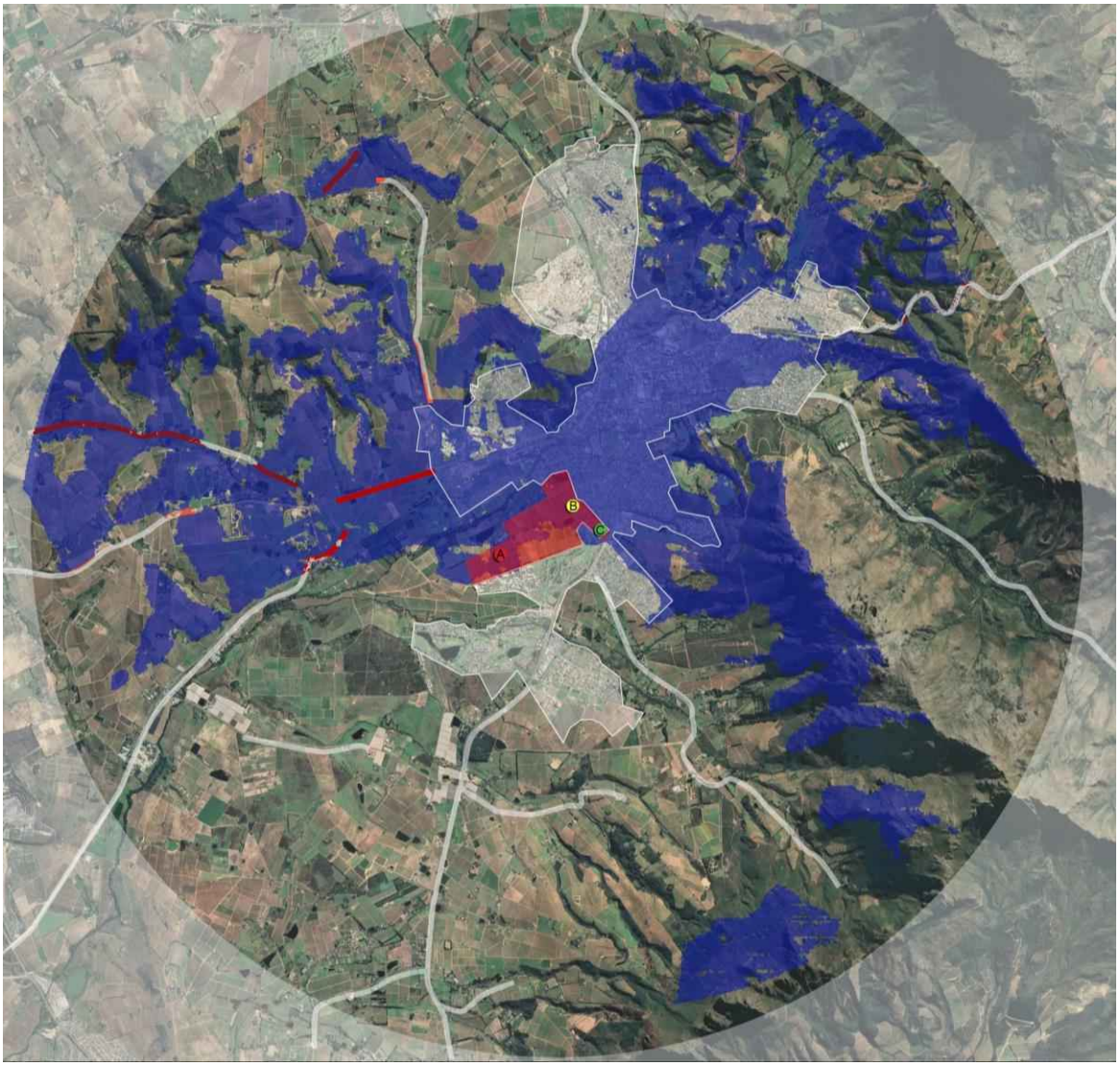


Figure 44: *Graphic showing sections of the Scenic routes affected (10km radius), according to the viewshed (Smit, 2021)*

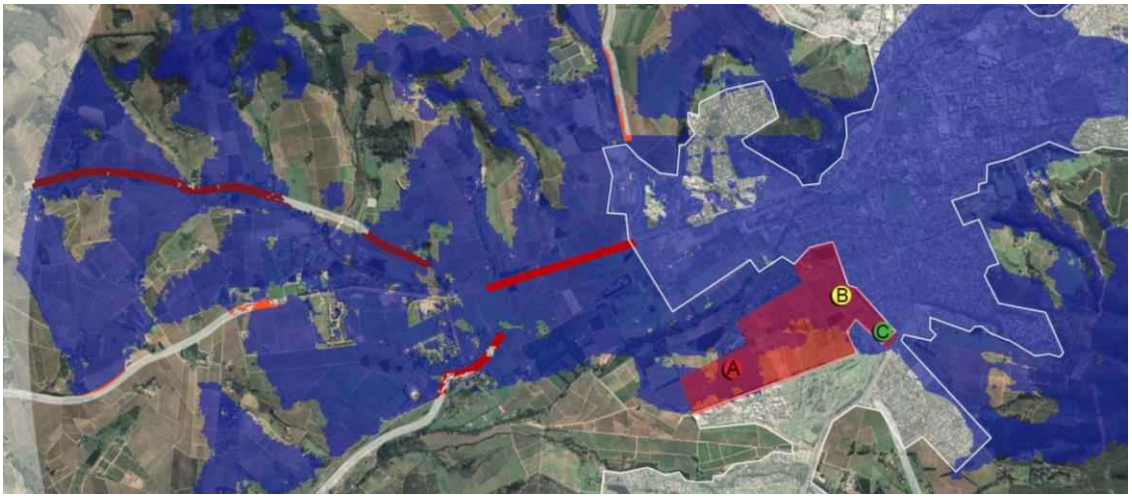


Figure 45: *Enlargement of graphic showing sections of the Scenic routes affected (Smit, 2021)*

Fieldwork showed that most views from the roads iv – vi listed above were at least partially screened by vegetation, and visibility diminished with distance due to topographical features not picked up in the viewshed analysis' data set. The sensitivity of views in terms of distance zones are summarised below. These distance zones are however subject to site-specific conditions such as the elevation and framing of views within the Viewshed of the scenic route.

i. Foreground views (from within 500m) are the most sensitive. There are no Scenic routes with Foreground views of the proposed development.
ii. Views from scenic routes affected by the development are moderately sensitive (as Middleground views (500m – 3km)).
iii. Views further than 3km (background views) are generally least sensitive.

The proposed roadway alignment and subsequent construction is most likely to result in moderate to high visual impact for sensitive viewers along the Scenic route (Adam Tas, specifically). This visual impact is likely to be mitigable to an extent which will be determined by the VIA. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address the same aspects as listed in section 6.1 (i – iii) above.

Being the channels through which we perceive the cultural landscape, the erosion of scenic quality for a visual receptor moving along a Scenic route is a considered a negative impact. The VIA must therefore determine whether or not (and to what extent) the proposed development detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route.

6.3 Access – a potential positive impact

According to the High Level Landscape Framework, the proposed development is designed in such a way that "the parks, river corridors and other "green systems" running through the townscape units create secondary public access and ecological networks, connecting the surrounding green transitions systems through urban areas", thereby becoming " the driver for green infrastructure development". In the Landscape proposal, Non-hierarchical movement and fuzzy edges support an inclusive approach to access and transit, and the street verges will play a crucial part in the green connectivity.

Although the proposed development is perhaps a little more urban a development than the Green Transitions Conservation System envisioned, a potential positive visual impact will be the increased public access both physically and visually to the site itself, supporting visual continuity between the various scenic resources on and surrounding the site and the CMP's various Conservation Systems. This outcome is upheld as a positive impact/outcome by the HS&CMP, especially in cases where the experience of scenic and heritage resources was previously more or less inaccessible to the public, or when the proposed development restores historical access.

7. Conclusion and Recommendations

The subject site is located outside of the urban edge, within a Landscape Unit graded Grade IIIb and within a Green Transition Conservation System area. The receiving environment is valued for its scenic, heritage and cultural resources, and maintains a high level of intactness and integrity, with relatively few discordant elements within the study area to erode the sense of place or temper its sensitivity to change. Given the sensitivity of the Receiving environment is very high, the pre-cautionary approach suggested by the Heritage and Scenic Resource Inventory and Policy Framework (Western Cape Government, 2013) should be adopted.

The visual sensitivities identified by Terra+, URBA, the heritage practitioner and others were confirmed during the site visit. Urba's 2021 revision to the proposed layout and urban design proposal that followed the visual analysis and heritage input have significantly and measurably reduced the potential visual impact of the proposed development on scenic resources and sensitive viewers, when compared with the previous proposals. This investigation did not discover any fatal flaws or significant negative visual impacts that were not already or could not be successfully addressed (avoided or mitigated) by the project team. While the proposed roadway alignment is not an exception to this statement, it bears repeating that the project team must give particular attention to the mitigation of visual impacts related to the construction and establishment of a Class 4 road that traverses the most visually sensitive portion of the subject site.

The placement of the proposed development within the agricultural domain should continue to be carefully considered to minimise visual impact on the character of the landscape and the visual amenity from scenic routes.

i. While these concerns have been addressed by the current proposal to a large extent, a formal VIA is necessary to methodologically assess the various visual impacts and should also include visual impact mitigation per precinct, as necessary.
ii. This recommendation is supported by the Heritage Practitioner (Jansen, 2020) as well as the Stellenbosch HS&CMP Guidelines which state that any development proposal within a Landscape Units with coverage of more than 70% from Grade II scenic routes should undergo a visual impact assessment (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).

Based on the project information at hand, and according to the DEA&DP Guideline for involving visual & aesthetic specialists in EIA processes, the proposed development is for a **Category 4[5] and 5[6]** development within an **Area or route of high scenic, cultural, historical significance**. A Level 4 visual assessment is appropriate for what is expected (before assessment) to be potentially High to Very High Visual impact[7] according to Table 1 and Box 3 of the DEA&DP Guideline (Oberholzer, 2005, pp. 5-6).

The findings of this visual statement suggest that Moderate Visual Impact may in fact be the result of the proposed development overall, based on the following categorization of issues (to be confirmed during the VIA).

Moderate visual impact expected:

i. Potentially some effect on protected landscapes or scenic resources;
ii. Some change in the visual character of the area;
iii. Introduces new development or adds to existing development in the area.

It should be noted that, if left unmitigated, the proposed establishment of the road linking die Boord to Techno Park (via Techno Avenue/Neutron Road over the crest of the hill illustrated in Figure 39) will most likely result in at least this aspect of the proposed development having High Visual impact, described below as:

High visual impact expected:

i. Potential intrusion on protected landscapes or scenic resources;

[5] Category 4 development: e.g., medium density residential development, sports facilities, small-scale commercial facilities / office parks, one-stop petrol stations, light industry, medium-scale infrastructure.
[6] Category 5 development: e.g., high density township / residential development, retail and office complexes, industrial facilities, refineries, treatment plants, power stations, wind energy farms, power lines, freeways, toll roads, largescale infrastructure generally. Large-scale development of agricultural land and commercial tree plantations. Quarrying and mining activities with related processing plants.
[7] Based only on the nature of the development and the nature of the receiving environment.

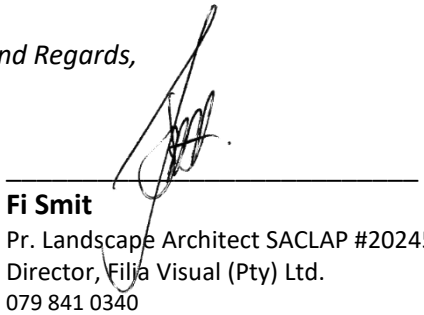
ii. Noticeable change in visual character of the area;
iii. Establishes a new precedent for development in the area.

The VIA must guide the project team in drafting enforceable visual and aesthetic Guidelines for each sub-precinct. Special attention should be given to Sub-precinct A which is the largest and most visible element of the proposed development (both during the day and at night), and the proposed road design and construction, which must be addressed with specific mitigation measures, and modelled to demonstrate the potential positive effects of the mitigations proposed.

Visual impacts for the Construction and Operational phases should also be determined, and mitigation measures dealing with the evolution and maturity of living landscape elements should be put in place to ensure that the proposed development achieves "embeddedness" in the landscape as soon as possible after construction, without detracting from the open agrarian landscape character.

Please do not hesitate to contact us should you have any queries or questions.

With Kind Regards,



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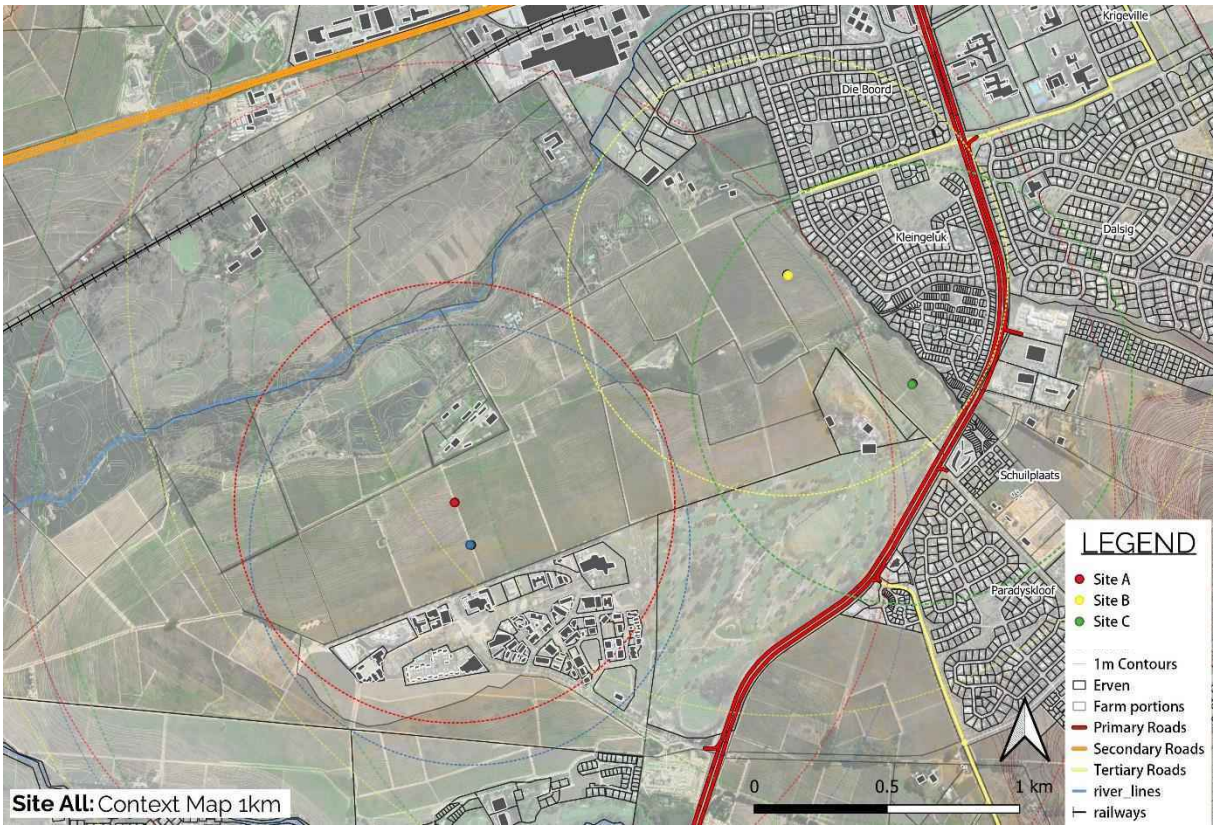
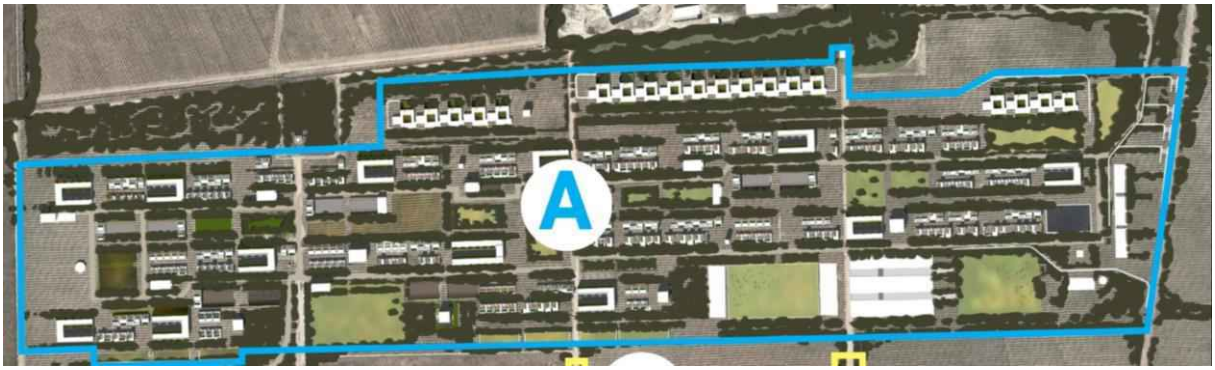
APPENDIX A



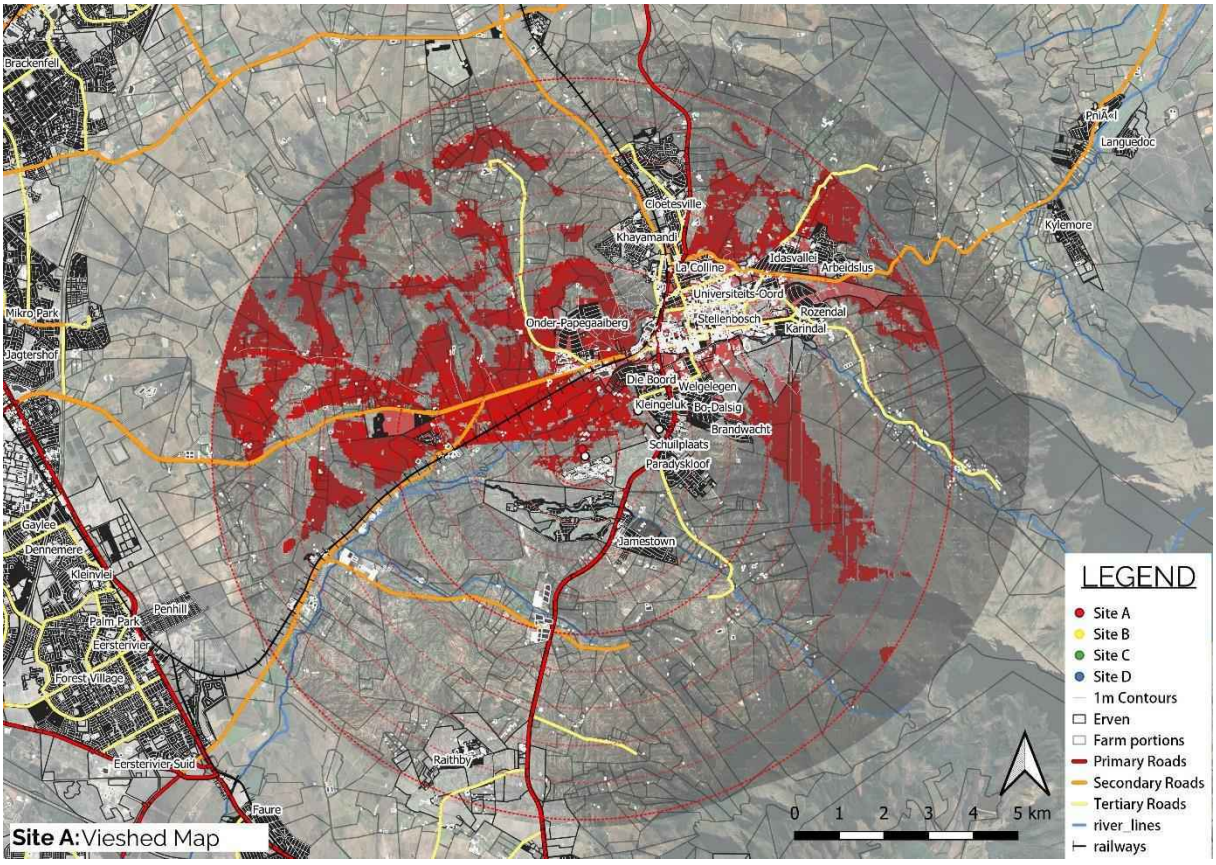
Appendix Figure 1: *Viewshed transmitter Sub-precincts A, B, C and at the approximate location of the proposed road connector route (van der Merwe, 2021)*

Appendix Figure 2: *Graphic overlay indicating the sub-precincts that transmitter sites A, B and C represent according to the URBA Urban Design Principles document (Source: URBA, 2021)*

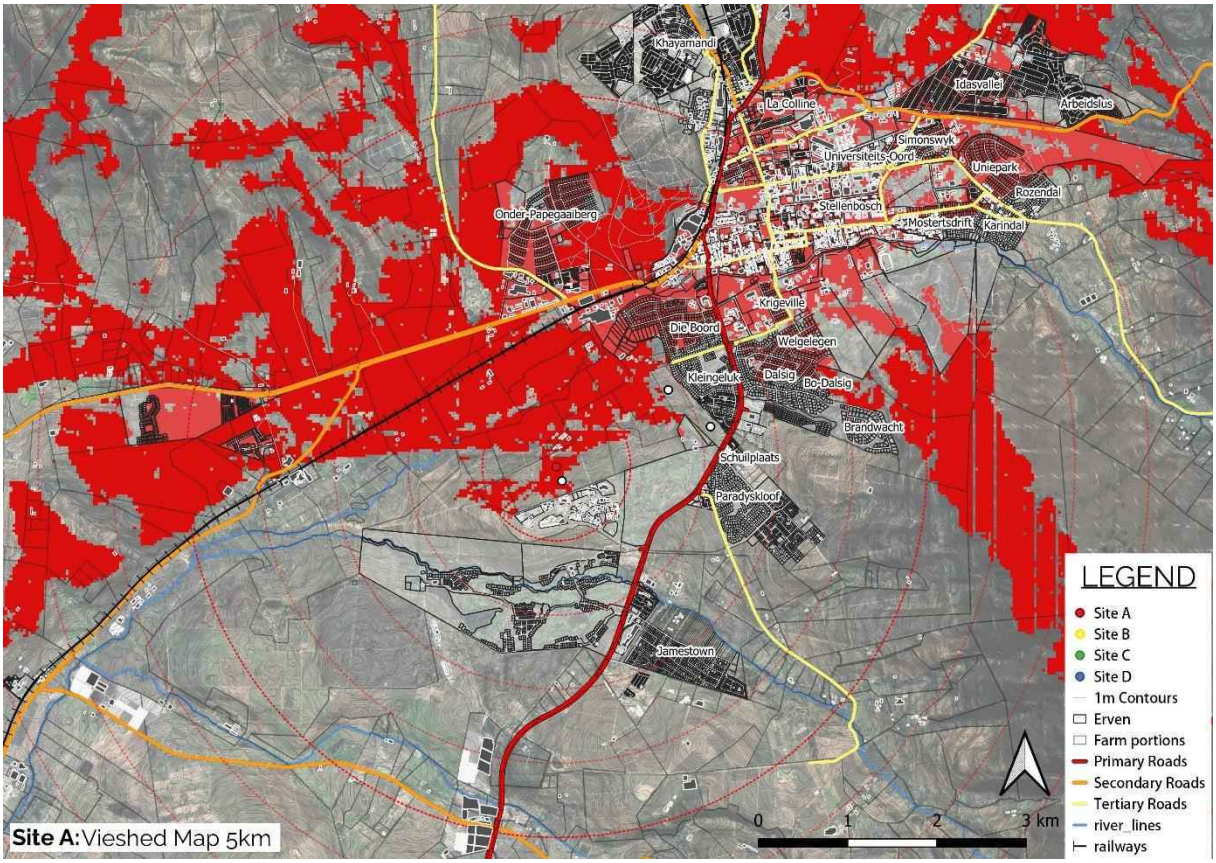
Site (Sub-precinct) A



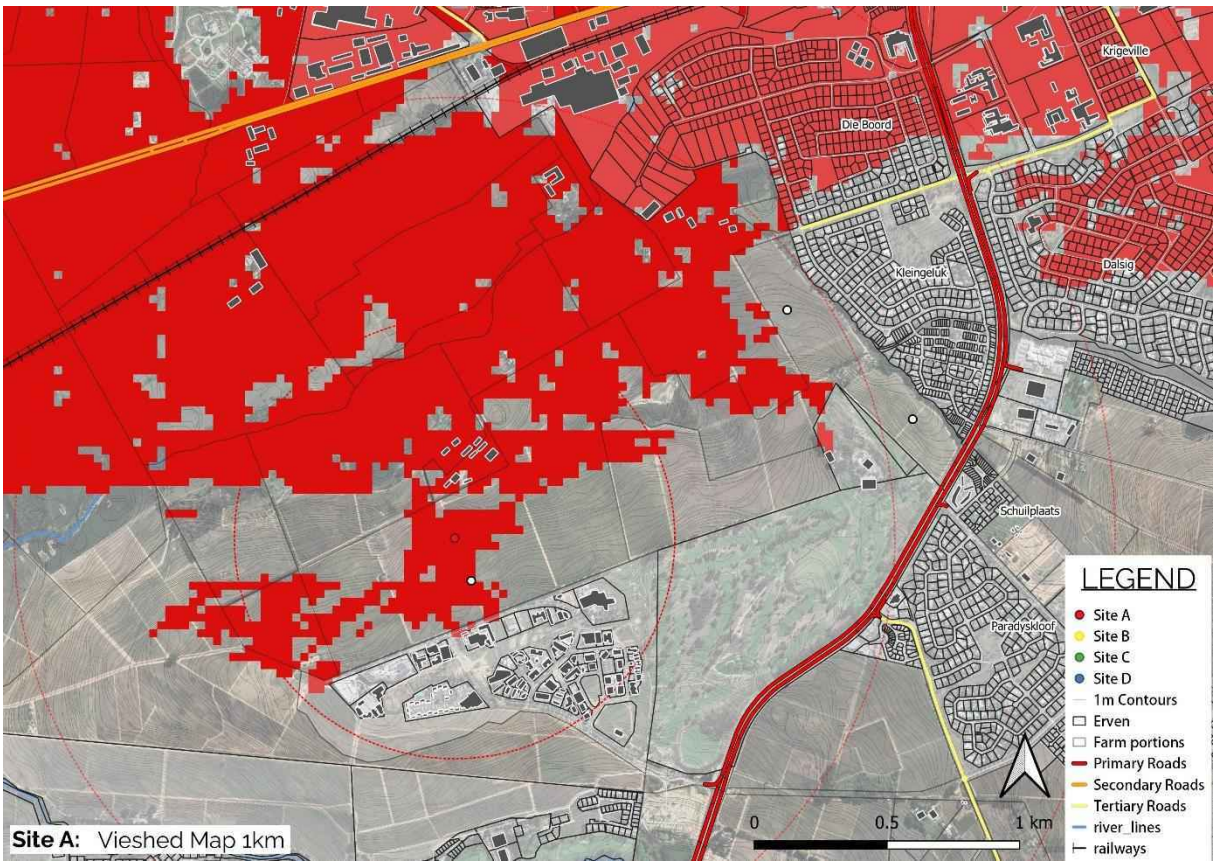
Appendix Figure 3: *Sub-precinct A (URBA, 2021)*



Appendix Figure 4: *Sub-precinct A Viewshed 10km (van der Merwe, 2021)*



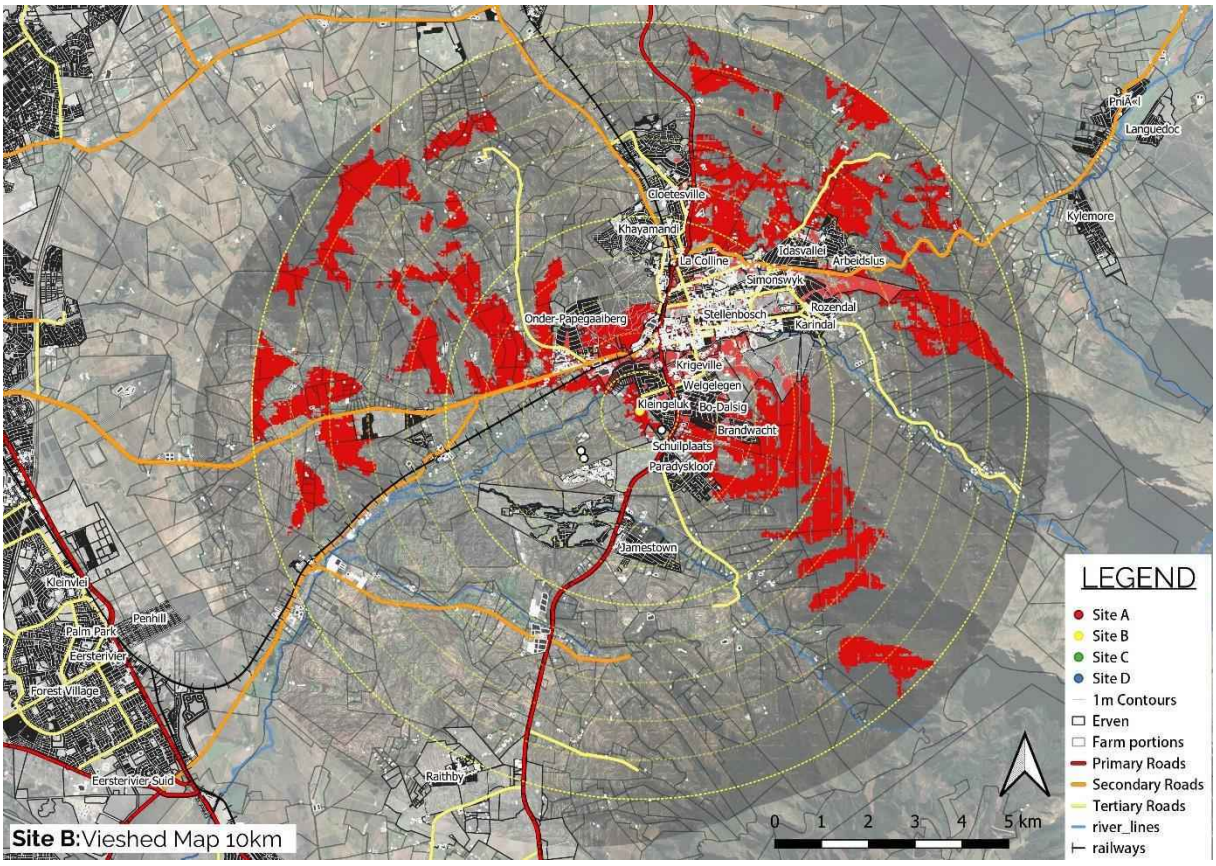
Appendix Figure 5: *Sub-precinct A Viewshed 5km radius focus (van der Merwe, 2021)*



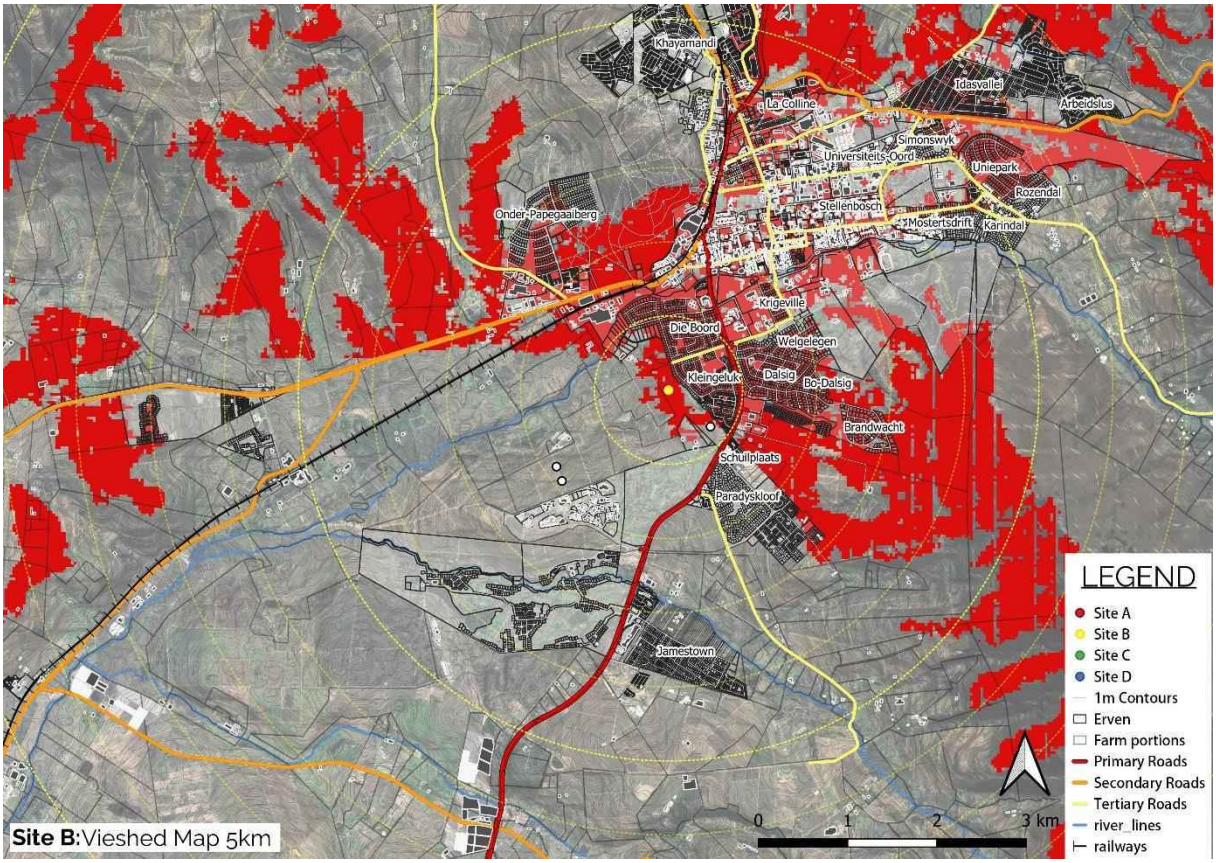
Appendix Figure 6: *Sub-precinct A Viewshed 1km radius focus (van der Merwe, 2021)*

Site (Sub-precinct) B

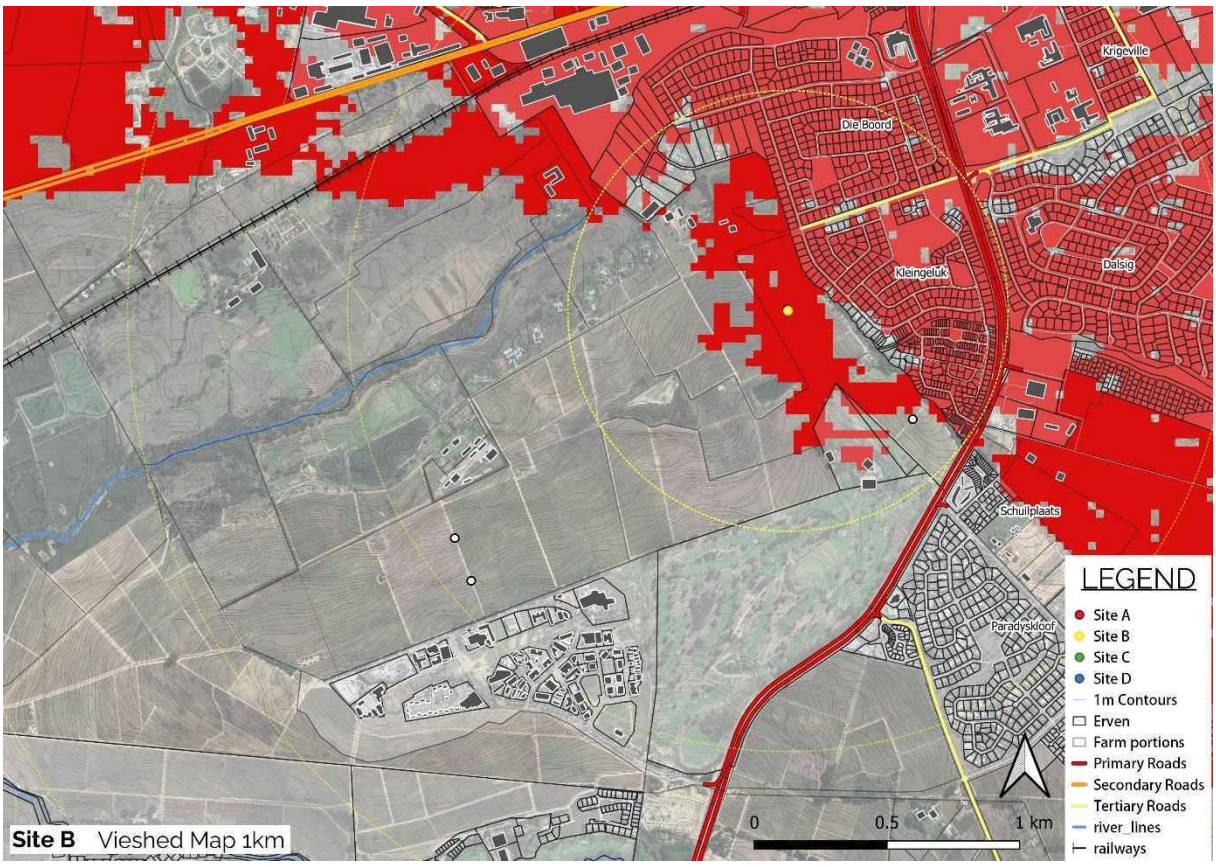
Appendix Figure 7: *Sub-precinct B (URBA, 2021)*



Appendix Figure 8: *Sub-precinct B Viewshed 10km (van der Merwe, 2021)*



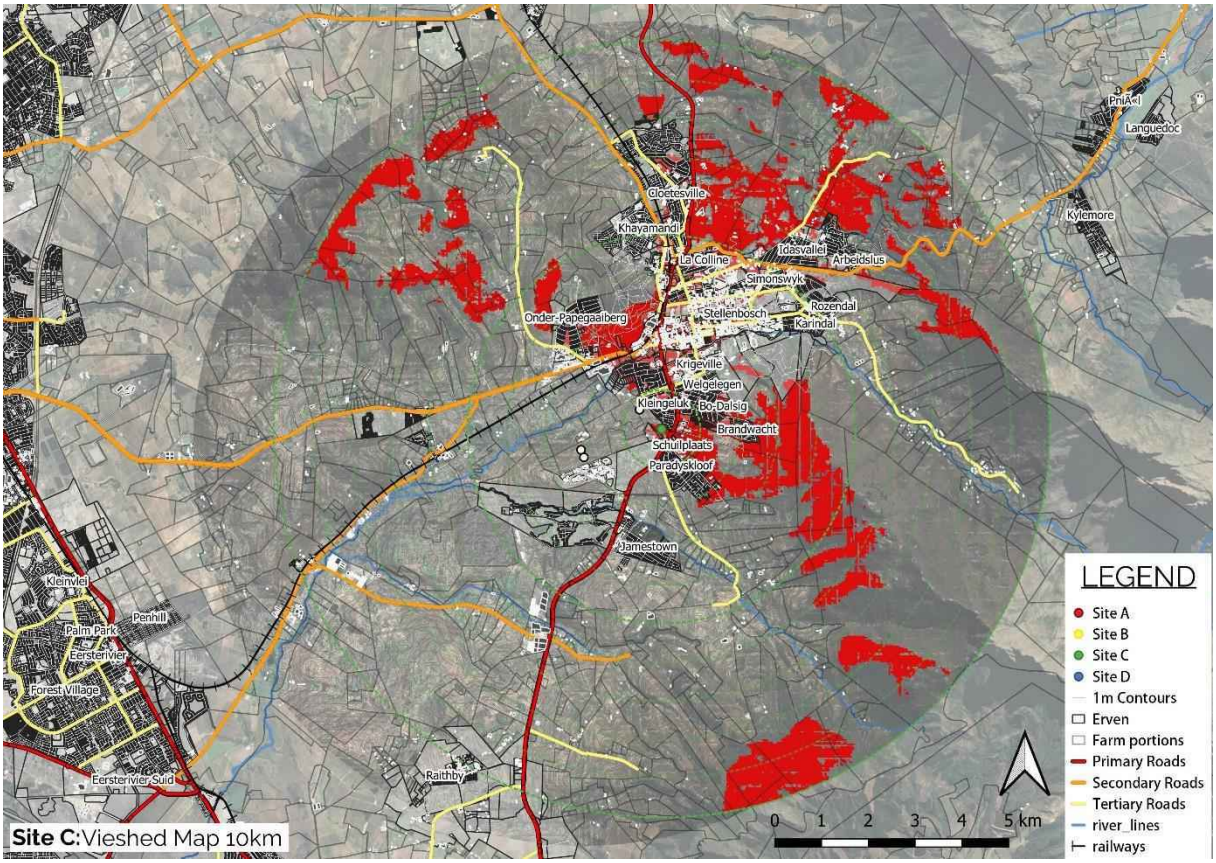
Appendix Figure 9: *Sub-precinct B Viewshed 5km radius focus (van der Merwe, 2021)*



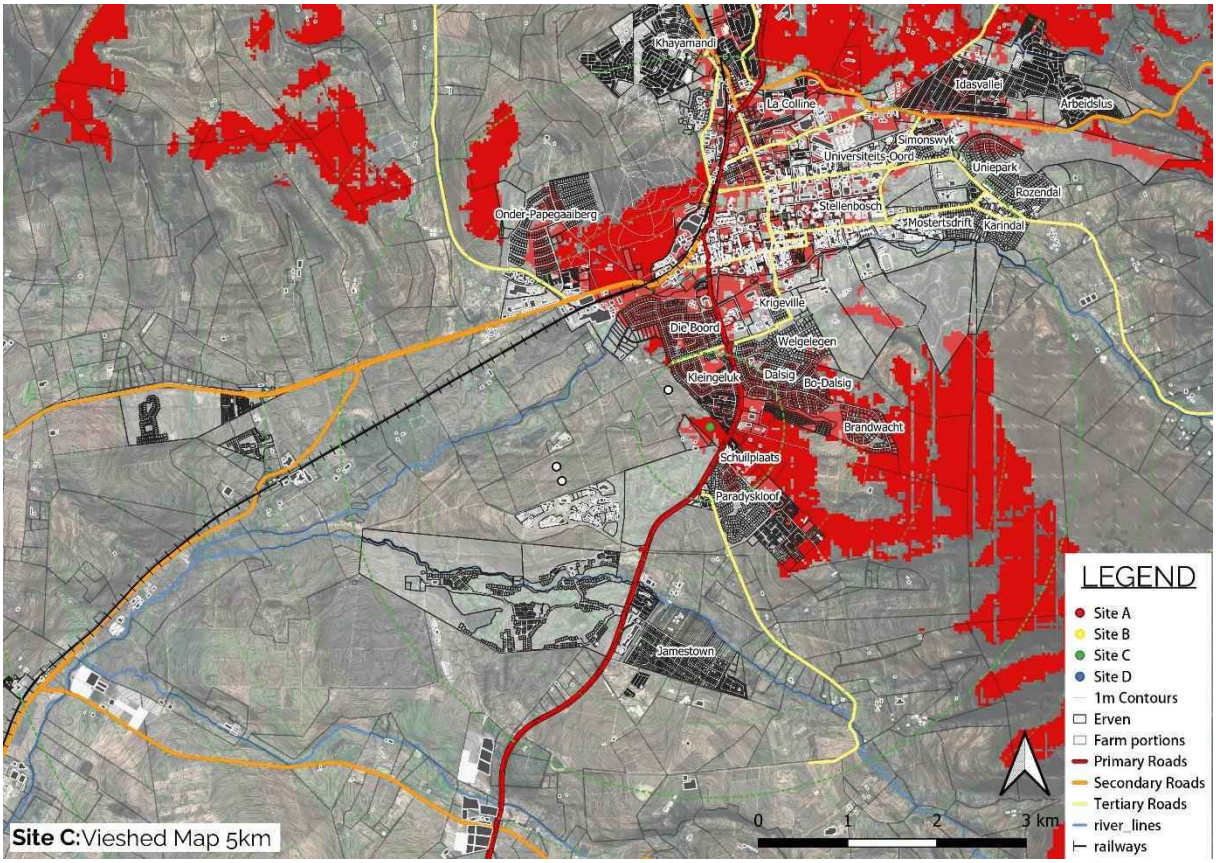
Appendix Figure 10: *Sub-precinct B Viewshed 1km radius focus (van der Merwe, 2021)*

Site (Sub-precinct) C

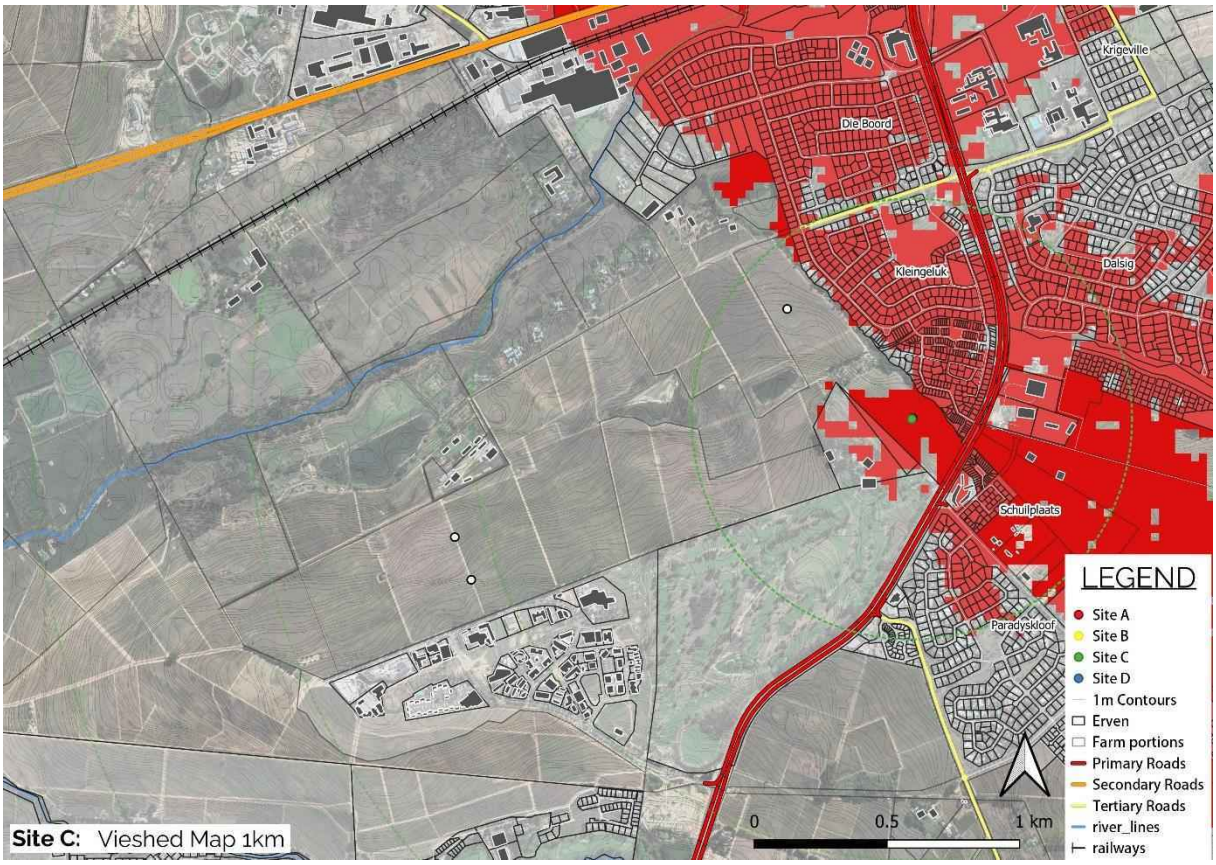
Appendix Figure 11: *Sub-precinct C (URBA, 2021)*



Appendix Figure 12: *Sub-precinct C Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 13: *Sub-precinct C Viewshed 5km radius focus (van der Merwe, 2021)*



Appendix Figure 14: *Sub-precinct C Viewshed 1km radius focus (van der Merwe, 2021)*

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ANNEXURE 16:
TRAFFIC IMPACT STATEMENT 25 JANUARY 2023 REV 3

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urban development solutions

Date: 25 January 2023

Our Ref: UDS414/Reports/TIS/Rev03

First Plan Town and Regional Planners
P.O. Box 15865
PANORAMA
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ATTENTION: Ms Christine Havenga

Dear Madam,

APPLICATION FOR REZONING TO SUBDIVISIONAL AREA AND SITE SPECIFIC DEVIATION FROM URBAN EDGE FOR REMAINDER FARMS 1040 AND 1480, FARM 371 PORTION 2 AND FARM 374 PORTION 2, STELLENBOSCH: UPDATED TRAFFIC IMPACT STATEMENT

This company was appointed by *Foundation Capital* to prepare a Traffic Impact Statement (TIS) for the proposed mixed-use development on Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch, with regard to the abovementioned application.

1. BACKGROUND AND LOCALITY

The subject property is situated between Techno Park (to the south/southwest), Stellenbosch Golf Course (to the south/southeast) and Die Boord residential area (to the east), Stellenbosch. See the attached ***Locality Plan***. The proposed development is referred to as *Libertas*.

The properties currently accommodate vineyards, dams, etc., and is currently situated to the outside of the Urban Edge. The intention of this application is therefore to investigate the possible inclusion thereof.

A TIS was previously prepared for the abovementioned application. Following submission thereof, discussions/meetings were held with the engineering- and planning departments of Stellenbosch Municipality with regard to the future road connection between Die Boord and Techno Park, traversing the subject property. Further input regarding the visual impact of the road link was also obtained. This report is thus an update of the previous TIS submitted.

This updated TIS accompanies the Application for Rezoning to Subdivisional Area and Site Specific Deviation from the Urban Edge for Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch.

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development will be of mixed-use nature. At this stage, the development proposal consists of 1 257 residential opportunities, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. See the attached ***Zoning Plan*** prepared by *nuvorm*.

A high level urban design layout is available at this stage, with the development proposal still being workshopped. The development clusters proposed is currently in the order of the schematic layout below (extract of urban design layout), portions 1, 2 and 3:

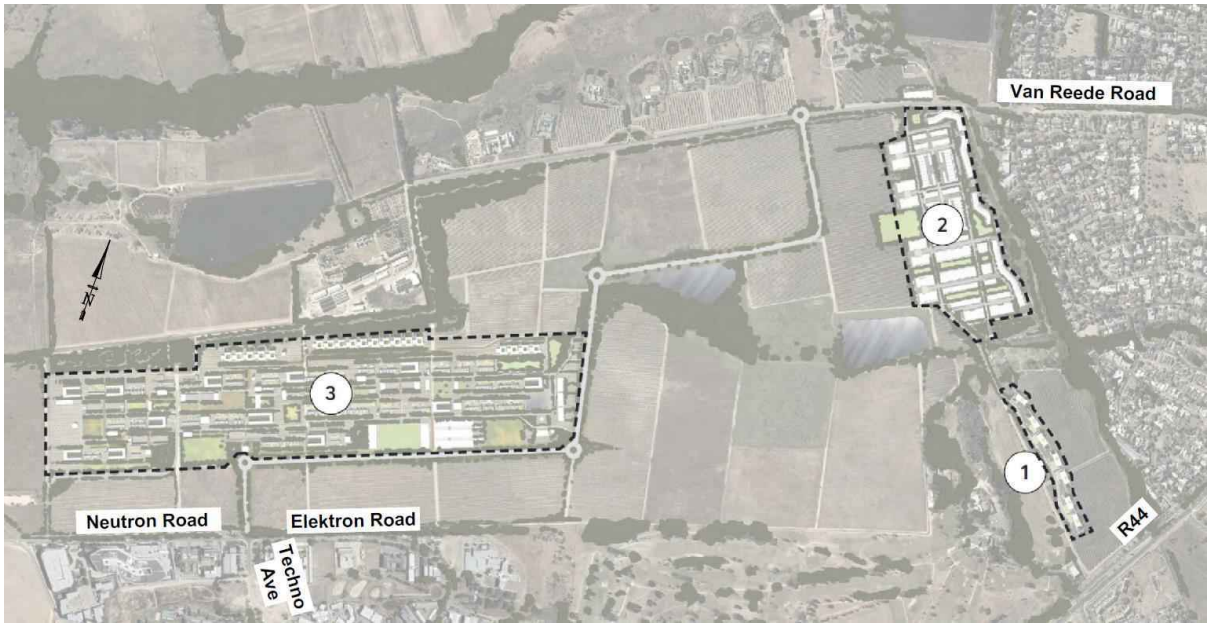


Diagram 1 : Schematic development clusters/portions proposed on subject property

2.2 Access to the Property

Access to the subject property is currently obtained from the extension of Van Reede Road, which intersects the R44 from the west, as indicated on the attached ***Locality Plan*** and/or ***Diagram 1*** above. Future access is anticipated to be via the said section of Van Reede Road to the R44, and via Techno Avenue/Neutron Road, which will provide further access to the R44, as well as to Adam Tas Road via the future Techno Park Link Road. Further detail on access will be discussed in *paragraph 4* below.

3. TRAFFIC

3.1 Previous Traffic Modelling Information

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject property at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m^2 Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m^2 GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Diagram 2*** below:

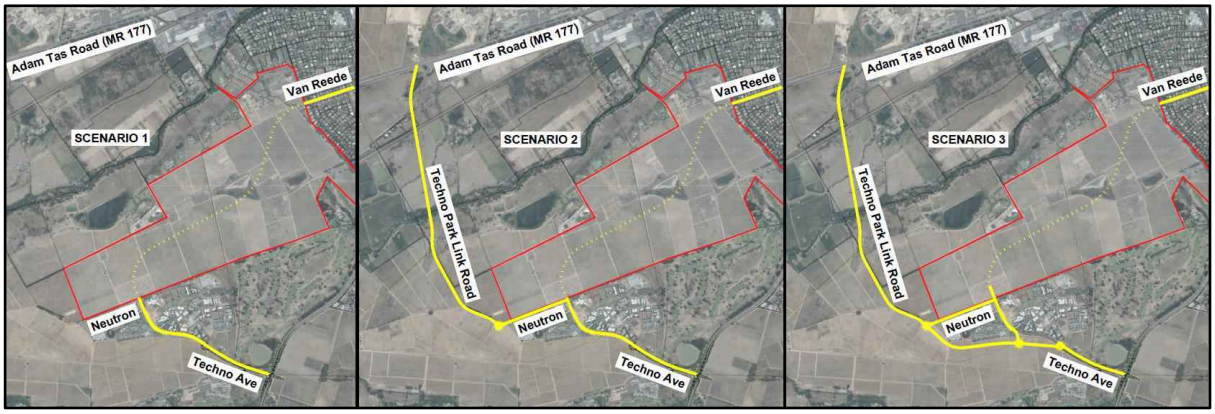


Diagram 2 : EMME modelling scenarios tested

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Diagram 3*** below. The said link is currently a pending requirement, which will be discussed in *paragraphs 3.2 & 4* below.

Diagram 3 : EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)

3.1 Traffic Generation

The current development concept being workshopped includes 1 257 residential units, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. However, for the purpose of trip generation calculations, some more detail is required. Therefore, the scenario assessed assumed the following:

- That the areas quoted are Gross Leasable Area (GLA);
- That the retail/office area mentioned would be 50/50 retail/office; and
- That the area cultural/institutional would be a tertiary education facility such as a university, accommodating approximately 380 students.

During further applications, TIA/TISs will be compiled to assess the development scenario eventually applied for – these assumed development figures are thus considered illustrative for the purpose of trip generation calculations in this report.

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* was consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The TMH17 suggests the following applicable trip generation rates:

	AM Peak Hour		PM Peak Hour	
	Rate	Split (in/out)	Rate	Split (in/out)
Single Dwelling	1,0 trip per unit	25/75	1,0 trip per unit	70/30
Office	2,1 trips per 100 m^2 GLA	85/15	2,1 trips per 100 m^2 GLA	20/80
University/College	0,2 trips per student	80/20	0,2 trips per student	30/70
Retail*	1,9 trips per 100 m^2 GLA	65/35	10,9 trips per 100 m^2 GLA	50/50

**Based on the TMH17 Shopping Centre formulas:* $0{,}6 \times \left[1 + \frac{6}{1+m^2/3500}\right]$ & $3{,}4 \times \left[1 + \frac{6}{1+m^2/3500}\right]$

Furthermore, the TMH17 suggests trip adjustment (reduction) factors for mixed-use developments. The following are suggested for the abovementioned land uses:

Residential	10%	University	20%
Office	20%	Retail	10%

Based on the above (including reduction factors), the proposed development will have the potential to generate the following peak hour traffic:

	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	**In**	**Out**	**Total**	**In**	**Out**
Residential (*1 257 units*)	1 131	283	848	1 131	792	339
Office (*6 000 m^2 GLA*)	101	86	15	101	20	81
University (*380 students*)	61	49	12	61	18	43
Retail (*6 000 m^2 GLA*)	104	68	36	590	295	295
Total	**1 397**	**486**	**911**	**1 883**	**1 125**	**758**

These potential peak hour trips are lower than the potential trip generation used in the previous EMME modelling.

3.2 Existing Traffic Conditions

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available, as will be discussed in *paragraph 4* below.

As mentioned in *paragraph 2.2* above, access will, inter alia, be possible via Techno Avenue. Currently, Techno Park only consists of one access, i.e. R44/Techno Avenue intersection. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): *Department of Transport and Public Works*, during the approval process of the *Capitec Head Office* recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and *"will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m"*, which *"will be more than enough to cover the construction costs for the link road"*. The approval letter for the Capitec-development received from WCG (26 February 2018), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal, which is noticeably smaller than the previous proposal, the possible DCs payable can be expected to be considerably lower than the figure quoted above.

It is thus not expected that sufficient capacity will be available for the full proposed development along the R44, with the existing road network.

3.3 Overview Impact

As briefly mentioned above, the potential peak hour trip generation, based on the available development information at this stage, compares well with the previous EMME modelling conducted. Based thereon, it is anticipated that sufficient capacity would exist to accommodate the proposed development with the Techno Park Link Road (between Techno Park and Adam Tas Road) in place.

According to preliminary comment received from Stellenbosch Municipality: *Infrastructure Services (Roads, Transport, Stormwater & Traffic Engineering)* on the proposed development, there would be capacity for development, without overloading the road network, once the extension of Van Reede Road and the western link between Techno Park and Adam Tas Road are in place.

Detail on road reserves, road layouts/cross-sections, intersection lane layouts, etc. will be addressed during further design stages.

4. GEOMETRY

As mentioned above, access to the subject property is currently obtained from an extension of Van Reede Road, which intersects the R44. With the development of the subject property, access to the west will also be required. Access to the proposed development in terms of the existing- and future road networks will be discussed hereafter.

4.1 Existing Road Network

As mentioned in the previous paragraphs, minor improvements have been implemented/are currently being implemented where funding is available. The most recent road upgrades in the vicinity of the subject property are *a)* the dualling of Techno Avenue (between the R44 and Proton Street) which includes the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and *b)* the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn movements to/from the golf course only, and limits the Paradyskloof Road-approach to left-turn movements only). The construction of both of these projects have been completed.

With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years. However, as mentioned, the Techno Park Link Road (as second access to Techno Park) was identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022.

As previously mentioned, access to the subject property is currently obtained via Van Reede Road. The first section of the said access road, to the west of the existing Die Boord residential area, is currently a servitude providing access to the abutting properties – see ***Diagram 4*** below.

Diagram 4 : *Cape Farm Mapper* extract (with notes) – Right of Way (ROW) Servitude (yellow line)

4.2 Future Road Network

The ultimate future road network in the area, includes some additional link roads and potential bypass-roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation. The short- to medium-term links are as follows, and indicated in ***Diagram 5*** below:

Techno Park Link Road: This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely initially be a signalised intersection.

Eastern Link Road: This road link is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

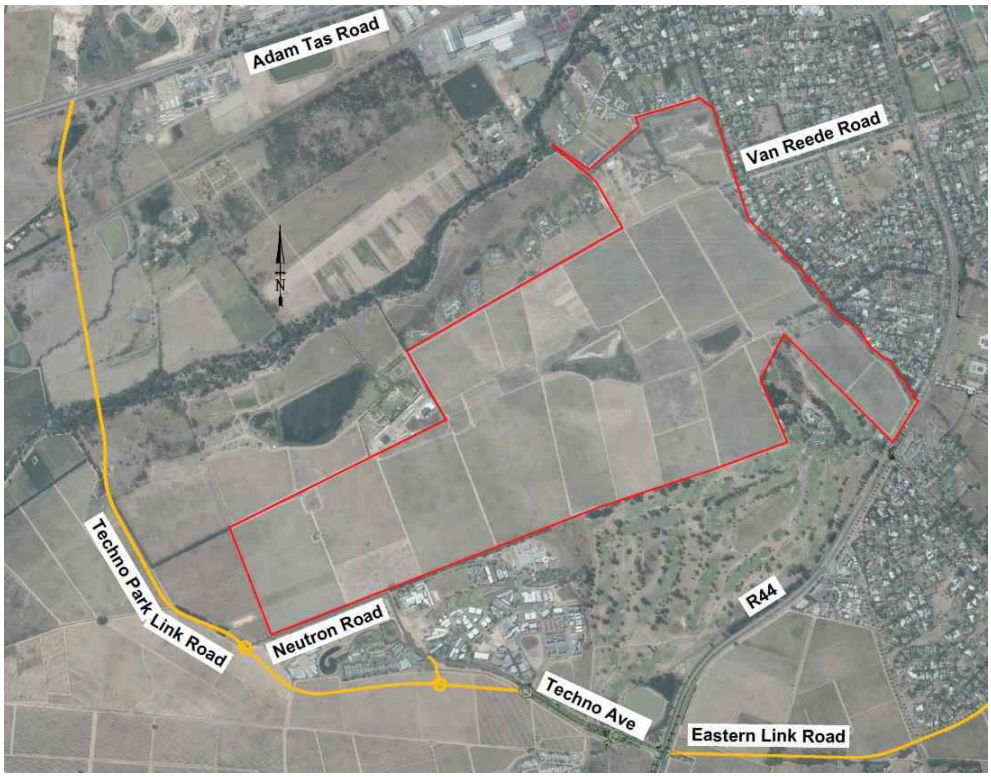


Diagram 5 : Future road network in vicinity of subject property

The abovementioned roads are also included in the Stellenbosch Municipality's Roads Master Plan. See an extract below:

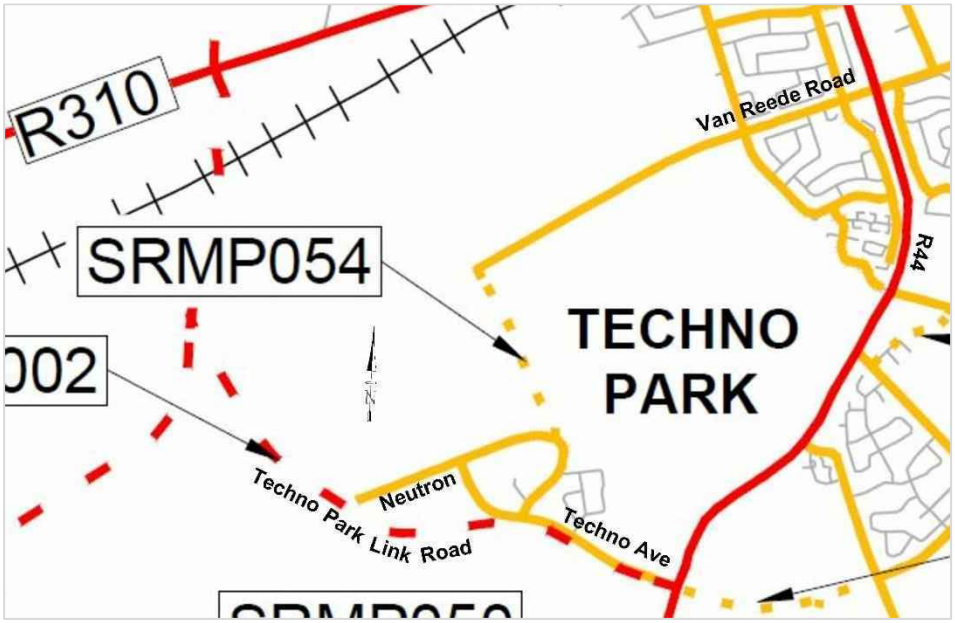


Diagram 6 : Stellenbosch Municipality's *Draft Road Master Plan* extract (with notes)

4.3 Proposed Development Access/Roads

As previously mentioned, access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road).

A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/portions.

According to information, Van Reede Road is classified as a Class 4-road. The Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 metres (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts/portions should thus adhere to these guidelines, details of which will be addressed during further design stages. Similarly, the cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following the discussions with the Municipality as mentioned in *paragraph 1* above, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the engineering department provided in principle support. The proposed alignment, in the context of the proposed development portions, is schematically indicated in ***Diagram 7*** below. The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

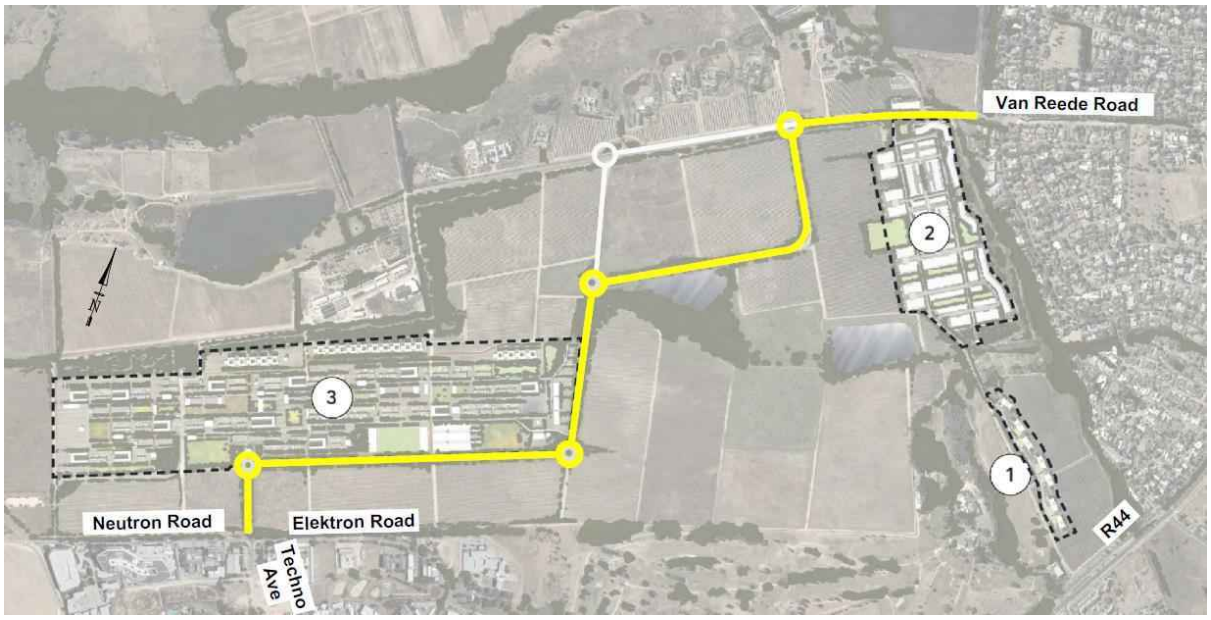


Diagram 7 : Proposed road link between Die Boord and Techno Park traversing the subject property

Detail on the road width, lane layout, etc. will be determined during further design stages.

5. PARKING

Parking will be addressed during further design stages, but will be provided in line with the requirements of Stellenbosch Municipality.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

As mentioned, detail on the layouts will be addressed during further design stages. However, it is anticipated that public transport embayments will be required along the road traversing the subject property, especially at the intersections of the accesses to the development clusters/portions.

Similarly, accommodation for non-motorised transport (NMT) is anticipated to be required along at least the road traversing the property. The NMT provided traversing the site will also be linked to the surrounding facilities in line with the proposals included in the NMT Master Plan of Stellenbosch Municipality. An extract of the said plan is indicated below, with the green lines traversing the subject property (between Van Reede Road and Techno Park) indicating proposed Class 2-NMT routes:

Diagram 8 : Stellenbosch Municipality's *NMT Master Plan* extract (with notes)

As per the abovementioned NMT Master Plan Report, the following is applicable to Class 2 routes: *"Path which is located within the road reserve, located adjacent to the road way on the same alignment, but separated from the road way by level difference and / or kerb and reserved for either cyclists only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path"*.

7. CONCLUSIONS

From the above it can be concluded that, with the Techno Park Link Road (between Techno Park and Adam Tas Road – currently a pending requirement to be implemented by Stellenbosch Municipality) in place, sufficient capacity would exist to accommodate the development of the subject property.

During further development applications, TIA/TISs will be required to address detailed road upgrades required, based on a refined development proposal for the subject property.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,

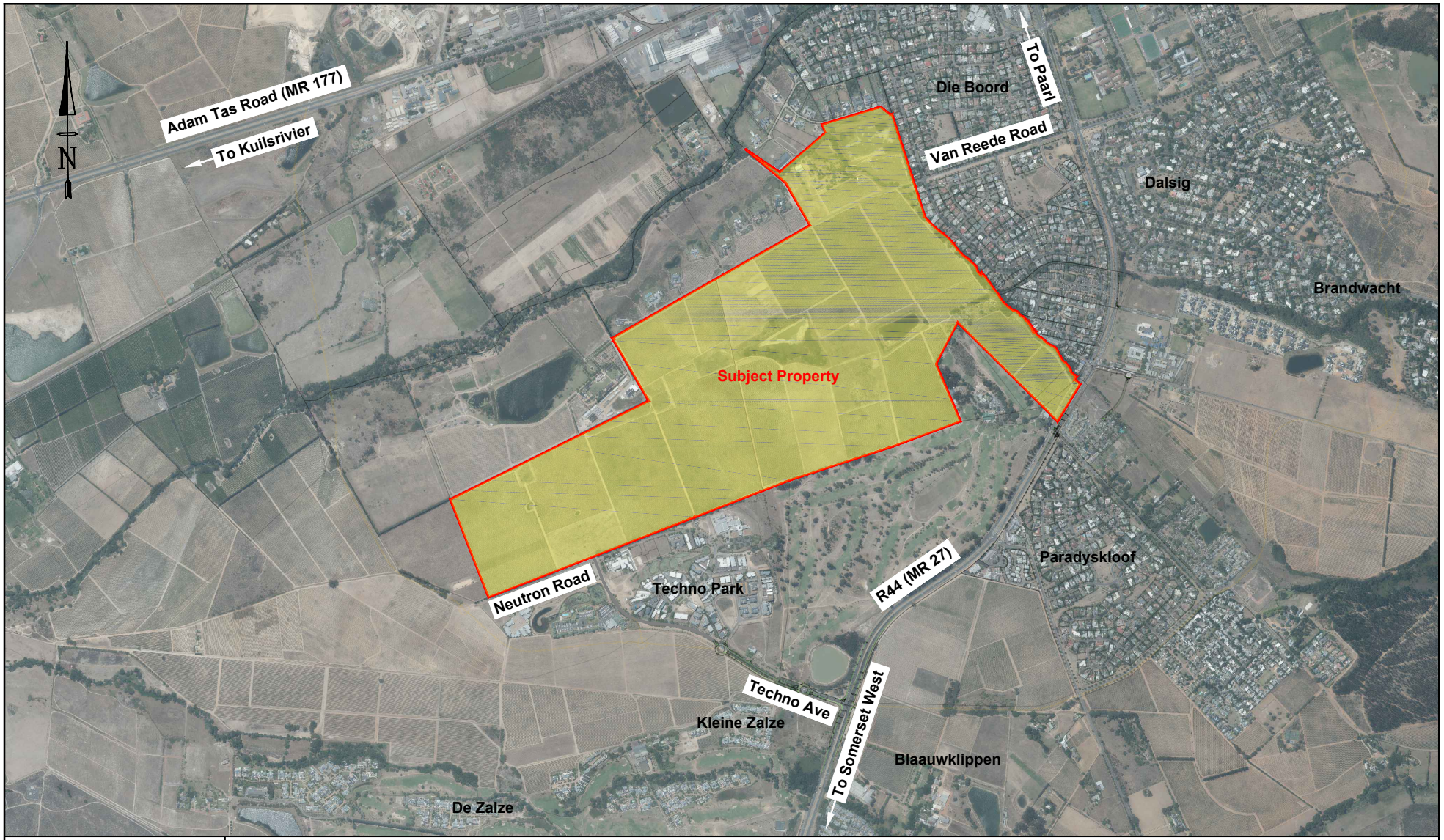
Compiled by: Yolandi Obermeyer (B Eng)

UDS AFRICA

Attachments:

Locality Plan

Zoning Plan (*nuvorm*)



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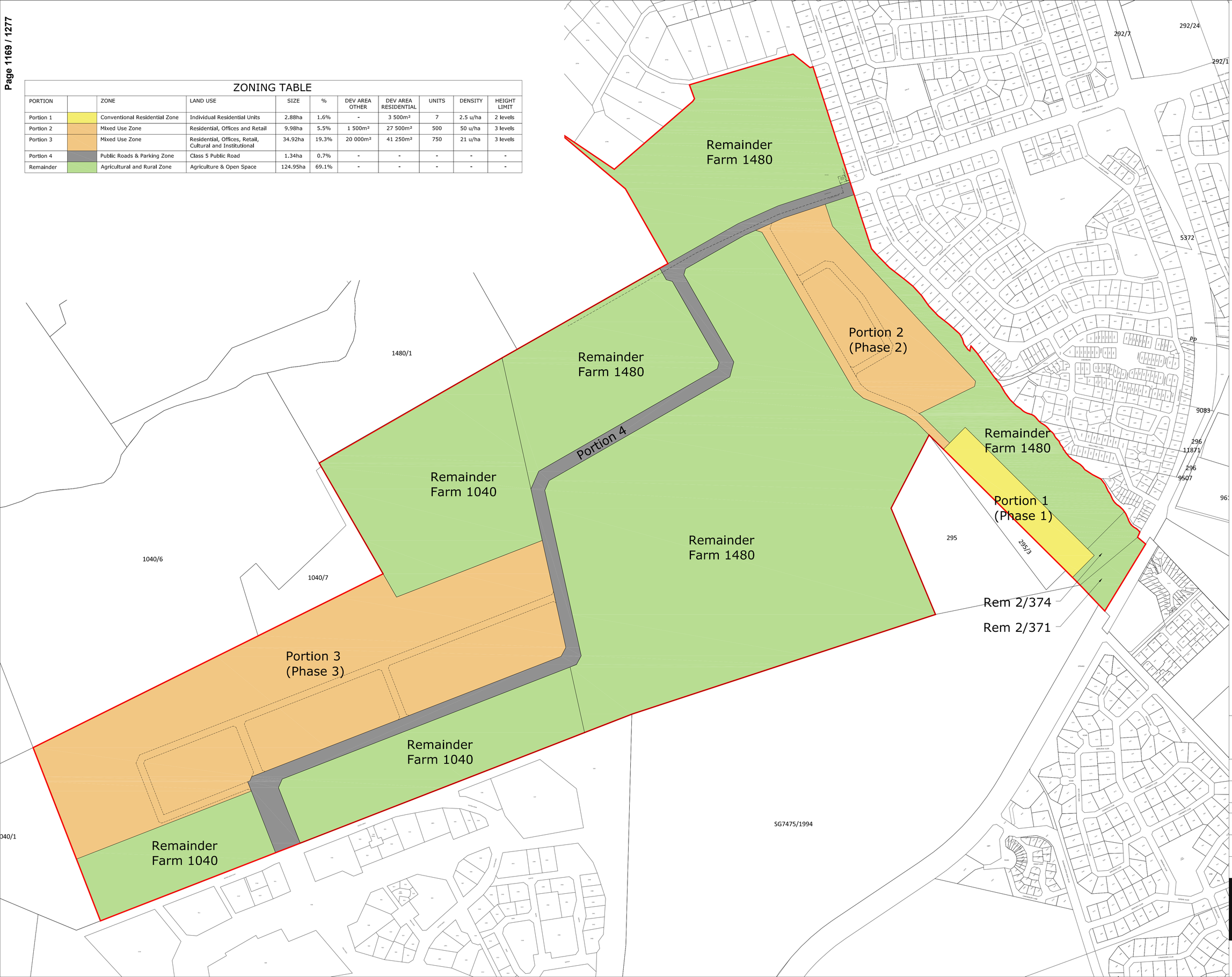
Locality Plan

ZONING TABLE

PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



REVISIONS

REV	DATE	DESCRIPTION
A	2022.12.12	ISSUED FOR INFORMATION
B	2023.01.10	ISSUED FOR INFORMATION
C	2023.01.15	ISSUED FOR INFORMATION

LIBERTAS
FOUNDATION CAPITAL

REMAINDER OF FARM 1040, REMAINDER OF FARM 1480, PORTION 2 OF FARM 374, PORTION 2 OF FARM 371

ZONING PLAN

CODE	PHASE	DISCIPLINE	NUMBER	REV
22AM	01	UD	1000	C

STELLENBOSCH

DRAWN BY:- nuvorm DATE: 2022.12.12 SCALE: NTS - A1

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nuvorm (Pty) Ltd - Reg no. 2021 / 815005 / 07

ANNEXURE 17:
CIVIL ENGINEERING REPORT REV 1 WITH ANNEXURES

FLEURBAAI (PTY) LTD

DEVELOPMENT OF FARMS
FLEURBAAI 1040 AND LIBERTAS 1480
STELLENBOSCH

CIVIL ENGINEERING SERVICES REPORT – REVISION 1

C 20 001
18 MAY 2021

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING

FARMS FLEURBAAI 1040 AND LIBERTAS 1480, STELLENBOSCH

CIVIL ENGINEERING SERVICES REPORT – REVISION 1

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4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS 4
5. ROADWORKS 4
5.1. Traffic Impact Assessment 4
5.2. Internal roads 4
6. POTABLE WATER 5
7. SEWERAGE 6
8. ELECTRICITY 7
9. STORM WATER 7
10. CONCLUSION 8

Appendix 1 – DRAWINGS

C 20 001 / 130 / A Bulk Sewer Connections
C 20 001 / 120 / A Bulk Water Connections

1. INTRODUCTION

Fleurbaai (Pty) Ltd appointed INTEGRATE Structural and Civil Engineering (Pty) Ltd as the Consulting Engineers for the proposed development of Farms Fleurbaai 1040 and Libertas 1480, Stellenbosch and to compile a Civil Engineering Services Report.

The services report has been compiled based on the Site Development Plan as prepared by FIRSTPLAN Town and Regional Planners with Urban Design input from URBA as well as the following specialist studies that have been commissioned to assess the suitability of the site for the intended development from an Engineering perspective:

- Traffic Impact Assessment by ICE Consulting Engineers.
- Electrical Infrastructure Services Report by CKR Consulting Engineers.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage.

The above studies are contained in separate reports and forms part of the main rezoning application.

2. PROJECT DESCRIPTION AND DEVELOPMENT PROPOSALS

The project consists of the rezoning of Farms Felurbaai 1040 and Libertas 1480 from Agricultural and Rural Zone to Subdivisional Area to allow for a Mixed-Use Zone. The Development Proposals will include 1241 Single and Group Housing Residential Opportunities as well as other development opportunities such as Offices and Retail with a footprint of 13 138 m2 and Cultural and Institutional facilities with a footprint of 9 408 m2. [2] .

The proposed approximate positioning of the development proposals are indicated on the Site Development Plans compiled by FIRSTPLAN Town and Regional Planners and is contained in the main rezoning application document.

3. SITE GEOMORPHOLOGY AND GEOLOGY

A comprehensive Geotechnical Investigation will be undertaken by Professional Geologists and the findings will guide the foundation and structural design of the buildings as well as the design of the Civil Infrastructure. No adverse underground conditions are expected.

4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS

The internal and external civil infrastructure will be designed to comply with the minimum standards contained in the "Guidelines for Installation of Engineering Services in Residential Areas", also known as the "Blue Book", as well as, standards and requirements of the Department of Water Affairs (DWA), the Stellenbosch Municipal Guidelines and Standards, and the Provincial Roads Engineer.

All construction drawings will be subject to approval by the Stellenbosch Municipality prior to construction.

5. ROADWORKS

5.1. Traffic Impact Assessment

A comprehensive Traffic Impact Assessment (TIA) was undertaken by the ICE Group (Pty) Ltd. and is contained in the main rezoning application document.

5.2. Internal roads

Internal roads will be surfaced with a combination of tar, paving and cobbling to suite the architectural theme. The road widths will be determined by the expected generated traffic and traffic calming measures will be implemented throughout to create an environment safe and inviting for pedestrians and cyclists.

6. POTABLE WATER

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the Raw Water Supply, Water Treatment, Potable Water Storage and Conveyance Systems to supply the development. The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 120 / A, Bulk Water Supply Layout.

The Annual Average Daily Demand (AADD) of the proposed development is calculated as 1,04 M ℓ /day with an Instantaneous Peak Flow of 57 ℓ/ s . The development will be supplied by two pressure zones from the Paradyskloof Reservoir with a TWL of 191,8 MSL and the Papegaaiberg Reservoir with a TWL of 137,1 MSL .

7. SEWERAGE

The Annual Average Daily Wet Weather Flow (AADWWF) of the development is calculated as 0,94 Mℓ / day .

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of sare capacities in the external sewerage system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the External Bulk Sewage Conveyance System as well as the Sewage Treatment Works to serve the proposed development.

The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 130 / A, Bulk Sewer Connections.

The connection points are described as follows;

- The existing malfunctioning Baltron Sewage Pumpstation in Technopark will be abandoned and effluent will be diverted to connect with the proposed internal reticulation under gravity.
- A gravity connection will be made onto the existing Kleingeluk Gravity System.
- A gravity connection will be made to onto the existing Die Boord Gravity System.
- A new Pumpstation will be built on the lowest portion of the site to serve portions of the development that cannot gravitate to either the Kleingeluk or Die Boord gravity systems. The rising main will cross the Eerste River, either by attachment to an existing bridge crossing or via trenchless crossing at depth and will be installed in the existing servitude registered for the recently installed 355 mm dia De Zalze Sewer Rising Main. The approximate performance figures of the proposed pumpstation is as follows;
- Peak Incoming Flow : 35 ℓ/ s
- Pumping Rate : 45 ℓ/ s
- Starts / Hour : 5
- Rising Main Diameter : 250 mm

The performance figures will be finalized once the development proposals have been fixed.

8. ELECTRICITY

An Electrical Engineering Services Report has been compiled by CKR Consulting Engineers, and forms part of the main rezoning application.

9. STORM WATER

Stormwater run-off upto the 5 year storm event from hardened areas will be collected via catchpits and inlet grids and conveyed via a combination of open concrete channels and underground concrete pipework. The existing farm dams will be utilized as retention ponds to not exceed the predevelopment runoff rates, intercept solids and provide water polishing prior to release to the Eerste River. Adequate escape avenues exists for storms exceeding the 5 year event.

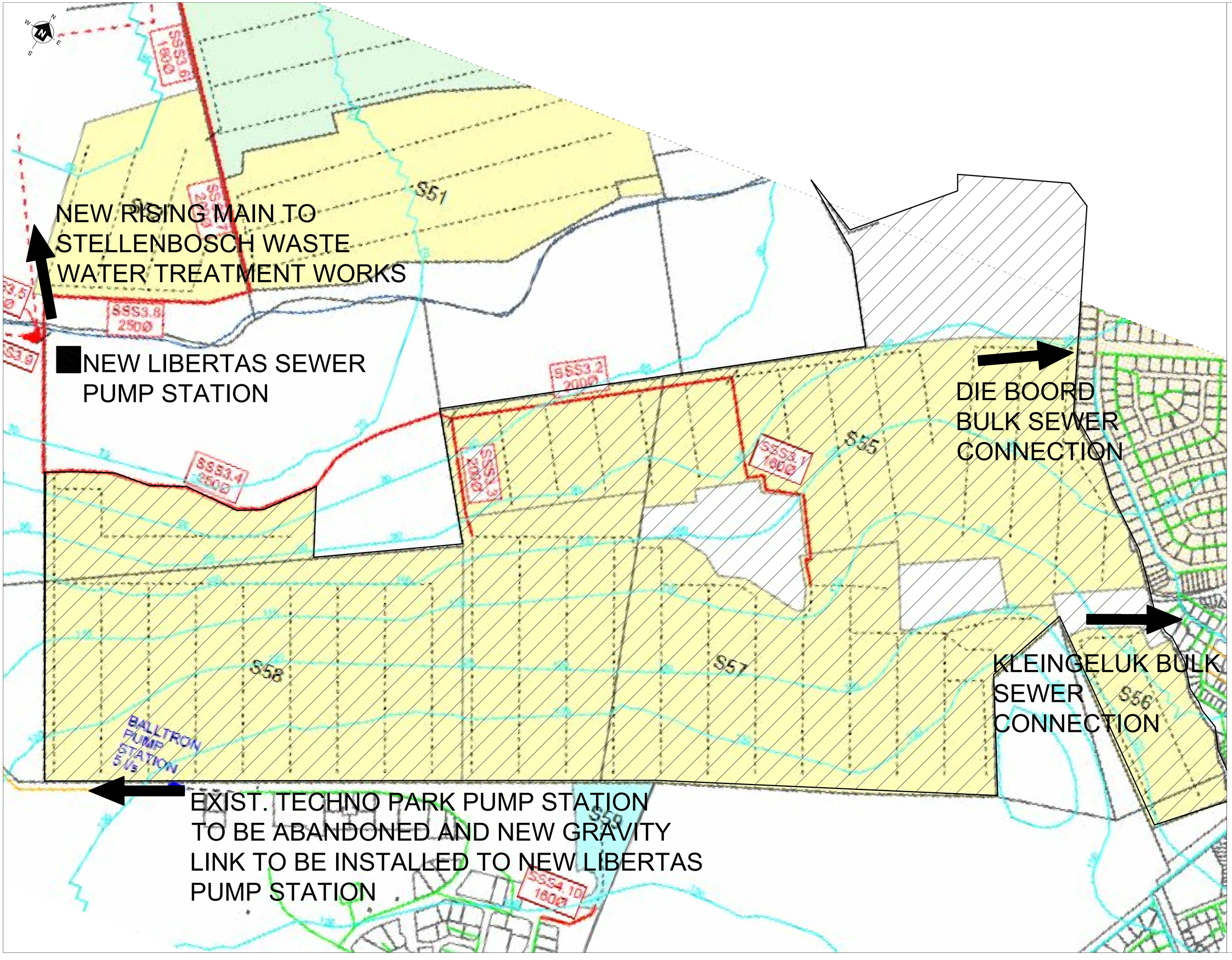
10. CONCLUSION

INTEGRATE has investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.

AJ BURROWS
For INTEGRATE Structural and Civil Engineering (Pty) Ltd

Appendix 1

Drawing Nr. C 20 001 / 130 / A Bulk Sewer Connections
Drawing Nr. C 20 001 / 120 / A Bulk Water Connections



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NOTES
1: See general construction notes drawing No. C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

R	DATE	ISSUED TO	BY
Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL

R	DATE	REVISION	BY	CHKD
A	23.11.20	FOR INFORMATION	PL	LL

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DRAWING
BULK SEWER CONNECTION LAYOUT

STAND/ERF No,
LIBERTAS, STELLENBOSCH

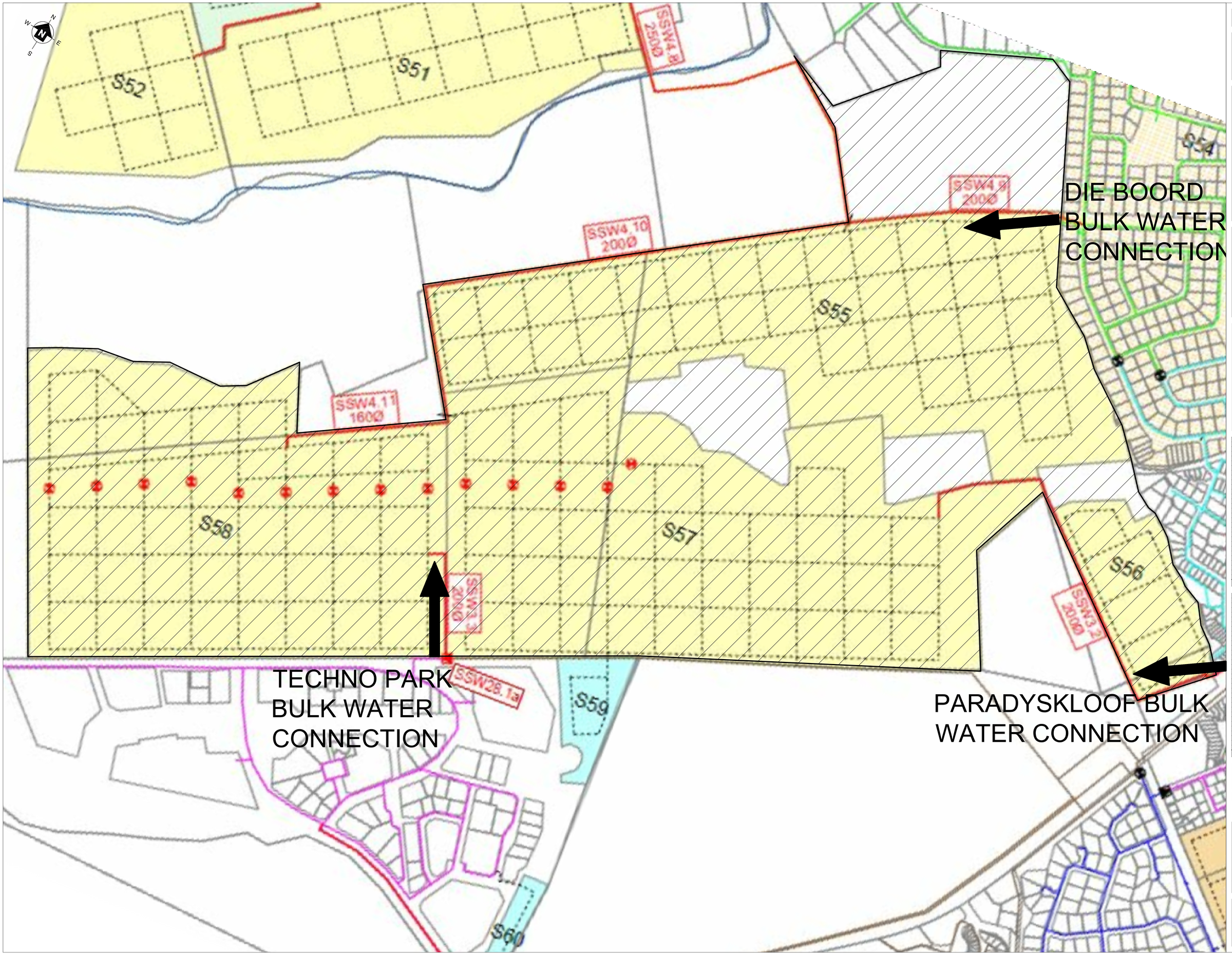
SCALE: 1 : 2500 ON A0
DATE: NOVEMBER 2020
DRAWN: PL

ARCHITECT:
URBA

VERIFIED:
APPROVED:

JOB No.
C 2 0 0 0 1 /

DRAWING No.
1 3 0 - 0 0 REV. A



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NOTES
1: See general construction notes drawing No, C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

R	DATE	ISSUED TO	BY
Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL

R	DATE	REVISION	BY	CHKD
A	23.11.20	FOR INFORMATION	PL	LL

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DRAWING
BULK WATER SUPPLY LAYOUT

STAND/ERF No.
LIBERTAS, STELLENBOSCH

SCALE: 1 : 2500 ON A0
DATE: NOVEMBER 2020
DRAWN: PL
ARCHITECT: URBA
VERIFIED:
APPROVED:

JOB No. C 2 0 0 0 1 /

DRAWING No. 1 2 0 - 0 0 REV. A

ANNEXURE 18:
ELECTRICAL SERVICES REPORT

CONSULTING ENGINEERS

INNOVATION
OPTIMISATION
PRECISION

Our Ref: Libertas Development

25 June 2021

Reset Properties (Pty) Ltd
Oudebank Building
Bird Street
Stellenbosch
7600

Attention: Mr Conrad Burke

REMAINING EXTENT OF FARM 1040/0, 1480/0, 374/2 & 371/2 – ELECTRICITY DEMAND REQUIREMENTS AND AVAILABILITY

CKR Consulting Engineers were requested by Reset Properties (Pty) Ltd to determine what the Electrical demand will be for the proposed development and what Electrical capacity is available from Stellenbosch Municipality. We report as follows.

Libertas Development				
No		QTY	VA	
	Precinct A			
1	Housing	724	4040	2 924 960,00
2	Retail / Offices	10666	80	853 280,00
3	Cultural / Institutional	9408	80	752 640,00
	Total Precinct A			**4 530 880,00**
	Precinct B			
1	Housing	510	4040	2 060 400,00
2	Retail / Offices	1472	80	117 760,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct B			**2 178 160,00**
	Precinct C			
1	Housing	7	6000	42 000,00
2	Retail / Offices	0	80	0,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct C			**42 000,00**

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	Precinct D			
1	Housing	0	6000	0,00
2	Retail / Offices	1000	80	80 000,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct D			**80 000,00**
	Total VA			6 831 040,00
	Diversity Factor	0,85		5 806 384,00
	Total KVA			**5806,384**
	Total MVA			**5,806384**

Based on the above calculations for the current development proposal done by Urban Design dated May 2021 an Estimate of 5.8MVA will be needed for the development which will be done in different phases.

Stellenbosch Municipality has confirmed on 13 October 2020 that they have 1MVA available form Golf Substation for the first phase of the development, once formal Electricity applications are made planning will start to upgrade this figure.

Yours Faithfully

……
Francois Steenkamp Pr Tech Eng
Senior Engineer

ANNEXURE 19:
MARKET DEMAND_SOCIO ECONOMIC IMPACT

multipurpose
business solutions

Market viability assessment and socio -economic implications associated with the Libertas Farm development with specific reference to Stellenbosch Town

Consultative Document
This report consists of 69 pages

Report prepared for TV3 Architects and Town Planners

Dr. Jonathan Bloom

May 2019

PO Box 12814, Die Boord, Stellenbosch, 7613
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Executive Summary

Nature and Scope of the project

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project.

The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

The Libertas development covers the following scope of land uses:

- A total of 30 single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

Libertas offers a scope of housing that addresses various emerging trends related to demand for housing, for which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark, at the surrounding commercial enterprises and the surrounding area. The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. The project also offers and addresses the need for commercial space in the form of community retail and offices.

This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people. In order for the project to be fit for purpose, broad market and socio-economic criteria need to be considered. With some limited variance, Libertas should fall within the demand forecasts for different housing types in Stellenbosch Town, must offer socio-economic benefits to locals and ensure that the Municipality is able to consider the project from both a financial, policy and planning context. Stellenbosch Town includes and is defined as central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley.

Key outcomes

Stellenbosch housing trends

Higher priced houses have emerged as a trend in Stellenbosch Town over the period 2008 to 2017 and current supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

A total of 17 301 units form part of the estimated demand over the next 20 years, i.e. 9 277 houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses. These figures represents adjusted demand forecasts prepared by Rode and Associates for Stellenbosch Town.

Key salient outcomes from the analysis include the following:

- The current supply is unable to meet demand for all housing types in Stellenbosch Town;
- Sales trends in the Stellenbosch Municipal area suggest a demand for higher priced houses;
- Emerging trends suggest that average equilibrium prices[1] will increase and continue to increase in Stellenbosch Town due to the following:
    - Limited supply of new development (housing) stock;
    - Lag in the provision of supply caused by inelasticity[2], which suggests that supply is unable to meet demand in the short-term, resulting in price increases reaching new highs, but not rebalancing downward with more additional stock on the market; and
    - Continuous and sustained price increases will curtail the opportunity to create and develop appropriate mixed-use residential projects that offer a range of affordability options.
- An estimated housing demand of 865 units per annum on average for next 20 years based on the adjusted Rode forecast:
    - 464 houses smaller than 80 m^2
    - 140 houses larger than 80 m^2
    - 120 flats
    - 141 townhouses
- It is also possible to relate vehicle traffic and employment to future retail, commercial and industrial development in Stellenbosch Town over the next 20 years as follows:
    - 1 additional vehicle will **enter Stellenbosch Town** for every 53 m^2 of retail, office and industrial space developed;
    - 1 additional employee will originate from **outside Stellenbosch Town** for every 45 m^2 of Gross Lettable Area (GLA)[3] developed
    - 1 additional employee would **reside in Stellenbosch Town** for every 27 m^2 of GLA developed (given the percentage of persons that commute for employment purposes)

[1] Average equilibrium price is the average price over a period where the demand for property and supply of property are in balance.
[2] Supply is price inelastic if a change in price causes a smaller percentage change in supply, i.e. the supply of a few properties results in a greater increase in the price due to demand exceeding supply.
[3] Gross lettable area (GLA) is the amount of floor space available to be rented in a commercial, retail or industrial property.

- A total of 8 830 people[4] estimated to be working in Stellenbosch Town by 2036 would form part of the daily commuting workforce;
- Annual housing need per annum on average over the next 20 years based only on commuters:
    - 371 units for middle-income category
    - 70 units for high-income category
- Demand for 388 dwelling units from commuters and persons that would reside in Stellenbosch due to future retail, commercial and industrial development based on a 50% take up of the need.
    - The average annual demand for houses smaller than 80 m², flats and small townhouses ranges from 194 to 241 units.
    - The demand for houses larger than 80 m² for the high-income group by 2036 ranges from 97 to 194 dwelling units on average per annum.

Development Pipeline for Stellenbosch Town

The pipeline of projects envisaged by developers for Stellenbosch Town has an envisaged rollout over the next 10 years. Although the pipeline does not necessary include all projects, indications are that approximately 9 575 units are envisaged to form part of planning concepts and applications over the following 10 years. The table below provides an indication of the percentage contribution of the pipeline projects to the Rode adjusted forecast per housing type and the contribution of each housing type to the total number of units. **The results indicate that the Development Pipeline would contribute 55,34% of the total units to the adjusted Rode demand forecast.**

Housing type	Amended Rode Demand forecast	Development Pipeline	Percentage of housing type	Percentage of total pipeline
Houses smaller than 80 m²	9 277	4 047	43,62%	42,27%
Houses larger than 80 m²	2 793	2 860	102,40%	29,87%
Flats	2 402	1 130	47,04%	11,80%
Townhouses	2829	1 538	54,37%	16,06%
Total units	**17 301**	**9 575**	**55,34%**	**100,00%**

The housing types envisaged for the Development Pipeline all fall within the adjusted Rode forecast, except for houses larger than 80 m² that exceeds the forecast by 2,40%. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 42,27% to affordable housing (lower to middle-income groups); 16,06% to townhouses (middle-income group) and 11,80% to flats.

The projects that form part of the pipeline, based on the progressive growth trajectory[5] (same growth trajectory used to demonstrate demand over 20 years), is envisaged to deliver 9 575 units over 10 years, which is 31,83% more than the forecast over the same period. By year 12 of the forecast period, the forecasted number of units will exceed the number of pipeline units by 1 156 or 12,70%. In other words,

[4] The number of people commuting to work in Stellenbosch Town is based on an estimated daily commuting traffic of approximately 11527 people less students that emanate from outside of Stellenbosch town which is 25% of the total on the Stellenbosch campus plus an estimate of people that will live outside Stellenbosch and take up employment from the future development of retail, commercial and industrial properties over 20 years.

[5] Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period (refer to Section 8.1).

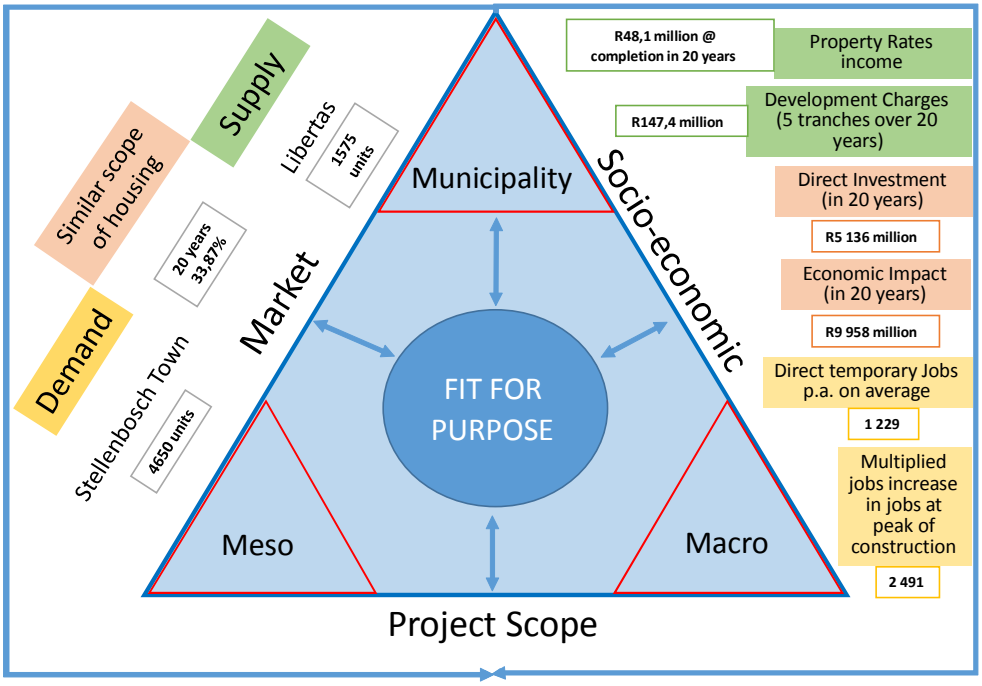
slightly more than a **one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town after 10 years** (refer to Figure 23 of this Report).

Libertas: Fit for Purpose

Libertas forms part of the pipeline of projects envisaged for Stellenbosch Town by developers over the next 10 years. The proposed development represents about 13,37% of the total number of housing units included in the adjusted Rode forecast by 2036, and 16,45% of the total number of housing units envisaged as part of the project pipeline envisaged by developers.

The following figure[6] summarises the outcomes of the analysis and alignment with the premise of a fit for purpose, i.e. whether or not the development project is able to "tick the boxes" from a socio-economic perspective, i.e.

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a funds flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.



[6] The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the project has specific implications at a project level to satisfy demand and enhance supply. The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

In terms of demand and supply, the Libertas development would add 1 575 units of stock to the demand for housing over 20 years. Based on the housing typology envisaged for the project (larger than 80 m^2), this represents 56,39% of the total number of 2 793 units (or one in two units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that includes the residential components, community retail, offices and education facility that will generate Development Charges estimated at R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality in Year 20 from residential uses and additional rates revenue from retail and offices.

Over the duration of the construction period, an average of 1 229 people would directly work on the project components, including the retail, commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

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1. INTRODUCTION

1.1 Introduction and objective

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project. The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

Dr Jonathan Bloom of Multi-Purpose Business Solutions was appointed to prepare a market demand and supply assessment to align the supply of housing units envisaged by the Libertas Development with the future demand for residential dwelling in Stellenbosch Town. For the purpose of this report, Stellenbosch Town includes central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley. Although towns and settlements such as Klapmuts, Franschhoek, Koelenhof, Vlottenburg, Pniel and Kylemore fall within the Stellenbosch Municipal area, they are considered outside Stellenbosch Town.

1.2 Approach and basis for assessment

The premise for this assessment is based on understanding the fit of the project in the context of several stakeholders' inputs used to derive certain outputs and the core outcomes that reflect the scope of the project in terms of the market and socio-economic benefits. The approach is illustrated in Figure 1.

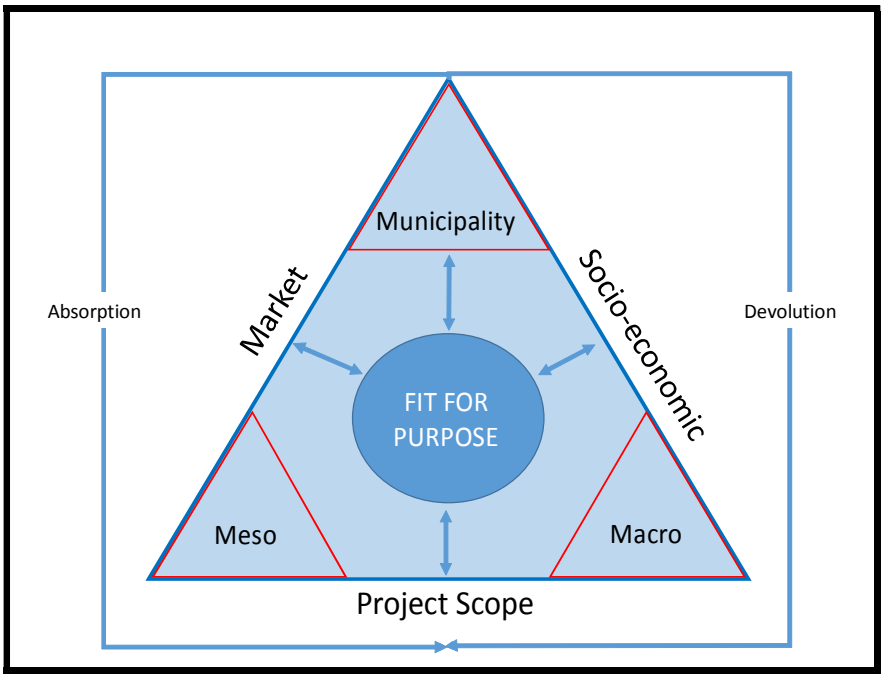


Figure 1: Understanding the fit for purpose of the Libertas Development
Source : Multi-Purpose Business Solutions

The terms used to contextualise the fit for purpose principle illustrated in Figure 1, are discussed below.

- The **project scope** underpins the market represented by the interaction between demand and supply, together with the socio-economic implications that inform the fit of the project for the intended purpose.

- The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the development has specific implications at a project level to satisfy demand and enhance supply.

- The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

- The **Municipality** is the enabler and benefits in the form of an increase to the rates base. Development Contributions (DCs) are received from developers to fund external bulk service provision. The DCs for the purposes of understanding the linkages, equate to the need for external bulk services, although the infrastructure requirements would be unique to each project and require a project-specific assessment.

- In order to assess whether a development is **fit for purpose**, it must satisfy the need, i.e. demand, contribute to the socio-economic fabric of the municipal area by adding income to the economy and creating jobs, while also benefiting the Municipality, i.e. create a mutual symbiosis.

- **Absorption** is premised on the ability of the market to take up the supply provided by a project once completed. Notwithstanding, a need also exists to ensure acceptable levels of **devolution** of the socio-economic benefit that accrue from the project to the intended beneficiaries. This is a continuous and dynamic process and should be considered in the context of the overall supply of development linked to different land uses.

1.3 Nature and scope of the project

The Libertas development covers the following scope of land uses:

- Thirty single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The total land extent for the proposed development is ±150 ha with 1575 residential units, retail, commercial and education land uses. A provisional layout (bubble chart) of the proposed Libertas development is illustrated in Figure 2.

The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. In terms hereof, 30 units are considered as single residential erven of larger than 1000m^2; 470 single residential erven of larger than 500m^2; 300 single residential erven of larger 250m^2 and 775 single residential erven of smaller than 250m^2.

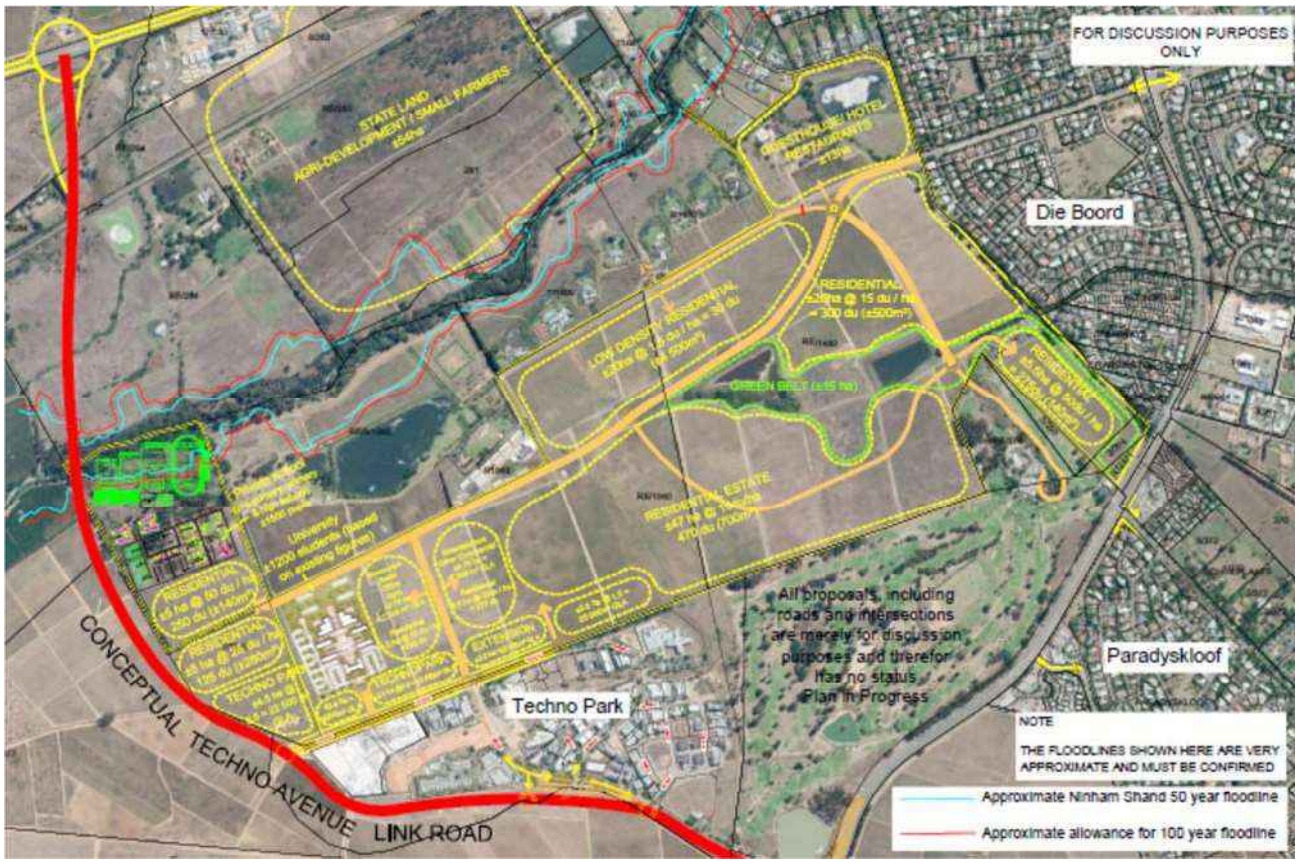


Figure 2: Site development plan for the Libertas development in the context of Technopark, the Golf course, Die Boord, commercial buildings and adjacent farmland

Source : TV3 Architects and Town Planners, 2019

2. RESIDENTIAL MARKET TRENDS

The residential market refers to land uses associated with human habitation, including housing or dwelling units. Residential use can vary in typology, density, tenure, structure, layout and affordability. It should, however, be noted that "residential" does not include hotels or guesthouses, which are defined as "short-stay" accommodation.

Residential property in South Africa has experienced slow, but steady growth in recent years, reporting a rise in activity as well as ongoing demand for housing, especially in the Western Cape. Demand for residential property in the major metropolitan areas and specific geographical areas and nodes in close proximity, has outstripped supply and thus created a seller's market in cities like Johannesburg and Cape Town. A continuous lack of medium-income (affordable) housing options remains a key feature of the marketplace.

2.1 Housing demand and supply challenges for urban areas

The long-term home densification process is expected to continue as the long-term effective scarcity of urban land increases, semi-gration to the Western Cape continues; price increases in the Western Cape and especially the Winelands areas (including Stellenbosch) continue and increase in real terms although a recent flat-lining trend has emerged. The key challenges emanating of this rising urban land scarcity and according to the FNB Property Barometer (2017), which are relevant to Stellenbosch Town in particular, include the following:

- Creating safe open public spaces to largely replace the private space and amenities that many used to have on their own properties;
- Improving the health of the household sector in the face of declining physical activity, partly as a result of less open space;
- Creating mass public transport systems to reduce the myriad of costs associated with transport congestion;
- Designing lifestyle developments that could be attractive to highly skilled labour, which can be attracted or repelled by lifestyle aspects, implying that urban design is key;
- A key driver is the competitive advantage of an area, which is reinforced by semi-migration trends, regional significance and the status of Stellenbosch Town as a key player in the Cape Winelands district;
- Zoning for densification in certain areas, notably along transport corridors, and preventing densification in other areas; and
- Improving key infrastructure and facilities such as water/sewage, schools and hospitals in existing areas to keep up with growing demand per area as densification occurs.

2.2 Housing design trends

The need for housing is also influenced by the nature and scope of properties and top structures. Consequently, demand needs to be aligned with factors such as economic growth, disposable income, debt levels and affordability criteria, which are essential for development in Stellenbosch Town.

If past trends were replicated in the future, then according to the FNB Barometer (2017), the nature and scope of housing would reflect the following:

- Size of average full title stands is decreasing;
- Building size over the long-term appears to be decreasing, but not as rapidly as average stand size;
- Sectional title options will remain significant with a declining trend in full-title options;
- Luxuries will be reduced in order to address the long-term decline in home affordability;
- Percentage of homes built with swimming pools will drop dramatically in terms of water shortages and tariff increases;
- "Non-essentials" are being increasingly done away with in new buildings, such as a study and dining room;
- Declining fertility rates and a smaller average size of households have also contributed to the demand for smaller sized homes with fewer bedrooms; and
- Even the previously most popular 3-bedroom home category has seen some decline, with 2-bedroom homes apparently favoured over 3-bedroom homes.

2.3 Millennials housing market segment

Millennials (also called Generation Z-ers) make up one third of the global population. There is a debate about when Generation Z starts, but they were typically born in the 1990's or 2000's. As millennial consumers approach their peak earning years, a significant percentage is searching for their first home. This particular generation's needs and preferences are quickly becoming the driving force in the property market.

Millennials are tech-savvy and need to connect with people and products, which mean that they have to be engaged through technology, are more entrepreneurial and ambitious than previous generations, with many of them expecting to own a company. In order to understand the housing typology that this segment would demand, it is important to understand what millennial home buyers search for and prefer in their first home (Source: 5-things-millennials-want-in-a-new-home):

- **Homes that are 'ready to go' -** newer homes that are ready to move in, are convenient and have the "ready-to-go" factor address the needs of millennial home buyers;
- **Open layouts and multi -functional interiors –** fewer partitions and walls, eating meals at the kitchen table (not at the dining room) and a multi-media room or gaming room;
- **Energy efficiency and green living –** convenience and efficiency with smart homes delivering these aspects. Millennials identify themselves as environmentally-conscious, preferring a sustainable lifestyle with a low carbon footprint;
- **Technologically equipped homes –**a connected smart home that includes electronic access, keyless locks, interconnected doorbells, mobile-controlled security systems, voice-activated assistants, etc.; and
- Millennials' **buying and selling activity is more frequent** than other age groups, which is also having a noticeable impact on property values, particularly in areas that offer great short-term potential and fulfil a few key lifestyle needs. Demand for properties in areas where buyers can live, work, play, eat and shop - all practically within acceptable walking or driving distance of their homes are key (Source: rise-of-the-millennials-a-property-revolution/24370).

3. STELLENBOSCH HOUSING SUPPLY MARKET

Notwithstanding the economic downturns and political upheaval of the recent past, we have witnessed continuous growth in and around the City of Cape Town (the "CMA") and the Cape Winelands region. The rate of urbanisation and trends such as semi-gration have influenced the demographics in the target area and have contributed to an increase in inherent value of land on the perimeter of the CMA and in nearby towns such as Paarl, Stellenbosch and Franschhoek. In addition, ever-increasing traffic congestion and worsening public transport services are prompting a greater focus on mixed-use/live-work-play developments on the periphery of the CMA and in the growth nodes (such as Stellenbosch) in close proximity to the CMA.

3.1 Trends in housing sales in Stellenbosch

Stellenbosch Town is a unique case when analysing the trends in house and flat sales, which is illustrated in Figures 3 and 4 for the period 2008 to 2018. The more important take-out of the analysis is to understand the value ratio derived by Multi-Purpose Business Solutions as an indication of supply and demand reflected in the average selling price. A high ratio can be interpreted as properties that are being sold at higher average prices in relation to the number of units sold. This could imply a willingness to purchase higher-priced properties or a scarcity in certain market segments, i.e. a supply constraint.

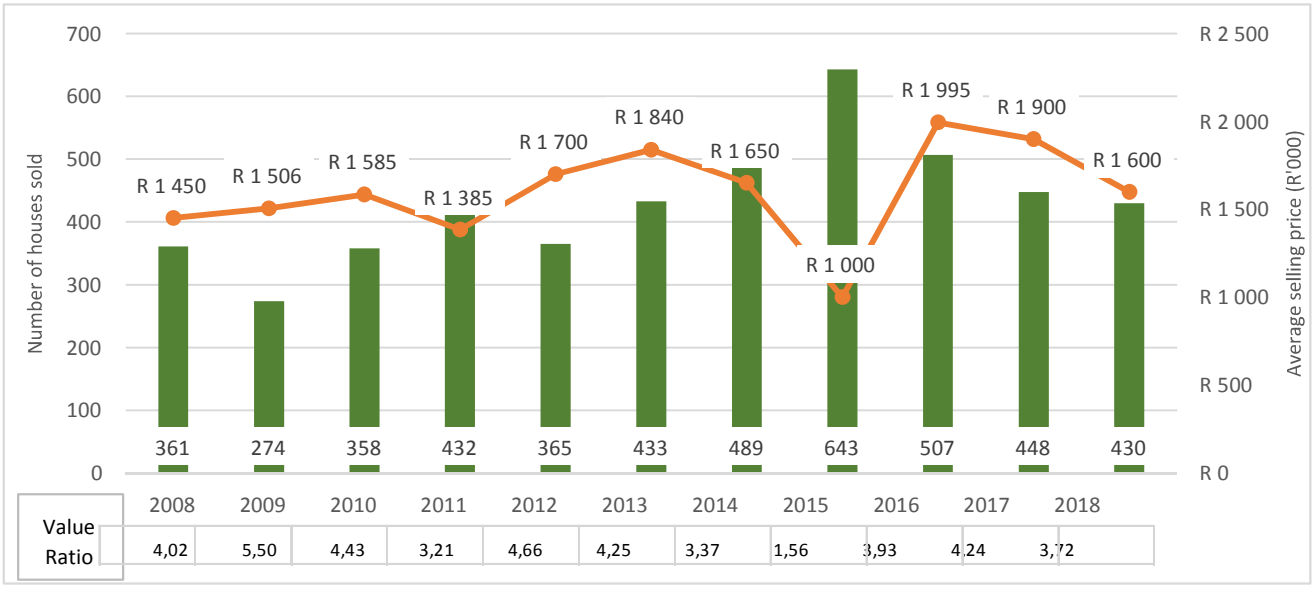


Figure 3: Number of housing units sold and the average annual price per unit for the period 2008 to 2018

Source : Prepared from data - Property24.com and own calculations

The value ratio suggests that from 2015 through 2017, higher-priced houses were acquired from the available supply of houses for sale with a slight tapering off in 2018. A similar trend occurred in 2012 and 2013, while 2015 apparently bucked the trend with a significant decrease (65%) in the average price of houses relative to 2014. The analysis over the period suggests that Stellenbosch experienced higher value ratios of above 4,0 over the past 10 years, except in 2011, 2014-2016 and 2018. Demand for higher priced houses on average is evident and it appears that supply is unable to meet the demand in the higher price segment.

- Current supply unable to meet demand for all housing types
- Demand for higher priced houses

If the emerging trends illustrated in Figure 3 would continue, average equilibrium prices for houses will increase due to the following reasons:

- Limited supply of new development stock;
- Lag in provision of supply due to inelasticity; and
- No or limited integration of various housing typologies in developments.

The only way to reduce the average equilibrium price or price points for residential dwellings is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for housing.

3.2 Trends in flat sales in Stellenbosch

The prices of flats have remained range bound from 2008 to 2013, as illustrated in Figure 4. Thereafter, the average price increased by 70,34% over the period 2013 to 2018, suggesting a tapering off in supply. Clearly, demand outstripped supply, hence a higher price equilibrium, which is also evident by a value ratio of 4,18 in 2018, the highest recorded figure over the period covered in the analysis.

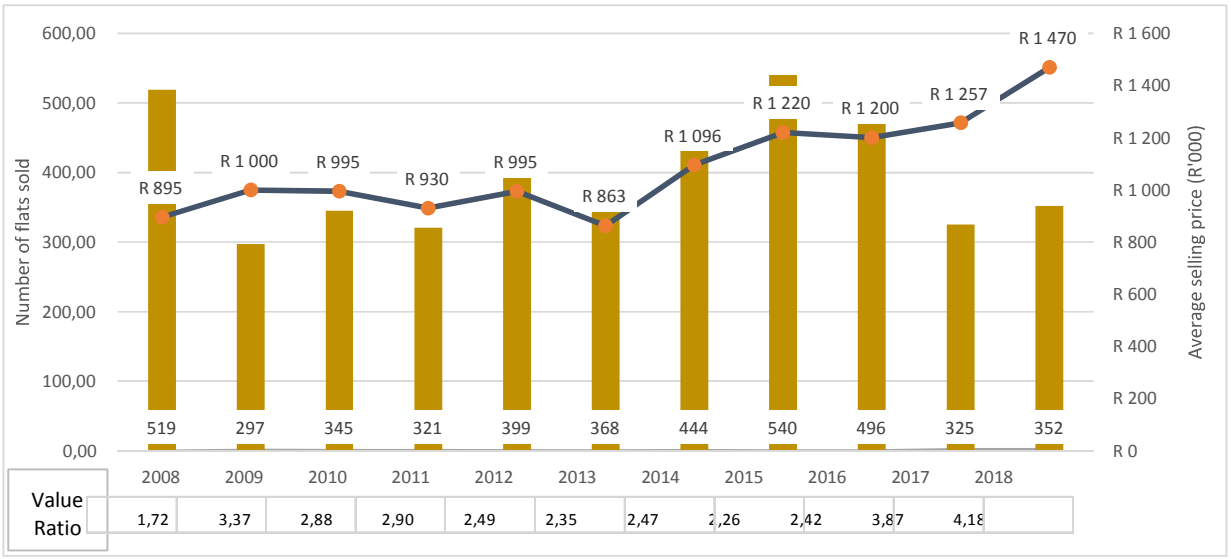


Figure 4: Number of flats sold and the average annual price per unit for the period 2008 to 2018
Source : Prepared from data - Property24.com and own calculations

3.3 Residential housing market stock

The residential market within Stellenbosch Town is mainly driven by households attracted by the rural lifestyle of the area, which is known for its beauty and unique quality of life. Demand for residential development is most active in Stellenbosch Town. Various factors are driving this market, including quality of life and Stellenbosch University, which is attracting students from across South Africa (and foreign countries) to the area. The student accommodation market is driving investment opportunities

such as buy-to-let, and this market has seen significant growth specifically in the Stellenbosch area. Figure 5 indicates sales in the Stellenbosch residential market over the past year.

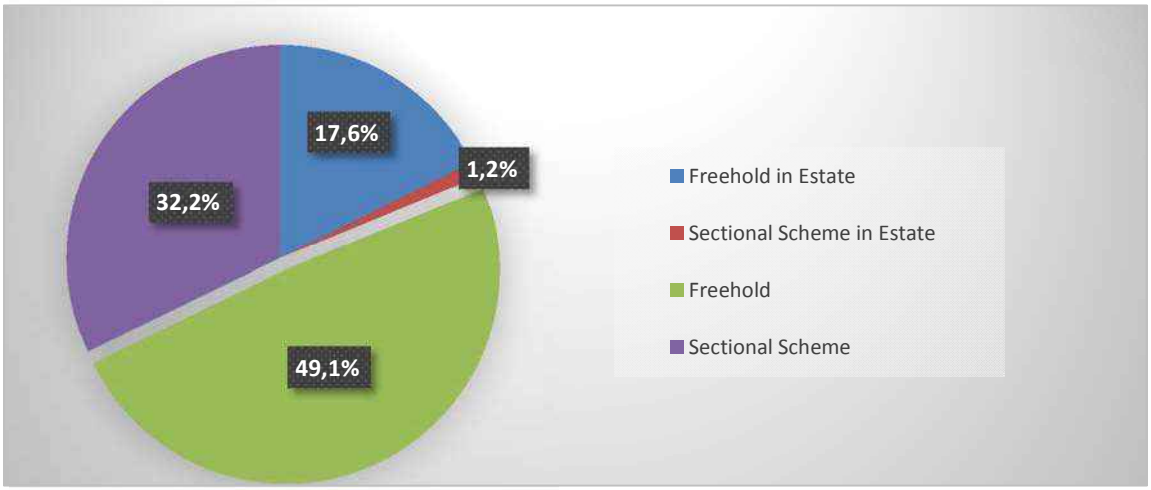


Figure 5: Stock of Stellenbosch residential units for different ownership options
Source : Lightstone data

The largest percentage of the current housing stock comprises of freehold properties (49.1%), followed by sectional scheme properties (32.2%) and freehold developments in estates (17.6%). The current residential sales market within the Stellenbosch area is mainly based on repeat sales, which indicates few new entrants into the market and a lag in or inelasticity of supply.

Estate agents in Stellenbosch indicate that residential property prices in Stellenbosch Town have been increasing, but lower growth rates are currently experienced in a dismal economic environment. Notwithstanding, increasing prices can mainly be attributed to the limited stock available to serve the high demand for residential units. Residents within the Western Cape (specifically Cape Town and Stellenbosch) as well as Gauteng purchase the majority of properties in Stellenbosch Town. Estate agents also indicated that properties are mainly purchased as a primary residence, but there is also a growing trend to purchase investment properties (specifically focussed on the student accommodation market).

3.4 Residential housing supply

The supply analysis entails research into the existing and the future planned residential units within the Stellenbosch area and specifically for Stellenbosch Town. The existing supply and possible future additions are indicative of the effective supply of residential units in the market.

Based on Census 2011 data and **building plans completed** between 2012 and 2016, it is estimated that the current supply of residential units in the Stellenbosch Municipal area is approximately 35 000 units. These residential units are distributed according to income categories as illustrated in Figure 6.

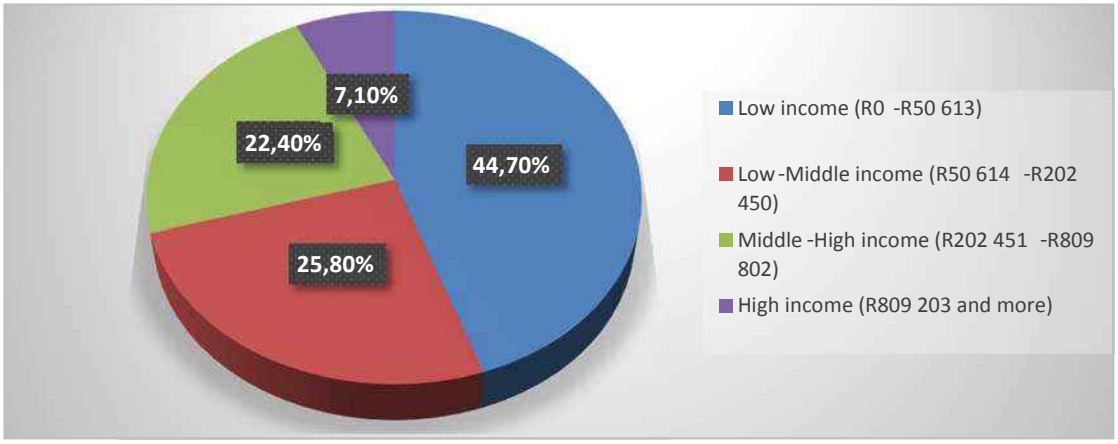


Figure 6: Supply of residential dwelling units based on household income categories
Source: Statistics South Africa and own calculations

Figure 7 illustrates the distribution of residential nodes throughout Stellenbosch Town (residential nodes are indicated with yellow, orange and pink areas).

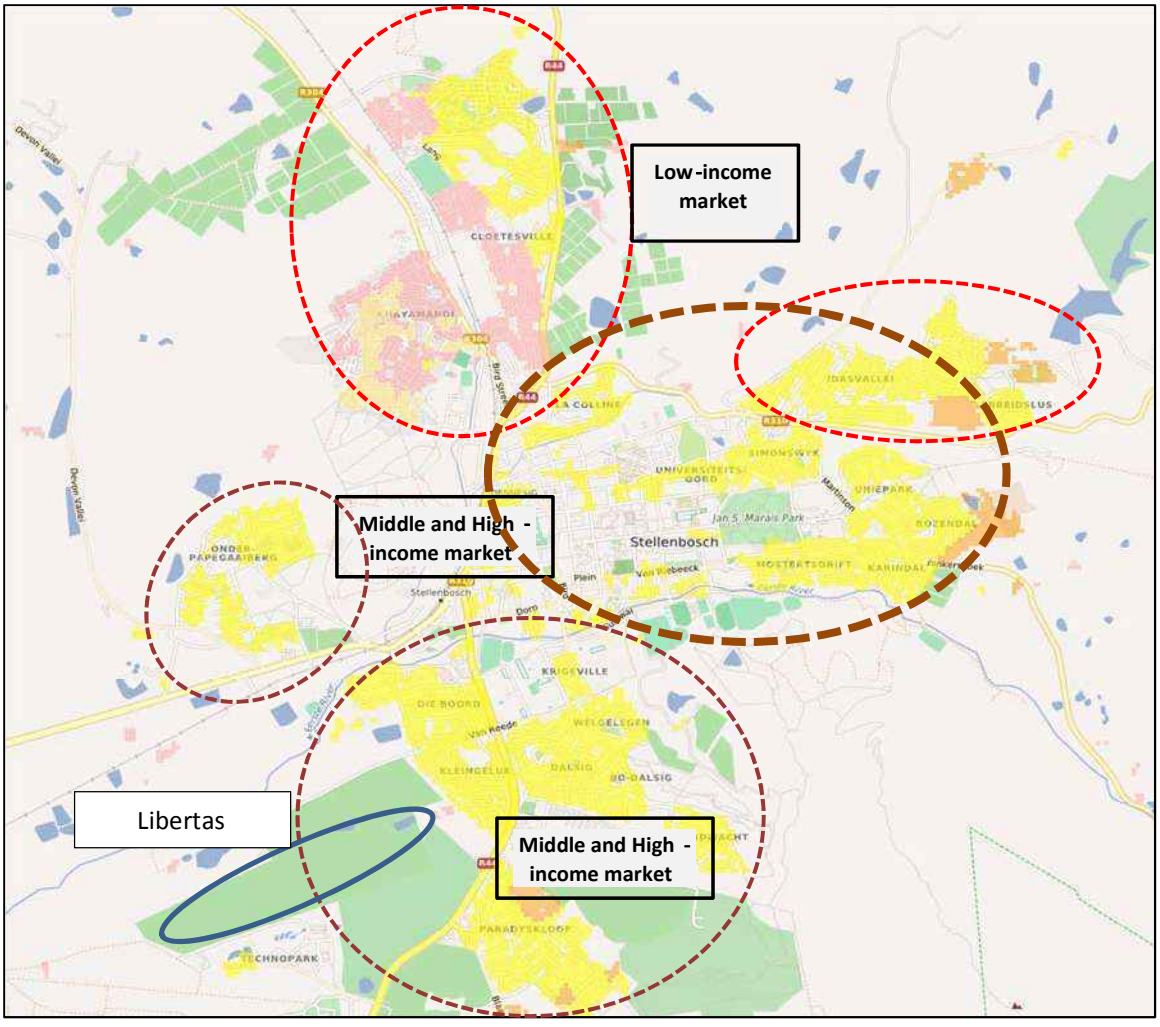


Figure 7: Distribution of residential nodes within Stellenbosch Town with an indication of the location for the Libertas development
Source : Mapable Database: Land Cover, 2016

3.4.1 Approved plans for residential development

Figure 8 illustrates the building plans passed by the Stellenbosch Municipality for the Municipal area. In the absence of specific nodal data for different towns within the Stellenbosch Municipal area, a need exists to apportion a part of building plans passed to Stellenbosch Town. The approach adopted is based on the proportional historic land take-up over the period 2000–2015 for different towns within the Stellenbosch Municipal area. For the purposes of the analysis, this mechanistic method assumes that historic land take-up will be maintained. Over the stated period, Stellenbosch Town accounted for 60% of the total take-up of land for residential purposes. The percentage is applied to building plans approved for the municipal area and assumes an alignment between the historic take-up of land and building plans passed for the different housing typologies.

The average number of square metres passed by the Stellenbosch Municipality per annum over the period 2007 to 2016[7] for dwellings units smaller than 80 m², dwelling units larger than 80 m², flats and townhouses was 5 345 m², 44 432 m², 9 342 m² and 1 540 m², respectively. The classification is based on standards of reporting by Municipalities as required by Statistics South Africa. Large standard deviations for housing types suggest that significant fluctuations occur from year to year. This is also evident in Figure 8.

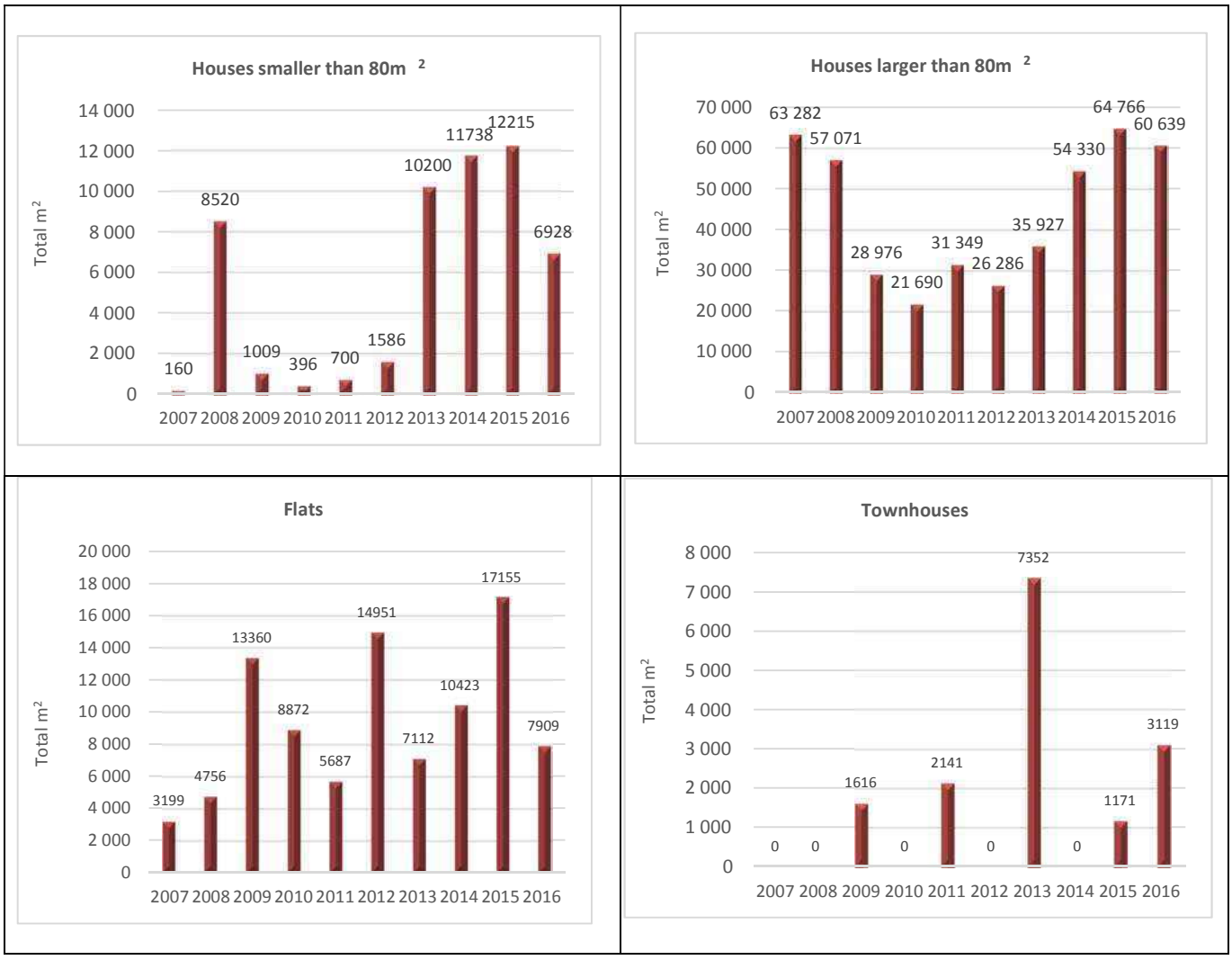


Figure 8: Building plans approved by the Stellenbosch Municipality per housing type per annum for the period 2007 to 2016

Source : Statistics South Africa

7 The latest building statistics report issued by Statistics South Africa is 2016 released on 29 August 2018

The square meterage of building plans approved for different housing types on an annual basis from 2007 to 2016 for Stellenbosch Town is indicated in Table 1.

Table 1: Estimated square meterage of building plans passed for different housing types on annual basis from 2007 to 2016 for Stellenbosch Town

<80m2 Building plans approved				>80m2 Building plans approved			
Year	Total m²	Annual %	% Total	Year	Annual m²	Annual %	% Total
2007	96	0,34%	0,24%	2007	37969	16,49%	94,96%
2008	5112	18,31%	12,11%	2008	34243	14,87%	81,13%
2009	605	2,17%	2,24%	2009	17386	7,55%	64,45%
2010	238	0,85%	1,28%	2010	13014	5,65%	70,06%
2011	420	1,50%	1,76%	2011	18809	8,17%	78,61%
2012	952	3,41%	3,70%	2012	15772	6,85%	61,38%
2013	6120	21,92%	16,83%	2013	21556	9,36%	59,29%
2014	7043	25,23%	15,35%	2014	32598	14,16%	71,03%
2015	7329	26,26%	12,82%	2015	38860	16,88%	67,96%
2016	4157	14,89%	8,81%	2016	36383	15,80%	77,15%
Total	27914	100,00%	8,81%	Total	230 206	100,00%	72,67%
Flats Building plans approved				Townhouses Building plans approved			
Year	Total m²	Annual %	% Total	Year	Total m²	Annual %	% Total
2007	1919	3,74%	4,80%	2007	0	0,00%	0,00%
2008	2854	5,56%	6,76%	2008	0	0,00%	0,00%
2009	8016	15,62%	29,71%	2009	970	13,16%	3,59%
2010	5323	10,37%	28,66%	2010	0	0,00%	0,00%
2011	3412	6,65%	14,26%	2011	1285	17,43%	5,37%
2012	8971	17,48%	34,91%	2012	0	0,00%	0,00%
2013	4267	8,32%	11,74%	2013	4411	59,87%	12,13%
2014	6254	12,19%	13,63%	2014	0	0,00%	0,00%
2015	10293	20,06%	18,00%	2015	703	9,54%	1,23%
2016	4745	9,25%	10,06%	2016	1871	25,40%	3,97%
Total	51309	100,00%	16,20%	Total	7368	100,00%	2,33%

Source : Statistics South Africa and own calculations

These figures were used to generate the average number of dwelling units per housing type per annum for an assumed house size shown in Table 2, and aligns with the analyses and metrics applied throughout this assessment. The building plans passed for Stellenbosch Town indicate that, assuming that these plans translated into completed buildings, the annual average supply from 2007 to 2016 included 40 units of 80 m², 103 of 260 m², 123 flats of 40 m² and 7 townhouses of 130 m².

Table 2: Number of dwelling units per annum based on average m² per housing type for Stellenbosch Town from 2007 to 2016

Type of units	Applied dwelling sizes (m²)	Average number of dwelling units p.a.
Smaller than 80 m²	80	40
Larger than 80 m²	260	103
Flats	40	123
Townhouses	130	7

3.5 Development "Pipeline"

A need also exists to factor residential projects into the equation that are in the planning stages or in different phases of the process from conceptualisation to pre-approval (prior to plans being approved by the Municipality). This data should be considered in the broader context of the analysis, do not necessary include all envisaged residential projects, are merely estimates of known projects, but do offer some indication of future supply based on a need perceived by developers.

Our research suggests that based on the housing typology adopted throughout this assessment, the envisaged supply for dwelling units covers an estimated period of 10 years with a split based on three, five and ten-year occupation periods. Figure 9 indicates an estimate of the number of units per housing type based on the three envisaged occupation timeframes.

Figure 9: Envisaged supply of different housing types for three occupation timeframes
Note: Estimates for the project pipeline include the Libertas project assessed in this report. The categories of dwelling units are based on the residential classification used by Statistics South Africa to ensure the necessary alignment
Source: Various

The envisaged supply of all housing types suggest that from 2020, occupation of 684 units (7,15%) is envisaged over the first 3 years; 3 786 (39,54%) for occupancy over the first 5 years; and 5 105 (53,32%) for occupancy over the first 10 years. The total number of units envisaged to be supplied over the following 10 years, is approximately 9 575. A breakdown of the envisaged supply is indicated in Table 3, which suggests that 42,27% of housing units supplied over 10 years accrue to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 29,87% to affordable housing (lower to middle-income groups);16,06% to townhouses (middle-income group); and 11,80% to flats.

9 575 new units envisaged for next 10 years as part of a Developer Pipeline

Table 3: Percentage contribution to potential supply for three occupation periods

Occupation period	Single (>80m²)	Affordable (<80m²)	Townhouse	Flats
3 years	13,20%	0,00%	5,88%	5,44%
5 years	29,63%	41,26%	60,13%	47,28%
10 years	57,17%	58,74%	33,99%	47,28%
Total	**100,00%**	**100,00%**	**100,00%**	**100,00%**
Percentage per housing type	42,27%	29,87%	11,80%	16,06%

4. NEED AND DEMAND FOR HOUSING IN STELLENBOSCH TOWN

In order to estimate the need and subsequent demand for housing in Stellenbosch Town, an understanding of two terms are required. The ***need*** for housing from an economic perspective refers to a want or is simply something that people desire to have, which they may (or may not) be able to obtain. ***Demand*** is an ***economic*** principle that describes a consumer's desire and willingness to pay a price for a dwelling unit and is able to do so, i.e. affordability, which is the conversion of "latent" demand (or the need) into effective demand.

The analysis focuses on two inputs required to understand and assess potential demand for housing in Stellenbosch Town, namely a forecast over 20 years of land take-up translated into demand by Rode and Associates ("Rode"), and commuter traffic entering Stellenbosch from different directions on a daily basis (the "cordon counts"). The latter would be used to understand whether the demand forecasts by Rode as adjusted could accommodate the potential need and subsequent demand from persons commuting to Stellenbosch on a daily basis.

4.1 Demand for residential accommodation in Stellenbosch Town

The Draft Municipal Spatial Development Framework (MSDF) (2019) refers to the Urban Development Strategy prepared by Rode and Associates in 2017. Reference is only made to indigent housing and housing of less than 80m² as defined by in Section 4.1.1. No consideration is given to middle and higher income housing or acknowledgment of the demand that exists in this market segment. This oversight is stated in the following extract as a passing comment in the Draft MSDF.

"It is evident that there is more than enough land to accommodate the indigent housing need. Although it is obvious that the market demand for development (for housing, commercial and industrial demand) also requires consideration in the MSDF, it is argued that providing housing opportunities (in whichever form) for the indigent is critical, whereas the municipality can exercise it discretion when considering market driven applications and thus have more control over the supply-side. **In any case, it is evident that there is also sufficient opportunity for market driven development** (p. 46)[but only at the discretion of the Municipality].

This statement is contradictory as no provision is made in the MSDF for middle and higher income market segments and appears more to be passing statement to appease developers.

Notwithstanding, the focus of the Rode forecasts stated in the UDS for the purposes of this report is the land take-up associated with houses larger than 80 m² and flats/townhouses as defined by Statistics South Africa. Several scenarios were developed by Rode to reflect different outcomes of possible future land take-up to address the housing demand for Stellenbosch Town over 20 years until 2036 and is acknowledged in the Draft MSDF.

4.1.1 20 -Year forecast in demand for housing

The FNB Property Barometer categorises houses in one of three categories: "Small-Sized Segment that include homes from 20 m² to 80 m², the "Medium-Sized Segment", which include homes from 80 m² to 230 m², and the "Large-Sized Segment" that include homes from 230 m² to 800 m² (http://www.wylie.co.za/wp-content/uploads/fnb-property-barometer_jul_2015_house-price-trends-by-home-size.pdf). Town houses would most likely be classified as part of the Medium-sized segment in terms of the FNB classification. Statistics South Africa defines townhouses as multiple, medium-density dwelling units

including cluster housing, group housing, simplexes, duplexes, triplexes and other similar dwelling units that are usually grouped together, with one level of each unit on ground level (http://www.statssa.gov.za/publications/P50411/P50411September2017.pdf).

The house-size trends emerging from the FNB Property Barometer also suggest that a move to smaller houses is gaining momentum, which is reflected in the building statistics of houses completed in the Western Cape. Stellenbosch could be considered an outlier in terms of the split between townhouses and flats, but it is not beyond the realms of possibility that such a trend could emerge in Stellenbosch for new developments based on market need and affordability.

A linear regression equation is fitted to historic data of the square meterage of completed flats/townhouses and houses larger than 80 m^2 to reflect a Business-as-Usual scenario[8]. A long-term trend line is used to extrapolate the demand for these property types for 20 years until 2036. This mechanistic method of trend extrapolation assumes that over the forecast period, demand will continue to grow at the constant growth rate implied by the fitted linear trend line. Alternatively, the method assumes growth in the demand for space (and ultimately dwelling units) is not influenced by economic factors.

Econometric models were developed to reflect the historic relationship between the square meterage of completed flats/townhouses and dwellings larger than 80 m^2, and macro-economic variables such as real GDP and interest rates for the Consensus[9] and Junk[10] scenarios. The models were then used to forecast demand for these property types for the period 2016 to 2021. For the forecasts beyond 2021, a long-term trend of completed flats/townhouses and houses larger than 80 m^2 is used to extrapolate the 5-year forecast until the end of the forecast period (2036).

Note that the demand forecast until 2021 (in terms of the macro-economic Consensus and Junk scenarios) used by Rode for houses larger than 80 m^2 and flats/townhouses, is subject to the inherent assumption that there has historically been sufficient developable land available in the municipal area. In other words, one therefore assumes that there was no land-supply constraints for development. If this was not the case, the forecast would be underestimated compared to the potential future demand.

Table 4 provides an indication of the number of units required per housing type as determined by Rode for the three scenarios in the **Stellenbosch Municipal area** by 2036. In order to determine a separate figure for flats and townhouses, a share of 86% of the total net land extent required for flats/townhouse in 2036 is allocated to flats based on its historic share of demand. Rode determined the number of flats required by dividing the forecast of land for flats by 78, which is the average size (m^2) of flats completed between 1996 and 2015. The number of townhouses was determined by dividing the remaining share of the net land extent required in 2036 by 200, which is the average size (m^2) of townhouses completed between 1996 and 2015 in the Stellenbosch Municipal area. The future demand for townhouses is likely not to reflect in the figures determined by Rode, which is based on historic take-up from 1996 to 2015. Townhouses could also be classified as houses of approximately 80 m^2 in size and therefore could be categorised in the housing typology category of units smaller than or equal to 80 m^2.

[8] The **Business -as-usual** scenario is a mechanistic line-of-best-fit extrapolation over a 20-year period (2016–2036) of historic demand in Stellenbosch municipality (1996–2015). This scenario implies the historic growth rate will be maintained, even though the country's economy might decelerate. This scenario is quite likely in light of the popularity of the Western Cape in general and Stellenbosch in particular.

[9] The **Consensus** scenario is based on the opinions of a panel of economists whom Rode polls every six months. In effect, their forecasts represent a low-growth scenario, compared with the average post-WWII GDP growth (which was three to three and half percent per annum).

[10] The **Junk** scenario is in effect a very-low-growth macroeconomic scenario, constructed by Rode. As the tag implies, it assumes a worsening political and economic environment over the period of the production of the demand forecasts.

Table 4: Combined demand for residential units by 2036 per housing type and by scenario for the Stellenbosch Municipal area

Type of housing	Business -as-Usual	Consensus	Junk
Houses smaller than 80 m²	23 106	25 417	20 796
Houses larger than 80 m²	3 057	2 018	1 117
Flats	2 886	3 220	2 370
Townhouses	183	204	150
Total units	**29 232**	**30 859**	**24 433**

Source : Rode and Associates (2017)

Note that the above calculations of future required land extent assume the demand for and supply of land are currently in equilibrium, i.e. there is no significant pent-up demand (demand that cannot be satisfied because of a shortage of developable land[11]). However, note that 'equilibrium' would implicitly assume that a proportion of developable land is permanently vacant and available for development in order to prevent pent-up demand developing, which is referred to by Rode as iron vacancy. This concept is analogous to an iron inventory of a retail business (or any business that has to keep inventory), i.e. a required minimum stock level in order to prevent the business running out of stock from time to time. What exactly this iron vacancy of developable land for a municipality is or should be, is unknown.

Based on the historic take-up from 1996 to 2015 for Stellenbosch Town as stated previously, it represented 60% of the take-up of all land developed across the Stellenbosch Municipal area. The figures in Table 5 reflect the number of units based on a positioning strategy determined by Rode and Associates for development in urban areas of Stellenbosch by 2036, with specific reference in this study to **Stellenbosch Town** .

Table 5: Scenario outcomes of demand for residential units by 2036 per scenario for Stellenbosch Town

Type of dwelling unit	Business -as-usual	Consensus	Junk	Average of scenarios
Houses smaller than 80 m²	16 868	18 554	15 181	16 868
Houses larger than 80 m²	2 598	1 716	950	1 755
Flats	2 453	2 737	2 015	2 401
Townhouses	156	173	128	152
Total units	**26 446**	**34 174**	**24 297**	**28 305**

Source : Rode and Associates (2017)

4.1.2 Alignment of affordability and the housing typology

Effective demand is created by the ability to pay for the dwelling, which in turns refers to affordability. An analysis was prepared to understand the alignment between loan repayments and price of dwelling units and the type of house. Affordability is based on 30% of a household's annual income, an interest rate of 10.5% and instalments payable over a period of 20 years. Table 6 provides an overview of the outcome of the analysis.

[11] Developable land means land that has a realistic potential of acquiring development rights

Table 6: Affordability analysis of bond repayment coupled to approximate unit price and the type of dwelling unit

Annual household income categories	Monthly bond repayments	Approximate cost per unit	Proposed type of residential
Low-income (R0 – R50 613)	R0 – R998	R0 – R100 000	Subsidised/ Social Housing (BNG)
Low to middle-income (R50 614 – R202 450)	R1 997 – R4 992	R200 000 – R500 000	GAP Housing
Middle to high-income (R202 451 – R809 802)	R5 990 – R19 968	R600 000 – R2 million	Middle-income – Apartments and small townhouses
R809 203 – R1.6 million	R24 959 – R39 935	R2.5 million – R4 million	Luxury duplex/single residential
R1.6 million – R3.2 million	R44 927 – R79 870	R4.5 million – R8 million	Luxury high-end single residential
R3.2 million and above	R84 862 and more	R8.5 million and above	

Note: The household income categories emphasised in the above table are aligned with the type of housing envisaged for the proposed Libertas project.

Based on the above affordability analysis, it is evident that the residential market consists of the following categories:

- Low and low- to-middle-income aimed at the BNG and GAP housing markets;
- Middle to high-income group – this market caters for young families, private student accommodation, households employed in blue-collar jobs (i.e. teachers, police officers, municipal workers, etc.); and
- Higher-income luxury market.

As indicated above, the **middle to high -income market** is specifically aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)
- R3.2 million and above per annum income (units R8.5 million and above)

The nature and scope of the Libertas development is likely aligned to a portion of the first category and categories 2 and 3 of households based on income levels.

4.1.3 Adjustment of Rode demand forecasts

Accurate forecasts of demand related to the housing typology over the next 20 years are impossible. Given the context provided above and based on emerging market trends, an adjustment is made to the demand forecasts for different housing types prepared by Rode in order to reflect a higher need for town houses and larger homes. Although the market will dictate demand and developers will react accordingly, the tendency to provide for smaller erf sizes and smaller houses in medium to high-density developments is gaining momentum. In order to reflect the principles stated above, the following adjustments are made to the baseline allocation of demand for different types of dwelling units determined by Rode.

- Current size and consequently the number of townhouses as per the Rode forecast, are adjusted down from a dwelling size of 200 m^2 to reflect a size of 130 m^2, which implies that the base number determined by Rode, increases by a factor of 1,5384.
- Twenty percent (20%) of the houses smaller than 80 m^2 as determined by Rode are re-allocated to townhouses. This figure is divided by a factor of 1,625 to reflect the need to increase the size of the house to 130 m^2, which implies less units of 80 m^2 or smaller are available.
- Twenty-five percent (25%) of houses smaller than 80 m^2 in the affordable category are allocated to the category of houses larger than 80 m^2. Note that Rode used a house size of 260 m^2 to reflect the size of a house in the category above 80 m^2. The re-allocation of houses from the smaller than 80 m^2 category required a downwards adjustment of the number of units re-allocated to the above 80 m^2 category; a factor of 3,25 was therefore applied.

Our analysis of emerging trends suggests that the 20% and 25% re-allocations stated above is not unrealistic in terms of the envisaged market supply dynamics, project ideas, conceptualisation and developer risk and returns.

The re-weighting per scenario is indicated in Table 7 for the housing types based on the baseline forecasts prepared by Rode. In terms of the categorisation adopted by Rode, the combination of affordable houses smaller than 80 m^2, flats and townhouses when compared to houses larger than 80 m^2, represented a split of 91% to 9%. The adjusted allocation reflects a split of 84% to 16% for the stated two respective categories.

Table 7: Percentage allocation adopted by the Rode forecast per housing type for each scenario versus the adjusted percentages based on the reallocation of units

	Business -as-Usual scenario		Consensus scenario		Junk scenario		Consolidated adjustment
Housing type	Rode	Adjusted	Rode	Adjusted	Rode	Adjusted	
Houses smaller than 80m^2	76%	51%	80%	54%	83%	56%	**54%**
Houses larger than 80m^2	12%	20%	7%	15%	5%	13%	**16%**
Flats	11%	13%	12%	14%	11%	14%	**14%**
Townhouses	1%	16%	1%	16%	1%	17%	**16%**

Source : Rode and Associates (2017) and own calculations

Table 8 indicates the result of the adjustments for **Stellenbosch Town** made to the baseline allocation of dwelling units by Rode in the forecast to 2036. The percentage allocation was recalculated to include affordable houses of smaller than 80 m^2, houses larger than 80 m^2, flats and townhouses. The findings suggest that 464 houses smaller than 80 m^2, 140 larger than 80 m^2, 120 flats and 141 townhouses, or a total of 865 dwelling units per annum on average, are required to serve the demand for dwelling units. Also note that due to reallocation and adjustments, the total number of units required by 2036 are 17 301 as opposed to the 28 305 stated in the Rode forecast.

Housing demand per annum on average :

- 464 houses <80 m^2
- 140 houses >80 m^2
- 120 flats
- 141 townhouses

Table 8: Adjusted demand for housing types in Stellenbosch Town with an annual average of the scenarios over a period of 20 years

Type of house	Business -as-Usual scenario	Consensus scenario	Junk scenario	Average of scenarios	Average per annum over 20 years
Houses smaller than 80 m^2	9 277	10 205	8 349	9 277	464
Houses larger than 80 m^2	3 636	2 857	1 884	2 793	140
Flats	2 453	2 737	2 015	2 402	120
Townhouses	2 835	3 121	2 532	2 829	141
TOTAL	**18 201**	**18 920**	**14 780**	**17 301**	**865**

Source : Rode and Associates (2017) and own calculations

The greatest demand is for houses smaller than 80 m^2, which represents 53,6% of the total annual demand. Similar numbers of town houses and houses larger than 80 m^2 are required on an annual basis, while 120 flats per annum on average are required to cater specifically for the student and young working adult market.

One in every two dwelling units demanded is part of the affordable category (houses smaller than 80 m^2)

5. SUPPLY AND DEMAND FOR RETAIL IN STELLENBOSCH

A study market undertaken by Urban Econ (2016) provides context for the assessment of supply and demand for future retail space in the Stellenbosch Municipal area. It is not anticipated that the situation has changed significantly since 2016, particularly in the Stellenbosch Town area.

There are some smaller retail nodes throughout the Stellenbosch Municipal area that are servicing convenience shopping through neighbourhood centres. There are two main retail nodes, namely Stellenbosch CBD (including Eikestad Mall and the Checkers Centre) and Stellenbosch Square.

New residential developments will result in derived demand for retail space. This mainly includes the proposed plans by the Municipality for social and GAP housing because the other development plans have not been approved and various constraints were raised by the municipality regarding the various developments.

Leakages also occur where households do retail shopping in other areas, mainly relating to destination offerings such as Somerset Mall, Waterstone Village, etc. in acceptable travel distances for Stellenbosch residents, especially to the southern areas of Stellenbosch Town. Stellenbosch residents that work outside the municipal area also cause leakages.

Retail in Stellenbosch benefits from students travelling to the area, tourists visiting the area, people living in areas outside the municipal area, but working in the Stellenbosch Municipal area and demand derived from future developments, whether commercial or residential.

Urban Econ estimated in 2016 that there is approximately 170 000 m^2 of retail space in the Stellenbosch Municipal area (excluding activities on farms) that represents the supply side. Demand for retail space in 2016, 2019, 2022 and 2026 is estimated as follows:

2016: 152 257 m^2
2019: 191 250 m^2 (growth rate from 2016 to 2019: 2,58%)
2022: 225 454 m^2 (growth rate from 2019 to 2022: 2,85%)
2026: 295 560 m^2 (growth rate from 2022 to 2026: 4,21%)

In terms of the net effective demand, an oversupply of 17 743 m^2 was prevalent in 2016. An undersupply 21 250 m^2 was forecast by 2019, while this figure increases to 55 454 m^2 in 2022 and 125 560 m^2 in 2026. These forecasts assume that any additional retail will be absorbed.

The supply, demand and net effective demand together with the annual compounded growth rate in retail space requirements, are illustrated in Figure 10.

Important to note that although this is based on the Stellenbosch Municipal area, the majority of the demand will be attributed to the Stellenbosch Town due to it being the major economic node of the municipality.

In terms of the Libertas proposal, it includes a community type retail centre that will provide a GLA of 15 000 m^2. This contributes 70,58% to the net effective demand for retail space as forecast in 2019, 27,05% in 2022 and 11,95% in 2026, all other things kept constant. This also does not consider retail projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

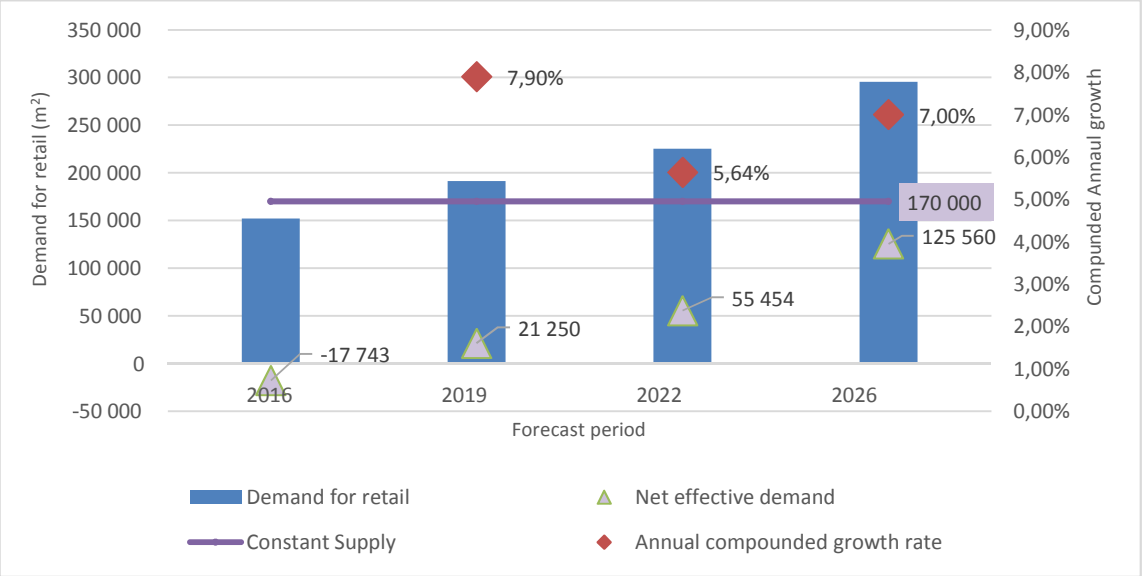


Figure 10: Demand and supply for retail space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

Note: A negative net effective demand implies that there is an oversupply of retail space

6. SUPPLY AND DEMAND FOR OFFICE SPACE IN STELLENBOSCH

The main office nodes include Stellenbosch CBD, Techno Park and Stellenpark Business Park. It is estimated by Urban Econ (2016) that there is approximately 208 724 m² of office space in the Stellenbosch Municipal area, of which a large portion accrues to Stellenbosch Town.

Estimates of the demand for office space in 2016, 2019, 2022 and 2026 are as follows:

- 2016: 244 608 m²
- 2019: 250 936 m² (growth rate from 2016 to 2019: 2,58%)
- 2022: 258 097 m² (growth rate from 2019 to 2022: 2,85%)
- 2026: 268 976 m² (growth rate from 2022 to 2026: 4,21%)

A net effective demand for 35 866 m² of office space was estimated in 2016. This was anticipated to grow to 42 193 m² in 2019, 49 355 m² in 2022 and 60 234m² in 2026. An undersupply of office space already exists. The net demand for office space should also be considered in terms of the forecast by Rode and Associates that alluded to a net effective demand of approximately 77 000 m² in 2036. Irrespective of the source of the forecast, a current undersupply of office space exists in Stellenbosch.

The supply, demand and net effective demand together with the annual compounded growth rate in office space requirements are illustrated in Figure 11.

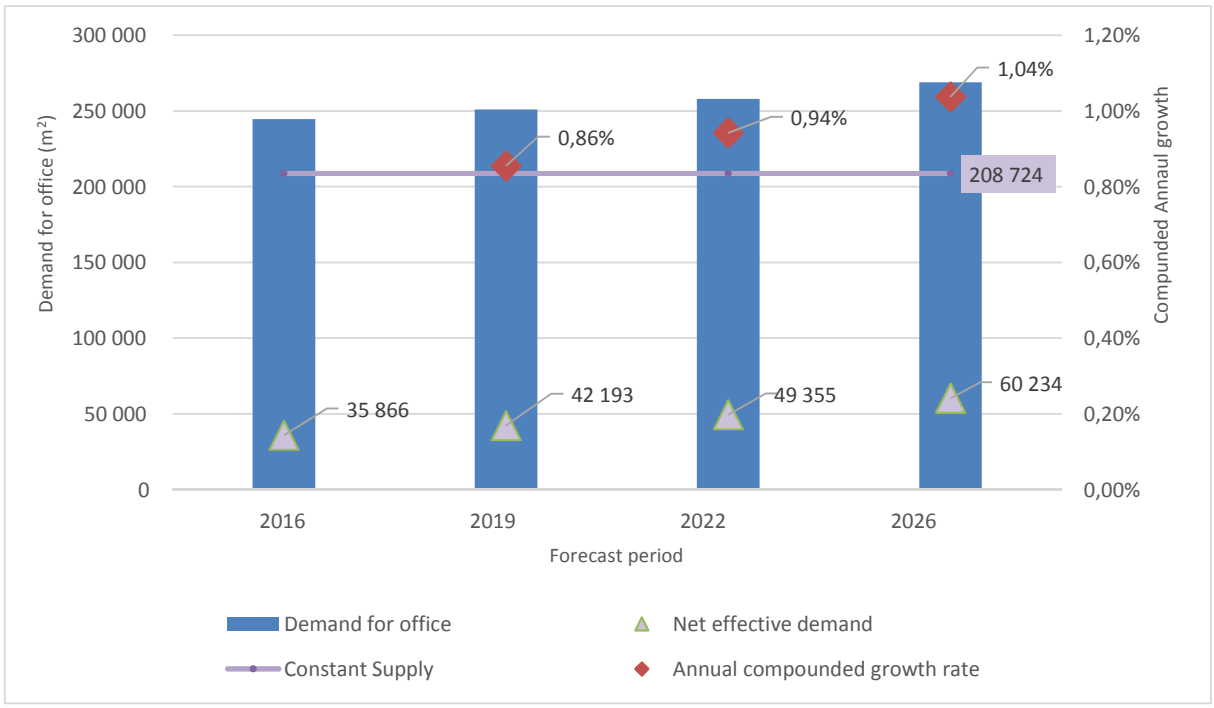


Figure 11: Demand and supply for office space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

The Libertas proposal for office space provides for a GLA of 78 000 m². If aligned to the forecasts illustrated above and not in terms of any phasing, the Libertas proposal will exceed to net effective demand by 129,50% in 2026, once again all other things kept constant. This also does not consider office projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

7. ALIGNING COMMUTER TRAFFIC AND DEMAND FOR HOUSING

7.1 Linkage between commuting employees and housing demand

Housing demand is traditionally based on population growth and is influenced by factors such as income levels, access to finance and market conditions. A requirement also exists to align the housing need with employment generated by existing and new development opportunities, as the current demand for employment cannot be met from internal supply, i.e. many people live elsewhere and commute to their place of employment in Stellenbosch Town. This results in various other issues, such as the exacerbation of an already congested road and parking network, increase in property prices and negative effect on household lifestyles.

A large number of people commute daily to Stellenbosch Town for work, with many of these commuters that cannot afford to purchase a dwelling unit in Stellenbosch. Figure 12 illustrates current and new employment in the commercial, retail and industrial sectors in relation to persons that live and work in Stellenbosch Town and those that commute on a daily basis together with the potential need for housing.

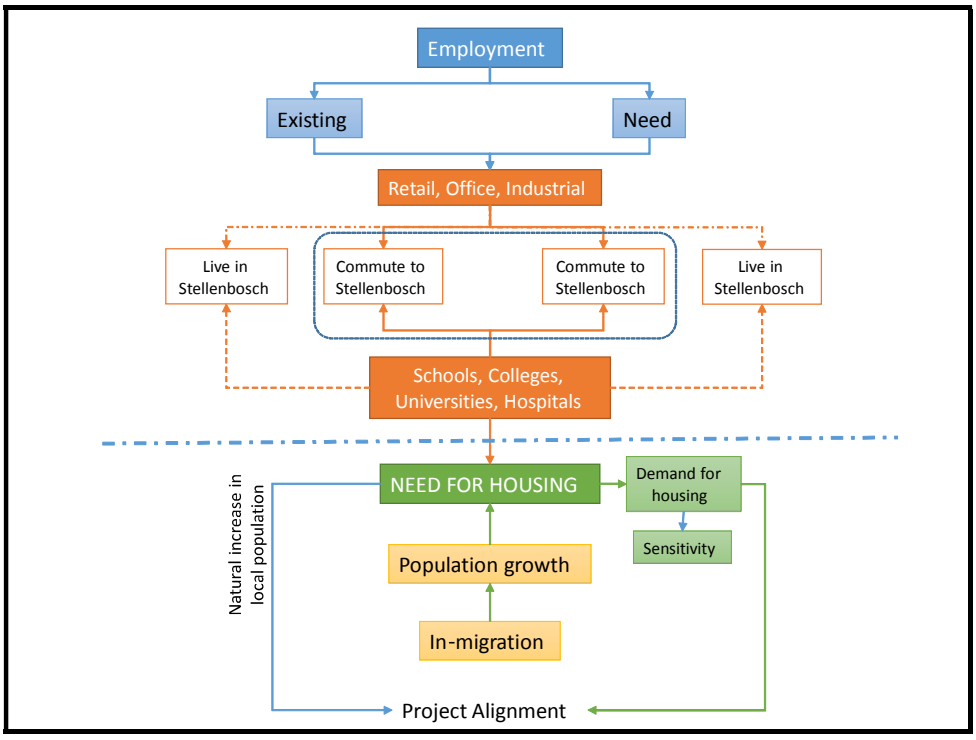


Figure 12: Contextualisation of employment by commuters travelling to Stellenbosch and the need for housing

Source : Multi-Purpose Business Solutions

The approach adopted to ascertain the potential demand for housing is based on an understanding of the existing supply and future demand for retail, commercial and industrial space. A need therefore exists to determine the number of people that work in the businesses and institutions operating in Stellenbosch Town. The approach adopted is based on a determination of the total GLA occupied by businesses in the retail, office and industrial sectors, and applying employee densities to obtain an estimate of the number of people being employed within Stellenbosch Town.

Stellenbosch Town has various JSE-listed entities, other large unlisted businesses, a large education sector comprising primary, secondary and tertiary institutions, hospitals and other public and government institutions. These entities include among others, Stellenbosch University, Capitec, MediClinic, Remgro, Parmalat, Distell, Boland College, Stellenbosch Municipality, Stellenbosch and MediClinic hospitals, etc.

After characterising the employment population of Stellenbosch, it is necessary to determine what percentage of employees that work at these and other firms, are domiciled in Stellenbosch Town versus those that commute on a daily basis from the surrounding towns or the CMA.

The maximum need for housing is derived from estimates of the existing number of employees commuting daily to Stellenbosch Town and the "potential" number of new employment opportunities that any new retail, commercial and industrial development would generate. We assume that displacement and substitution is likely to occur, but when applied to persons that commute to Stellenbosch Town, the impact is zero as the vacant position is filled by another person who either originates from within Stellenbosch Town or forms part of the commuter work force. This is obviously not possible to determine without primary research.

7.2 Need and demand assessment of commuters

Cordon traffic entering Stellenbosch from various access routes determined by Royal Haskoning DHV for the Stellenbosch TOD study (2016), was considered as a point of departure. The cordon counts of vehicles were translated into a figure representing the number of persons entering Stellenbosch during the daily commute by using the Hatch-Goba (2015) study, which drew on information from a study prepared by Jeffares and Green in 2010.

It was apparent from the Hatch-Goba survey (2015) among the larger employers in Stellenbosch (i.e. Distell, MediClinic, Remgro, Parmalat, Denel and Stellenbosch Municipality) that 80% of the workforce use a car for travelling to work, while 20% of employees make use of a lift club on a regular or irregular basis (p. 23). Jeffares and Green (2010) determined that occupancy per vehicle ranged between 1,1 and 2,6 for high- and low-income groups, respectively. We adopted a vehicle occupancy ratio ranging from 1,1 to 2,6 based on the distance travelled and the origin of the vehicles entering Stellenbosch Town. In other words, longer travelling distances would assume greater vehicle occupancy levels.

- 14 409 commuters entering Stellenbosch in morning peak traffic
- 11 527 commuters working in Stellenbosch

These ratios were applied to determine the number of individuals entering Stellenbosch Town in the morning peak from 7:00 to 9:30, which is estimated at 14 409. It may also be argued that the peak starts at 6:30, which results in an undercount of traffic entering Stellenbosch.

Jeffares and Green (2010) determined that 20% of the vehicles could be considered as through-traffic (Hatch-Goba, 2015, p. 11). The adjusted number of people commuting to and working in Stellenbosch Town is therefore 11 527. Once the number of persons commuting was determined, the Hatch-Goba 2015 study relying on the Jeffares and Green estimates, determined that 40% of the Stellenbosch work force resides in neighbouring towns from where they commute every day, while 25% of Stellenbosch University students commute from neighbouring towns. The cordon counts, through-flow, vehicle occupancy and employees residing outside Stellenbosch Town form the basis for the baseline establishment of the need for dwellings units.

Stellenbosch University students were deducted from the baseline as they could not realistically be considered as potential purchasers of dwellings in Stellenbosch Town. A ratio of 40%, as indicated above, was applied to the remaining part of the workforce entering Stellenbosch Town on a daily basis.

This implies a figure of 6 527 that could be considered as part of the potential take-up of dwellings in the future. We assumed that the number of commuters would increase by 1,52% per annum, which is derived from the estimated annual growth in retail, commercial and industrial development envisaged for Stellenbosch Town as determined by Rode for the following 20 years.

However, it is unrealistic to assume that 8 830 people working in Stellenbosch Town by 2036 forming part of the daily commuting workforce that reside elsewhere, would be able to afford to purchase a dwelling and/or even be willing to or want to live in Stellenbosch Town. Although affordability can be determined based on categories of income, no personal or household income data are available from commuters, neither any indication of whether or not they would exercise a choice to live in Stellenbosch Town. Choice could be influenced by financial, general economic conditions, family structures and other decisions.

8 830 people working in Stellenbosch Town by 2036 would form part of the daily commuting workforce

A factor that further affects the need for housing and ultimately demand is in-migration, which could be due to the following:

- People move to Stellenbosch Town in response to a need for additional staff by existing commercial or public/government institutions;
- People move to Stellenbosch Town, but work elsewhere in the Winelands District or in the CMA;
- Normal population progression of people that were raised in Stellenbosch, accepted employment and remained here, creating further demand.

These categories of persons/households also form part of the potential need, which as indicated, translates over time into demand for housing. The limitations of the analysis thus far relate to the following:

- No data on the household income levels of persons commuting to Stellenbosch Town are available;
- No data on preferences to reside in Stellenbosch could be considered;
- Population projections can offer an indication of the population growth, which then address the categories of persons highlighted above, but current data are estimates and subject to a large margin of error.

It is not the purpose of this report to assess whether or not development can occur, which is affected (among others) by the Municipality's financial ability to provide infrastructure, planning policies and market conditions, but how the potential need could translate into effective demand. Consequently, it is required to align the demand forecasts by Rode as adjusted, with the potential demand suggested by commuter traffic.

For the purposes of further assessing the potential demand from commuter traffic, the demand, which represents the take-up of residential units and commercial opportunities as determined by Rode and Associates for input into the Draft Stellenbosch Urban Development Strategy (UDS) (2017), is used as a base. The percentage contributions of different housing types determined by Rode are amended and applied to the dwelling need by commuters (see Section 4.1.3).

7.3 Aligning the Rode demand forecast and potential commuter need for dwelling units

Rode forecasted demand for housing based on different housing types that included houses smaller than 80 m^2 (affordable), houses larger than 80 m^2, flats and townhouses. The percentage split between the housing types was applied to the housing need in order to estimate an effective demand from persons commuting to Stellenbosch. Table 9 indicates an example of the split for 100% of commuters (8 830) that could express a need for dwellings in Stellenbosch Town based on the adjustment of the Rode demand forecasts for middle-income and high-income groups. The average need for dwelling units per annum based on the commuter need is 371 (for the middle-income category) and 70 (for the high-income category) over the next 20 years. The Rode adjusted forecasts suggest demand for 725 and 140 units for the middle-income and high-income groups, respectively. From a break-even perspective, the average annual demand determined by Rode as adjusted covers the estimated need of the middle-income commuting group (taken as 100%) by 1,95 times and the high-income need by 1,98 times.

Annual housing need:

- 371 units for middle-income category
- 70 units for high-income category
- Coverage 1,95 to 1,98

Table 9: Break -even analysis for alignment of Rode demand forecasts and need from 100% of persons commuting to Stellenbosch

	BAU Scenario	Consensus Scenario	Junk Scenario	Average Need p.a.	Break -even percentage	Break even	Adjusted Rode Forecast	Demand average p.a.	Difference
Middle Income – Apart. & small									
Houses smaller than 80m ^{2}, flats & townhous	7067	7498	7706	371	195,43%	725	14508	725	0
High income									
Houses larger than 80m ^{2}	1764	1334	1126	70	198,34%	140	2793	140	0

Source : Multi-Purpose Business Solutions

A sensitivity analysis was applied to determine a more realistic demand of the commuter need for dwellings in Stellenbosch Town. The figures in Table 10 indicate the estimated percentage of the need that could be converted to effective demand, which assumes that commuters can afford to purchase a dwelling and would choose to stay in Stellenbosch. A 50% take-up (or demand for dwellings) indicates a requirement for 186 units in the middle-income and 35 units in the high-income category per annum on average over the next 20 years.

Annual average housing demand with 50% take -up:

- 186 units for middle-income category
- 35 units for high-income category

Table 10: Sensitivity analysis of potential demand derived from the need for different types of dwelling units by commuters

Sensitivity analysis	Rode adjusted	Commuter demand for dwellings			
(Demand per annum)	avg. p.a.	100%	75%	50%	25%
Middle Income – Apart. & small					
Houses smaller than 80m ^{2}, flats & townhous	725	371	278	186	93
High income					
Houses larger than 80m ^{2}	140	70	53	35	18

Figure 13 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode adjusted forecasts would still be able to absorb any demand that would be realised from commuters acquiring dwelling units of the different housing types in Stellenbosch Town.

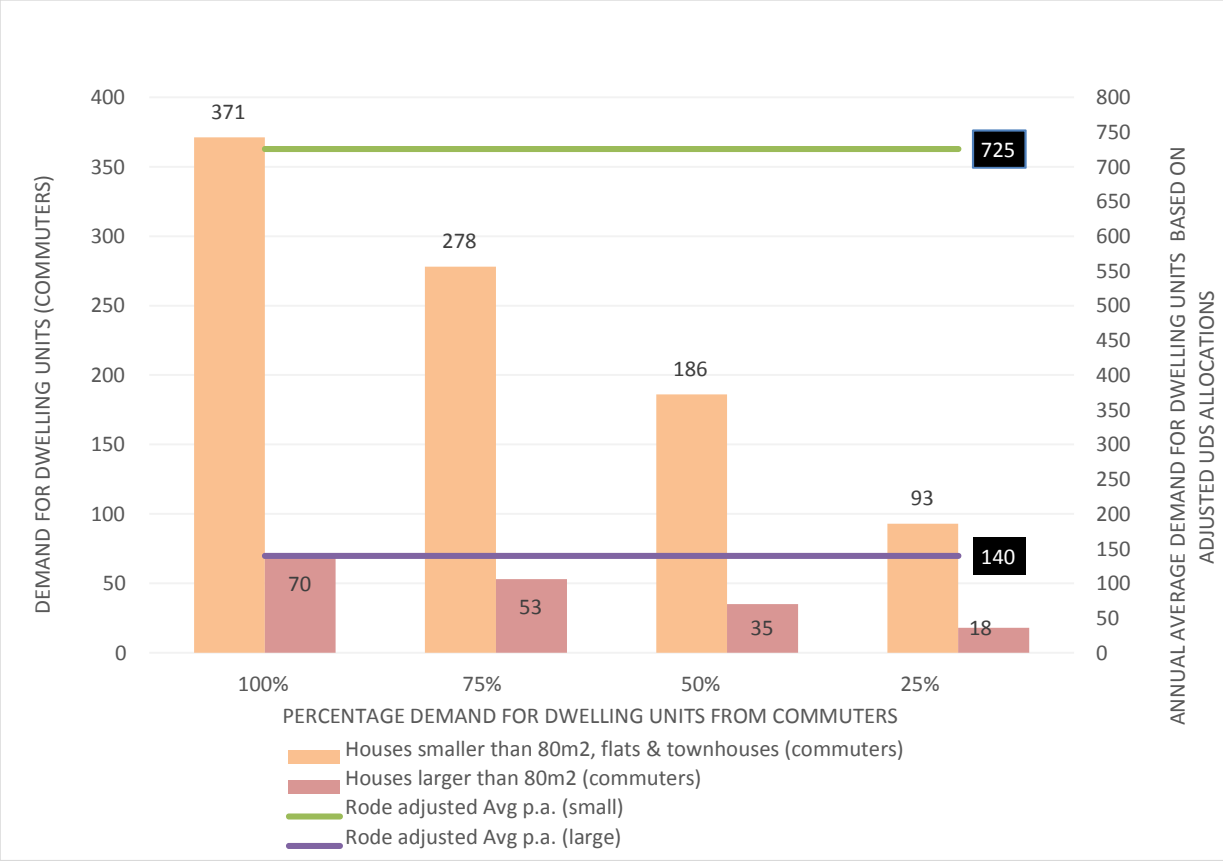


Figure 13: Alignment of potential need for different housing types based on commuters with the Rode demand forecasts for dwelling units

An application of the sensitivity analysis indicates that even with the adjustment of demand for housing types adopted by Rode, the adjusted demand forecasts would be sufficient to cover the need that may emanate from commuters. The findings are indicated in Table 11.

Table 11: Coverage ratios of commuter housing need for different dwelling types (categories)

Housing category	Coverage of possible commuter demand by adjusted Rode forecasts			
	100%	75%	50%	25%
Houses smaller than 80m ^{2}, flats & townhouses	2,0	2,6	3,9	7,8
Houses larger than 80m ^{2}	2,0	2,6	4,0	7,9

The take-out of the analysis of the potential commuter need for dwelling units, suggests that the demand projections determined by Rode as adjusted is sufficient to cover a 100% of the need that may arise from commuters. This effectively implies that any demand for dwelling units derived from the commuter need, is absorbed in the projections for all types of housing considered in this analysis.

8. DEMAND FOR DWELLING UNITS ARISING FROM COMMERCIAL DEVELOPMENT

The analysis considered in the previous sections was based on the current workforce commuting to Stellenbosch on a daily basis. It is assumed that businesses in Stellenbosch Town are operating at near full employment capacity and that no substantial vacancies exist. It is further assumed that additional capacity is available from persons residing in Stellenbosch Town for the nature and scope of jobs required by existing firms operating in Stellenbosch Town. Consequently, development of any additional retail, commercial and industrial activity, especially in the office and retail space, as well as development of special purposes properties (e.g. schools) would require employees that also originate from outside Stellenbosch Town.

It is also accepted that the substitution effect would occur among existing businesses and people moving to other new opportunities in Stellenbosch Town due to retail, commercial and industrial developments, who will be replaced by new persons and therefore create new demand. Hence, for the purposes of the next part of the analysis, it is assumed that no additional employment is available to be met from internal (Stellenbosch Town) supply.

The additional need for dwelling units arising from future retail, commercial and industrial development is based on the following principles:

a. The forecast of demand for retail, industrial and office space in Stellenbosch Town over the next 20 years prepared by Rode, forms the basis of the calculation to determine the potential need for dwelling units. If these are aligned to the Urban Econ (2016) estimates for Stellenbosch Municipal area, the following outcomes are recorded:

	2036	2026
Adjusted for an applicable to Stellenbosch Town	**Rode & Associates (2017)**	**Urban Econ (2016)**
Gross Lettable Area (GLA) (effective demand)	Average m² for three scenarios	Net effective Demand (m²)
Retail	69 282	106 726
Industrial	34 263	192 100
Office	77 204	48 187

Notes:

i. The attribution to Stellenbosch Town is 85% retail, 20% industrial and 80% office applied to both sources of the forecasts.

ii. The period used for analysis is also different with a 10 year and 20 year horizon

iii. The differences are also large and the bases may differ. Consequently, it was decided to use the lower of the forecasts. This implies using the Rode forecasts for retail and industrial and the Urban Econ forecast for a future estimate of office space, even though the periods applicable to the forecasts differ.

b. Typical employment densities expressed as a full-time equivalent job per m² are used to determine the potential number of employees that would be required:

- Industrial: 47 m²
- Office: 16 m²
- Retail: 15 m²

c. Densities are applied to the Gross Lettable Area (GLA) to determine the number of employees; and

d. The same factors and ratios applied to the cordon counts are used to determine the number of employees that would originate from outside Stellenbosch.

8.1 Impact of retail, commercial and industrial development

Our analysis suggests an average of 418 employees per annum is required for new retail, office and industrial development in Stellenbosch Town over a period of 20 years, of which 167 persons would originate from outside Stellenbosch and 251 would acquire housing in Stellenbosch Town, thus creating further demand. The 40% applied to the workforce originating from neighbouring towns could be higher depending on the nature and scope of skill levels required and the assumption that more than two-thirds of the economic activity in Stellenbosch Town is generated by businesses operating in the tertiary sector of the economy. The same percentages adopted for the assessment of the housing need from commuters are applied to the need for housing due to future development. This is required in order to achieve the necessary alignment between demand for housing from commuters and demand that arises from future commercial, retail and industrial development.

An additional 122 vehicles per annum on average would enter Stellenbosch Town due to the rollout of retail, commercial and industrial development over 20 years. We assumed a worst-case scenario with one occupant per vehicle, i.e. 122 extra persons are factored into the 8421 calculated in Section 5.2.

The previous analysis was based on number of vehicles and vehicle occupancy, while the analysis in this section uses a different approach based on employment densities. The application of the employment densities suggests that 167 persons would work in Stellenbosch Town, but originate from elsewhere. A difference of 45 persons occurs due to the different approaches.

Table 12 indicates that the average demand per annum based on the Rode forecast for retail and industrial space and Urban Econ forecast for office space in Stellenbosch Town over the next 20 years ranges from 42 to 167 dwelling units for take-up percentages ranging from 25% to 100% for those persons that commute to Stellenbosch. A further 70 to 278 persons could take up residence in Stellenbosch based on the application of the sensitivities.

Table 12: Sensitivity analysis of the potential need for dwelling units arising from non -residential development

Sensitivity analysis for number of units based on annual average (commercial, retail & industrial development)				
	100%	**75%**	**50%**	**25%**
Middle to High Income				
Houses smaller than 80m ^{2}, flats & townhouses (commuters)	141	105	70	35
High income				
Houses larger than 80m ^{2} (commuters)	27	20	13	7
Total	167	125	84	42
Middle to High Income (residing in Stellenbosch Town)				
Houses smaller than 80m ^{2}, flats & townhouses (residents)	234	175	117	58
High income (residing in Stellenbosch Town)				
Houses larger than 80m ^{2} (residents)	44	33	22	11
Total	278	209	139	70

A need also exists to include an additional 251 persons arising from future retail, commercial and industrial development that would reside in Stellenbosch Town, using the upper figure of the commuters as the base. In terms of understanding the total demand, an additional 278 persons are

added to the potential need for dwelling units to prevent double counting, i.e. not all 418 persons representing the employment requirement for Stellenbosch Town due to future retail, commercial and industrial development.

Figure 14 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode and Urban Econ forecasts would still be able to absorb any demand for dwelling units for the different housing types that would be realised from non-residential development in Stellenbosch Town.

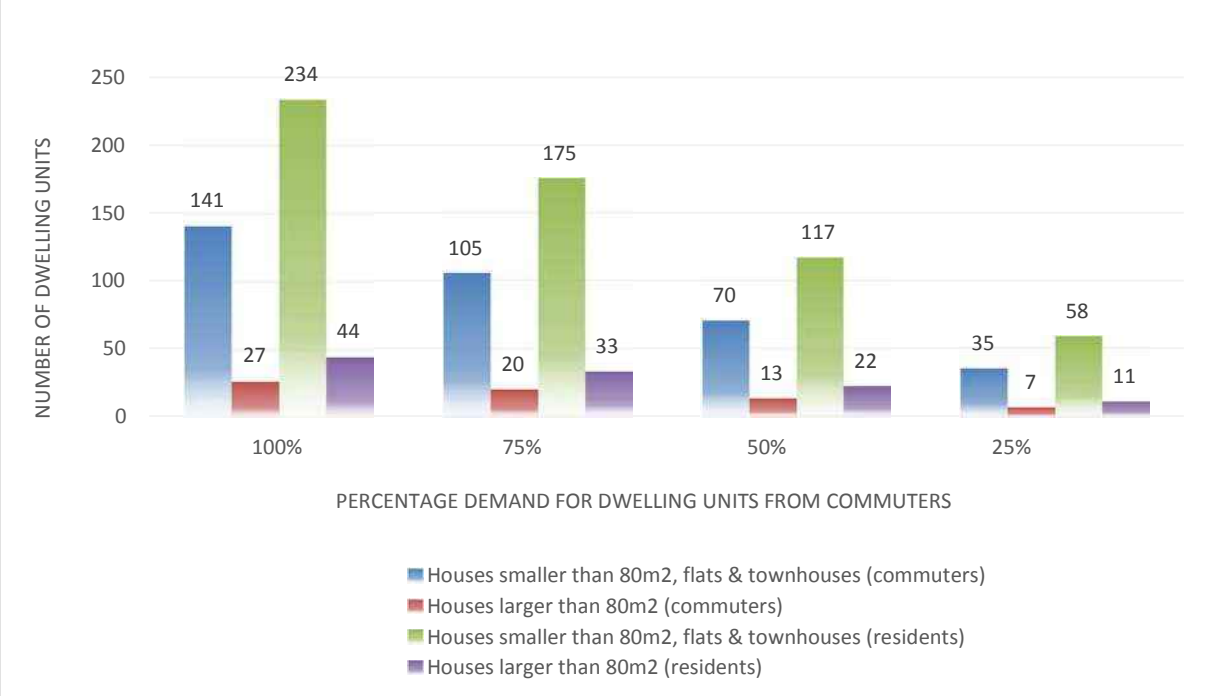


Figure 14: Alignment of potential need for different housing types from commuters and Stellenbosch Town residents with the Rode and Urban Econ forecasts for dwelling units arising from non -residential development

8.2 Metrics for analysis of future commercial development

It is useful to understand the figures derived from the analysis in the context of the relationship between two variables, i.e. vehicle traffic and commercial development. We determined that the addition of 53 m² of retail, office and industrial space would result in one additional vehicle entering Stellenbosch Town daily for work. Furthermore, one additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed in Stellenbosch Town. Assuming the remainder of the need that arises from future commercial development arises from persons that want to reside in Stellenbosch Town, one additional employee originates from within Stellenbosch Town for every 27 m² of GLA developed. These ratios are derived from figures calculated from the assumptions applied in the analysis.

- 1 additional vehicle will enter Stellenbosch Town for every 53 m² of GLA developed
- 1 additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed
- 1 additional employee would/could reside in Stellenbosch Town for every 27m² of GLA developed

9. CONSOLIDATED DEMAND FOR DWELLING UNITS

The potential demand for dwelling units related to current commuters is added to the demand that could be generated from additional commuters entering Stellenbosch Town as well as persons that would/could reside in Stellenbosch Town due to future commercial, retail and industrial development.

Table 13 indicates the consolidated demand for dwelling units from current and additional commuters with the latter representing an increase in commuters due to commercial, retail and industrial development over time. An average annual need for dwelling units from commuters ranges from 140 to 725, with 50% that could represent effective demand for 303 houses smaller than 80 m^2, flats and small town houses and 57 houses larger than 80 m^2. The findings indicate that the adjusted demand forecasts by Rode and Urban Econ, which did not consider the possible need for housing arising from future retail, commercial and industrial development, are able to cover 100% of the need. The different demand levels derived from the combined commuter need is also illustrated in Figure 15.

Combined commuters need between 140 to 725 dwelling units of different housing types on average per annum

Table 13: Combined housing need for existing and growth in commuters (due to retail, commercial and industrial development) compared to the adjusted Rode forecast for different levels of need

Sensitivity analysis (annual average demand)	Rode/Urban Econ				
(Commuters and future commercial development)	forecast	100%	75%	50%	25%
Middle Income					
Houses smaller than 80m ^{2}, flats & townhouses	725	605	453	303	151
High income					
Houses larger than 80m ^{2}	140	114	86	57	29
TOTAL	865	719	540	360	181

Figure 15: Alignment of the combined potential need by commuters for dwelling units of different housing types with the Rode forecasts for dwelling units

9.1 Sensitivity analysis related to adjustment of the housing type mix

As stated previously, houses smaller than 80 m², flats & small townhouses originally represented 91,88% of the housing mix determined by Rode, while houses larger than 80 m² represented 8,12%. This split was adjusted down to 84,06% for houses smaller than 80 m², flats & small townhouses and increased to 15,94% for houses larger than 80 m². These are the percentages applied in the analysis below. Various splits are applied to understand different allocation options; although these are for illustrative purposes, it offers an indication of different market scenarios for the two housing categories.

The analysis below is based on the allocations indicated in Table 14 for different percentages of the need for housing types. Proportional splits are used to demonstrate the adjusted output of the two housing mixes ranging from a 50%:50% (or equal) ratio to a ratio of 75%:25%.

Table 14: Combinations of different percentages representing the split between housing categories

Houses <80m2, flats & small townhouses	50%	55%	60%	65%	70%	75%
Houses >80m2	50%	45%	40%	35%	30%	25%

The findings of the sensitivity analysis presented in Table 15 based on the above proportional allocations suggest that the number of dwelling units required on an annual basis for the **50% scenario** (represented by a total demand of 360 dwelling units) ranges from 180 to 270 units for houses smaller than 80 m², flats and small townhouses. The demand for houses larger than 80 m² for the high-income group by 2036 ranges on average per annum from 90 to 180 dwelling units. This aligns with the forecast period adopted in the Rode forecasts.

50% of the need by 2036 would require on average per annum:

- 180 to 270 units smaller than 80 m²
- 90 to 180 units larger than 80 m²

The 75% scenario (represented by 540 dwelling units), indicates demand that ranges from 270 to 405 units for houses smaller than 80 m², flats and small townhouses. Demand for houses larger than 80 m² for the high-income group by 2036, ranges from 135 to 270 dwelling units on average per annum by 2036.

Table 15: Sensitivity analysis for different allocations between housing types based on different levels of need from current and future commuters

Adjusted split	Housing type		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		100%						
Adjusted annual housing demand		719						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			360	395	431	467	503	539
High income								
Houses larger than 80m ²			360	324	288	252	216	180
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		75%						
Adjusted annual housing demand		540						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			270	297	324	351	378	405
High income								
Houses larger than 80m ²			270	243	216	189	162	135
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		50%						
Adjusted annual housing demand		360						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			180	198	216	234	252	270
High income								
Houses larger than 80m ²			180	162	144	126	108	90
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		25%						
Adjusted annual housing demand		181						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			90	99	108	117	126	135
High income								
Houses larger than 80m ²			90	81	72	63	54	45

Figures 16 and 17 illustrate the outcomes of the different percentage allocations to the two housing categories (houses smaller than 80 m², flats and small townhouses, and houses larger than 80 m²) based on the adjusted allocation stated above. The colours in Figures 16 and 17 correspond, which enables a direct comparison of the two housing categories starting at an equal allocation (50%) for both housing categories.

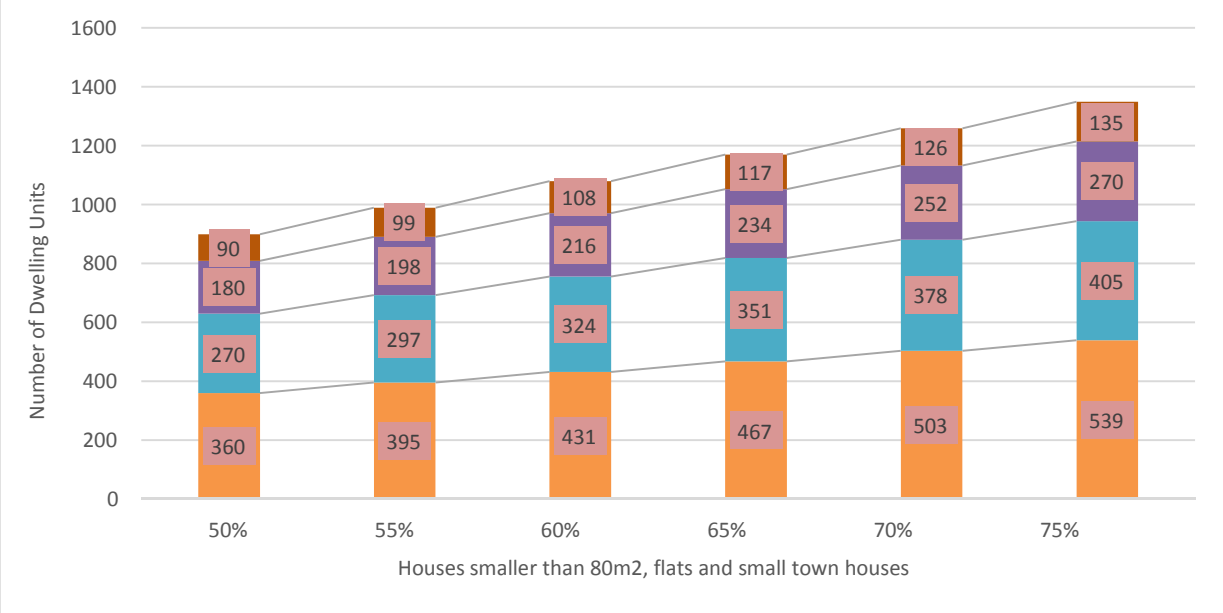


Figure 16: Illustration of different outcomes for an increasing percentage allocation to houses smaller than 80 m ², flats and town houses

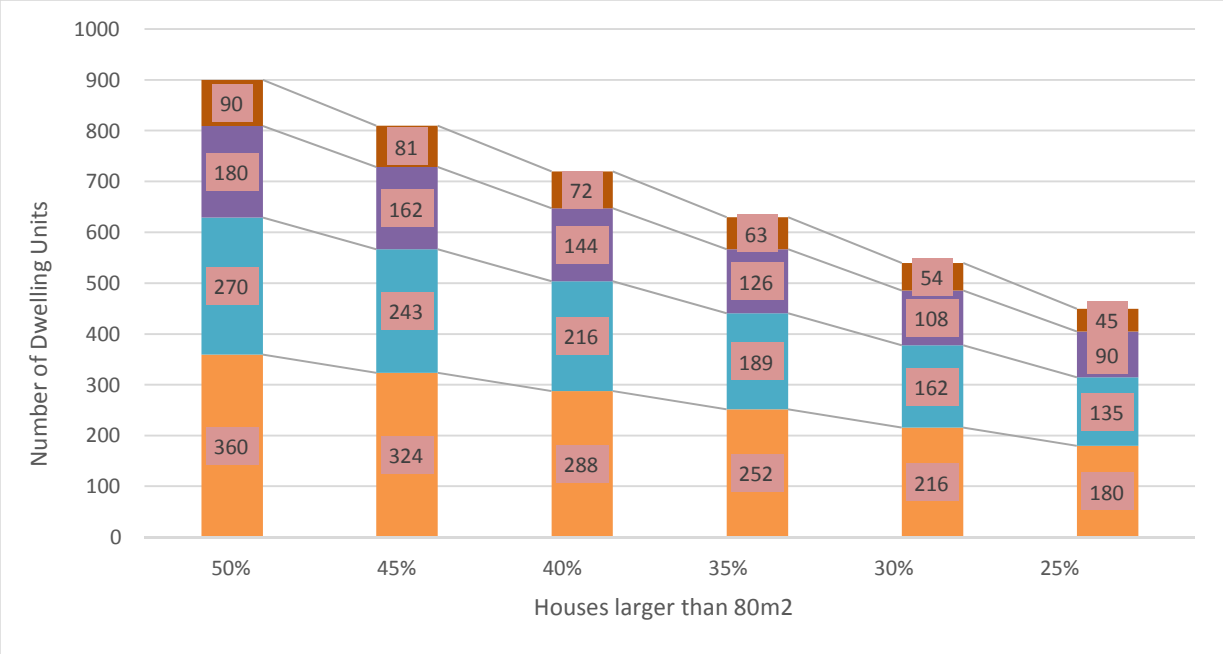


Figure 17: Illustration of different outcomes for an increasing percentage allocation to houses larger than 80 m ²

9.2 Synopsis of key findings

The assumptions, adjustments, findings and discussion in the previous sections suggest that the demand for units determined by the Rode forecasts (incorporating the net effective demand determined by Urban Econ (2016) as adjusted would absorb a 100% of the potential need accruing from current and future commuting traffic and from future demand for additional retail, commercial and industrial development space.

A more realistic take-up of 50% of the total need could be considered as effective demand, and results in a coverage ratio of 2,40 units for all housing types considered in the analysis (i.e. houses smaller than 80 m², flats & townhouses and houses larger than 80 m²). This implies that the need for every unit is covered 2,40 times by the demand projection in the Rode forecasts as adjusted. The coverage ratio for houses smaller than 80 m², flats & townhouses and houses larger than 80 m² is 2,40 and 2,44, respectively. The coverage ratios do not include other categories of demand outlined in Section 5.2.

*The **surplus** in terms of the forecast arises from the difference between the demand determined by the Rode forecasts as adjusted and the estimates emanating from the existing commuter traffic and additional commuter traffic derived from new commercial, retail and industrial development* . In terms hereof, a 100% take up of the need for housing arising from the combined commuter traffic, suggests a total surplus of 146 units for both housing categories, with 121 units allocated to houses smaller than 80 m², flats & townhouses, and 25 units for houses larger than 80 m² on average per annum.

A take-up of 50% of the need by all commuters, which is assumed to be half of the total potential need and represents the effective demand for the purposes of this analysis, indicates that the surplus for houses smaller than 80 m², flats and townhouses and houses larger than 80 m², is 505 units on average per annum. The surplus at the 50% take-up of the housing need is 423 for units smaller than 80 m², flats and townhouses and 82 units for houses larger than 80 m² on average per annum.

Surplus for all housing types houses per annum on average by 2036:

- 505 units in total
- 423 for units smaller than 80 m², flats and townhouses
- 82 units for houses larger than 80 m²

A need exists to contextualise the proposed project in terms of demand by considering the possible take-up of dwelling units, the growth paths envisaged for Stellenbosch Town, as well as estimates of the timeframe for the completion of the Libertas project.

10. DEVELOPMENT OF AND IN STELLENBOSCH TOWN

In order to place the Libertas development project in the context of the future development and growth of Stellenbosch Town, a requirement exists to consider the strategic positioning, development strategy and growth trajectory underpinned by the Draft MSDF. The application of these strategic principles permits the estimation of certain benefits that would accrue to the Stellenbosch economy and the Stellenbosch Municipality due to a development project.

10.1 Growth trajectory for Stellenbosch Town

Stellenbosch Town is positioned to provide service-orientated activity driven by and aligned with tertiary sector development. In terms of the Draft MSDF and the next 20 years, Stellenbosch Town should facilitate complementary and supplementary land uses, i.e. residential with an emphasis on indigent housing and commercial components aligned to and focused on tertiary sector economic activity. Development can be incentivised to, among others, accelerate and facilitate private sector investment (considering mix, timing and extent) and to provide skills development and upskilling opportunities for locals. In terms hereof the following should be noted in the Draft MSDF:

The current service and housing delivery model is ineffective in addressing th e municipality's housing demand and growth. Housing demand and the associated land demand for the currently delivery model shows that the municipality does not have access to adequate land to serve the current and projected housing demand (p. 39).

The development landscape in and around Stellenbosch Town over the past 10 years has been characterised by the following:

- low levels of development (except for the Brandwacht-on-River residential development),
- mostly brownfields projects (demolition of houses for construction of flats or other commercial uses) and
- limited greenfield development,

all of which has resulted in increasing equilibrium price points due to demand exceeding supply.

The use of a progressive growth trajectory for Stellenbosch Town over the next 20 years forms the basis of the analysis. Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period. Figure 18 illustrates the growth trajectory for a progressive development path for Stellenbosch Town over 20 years.

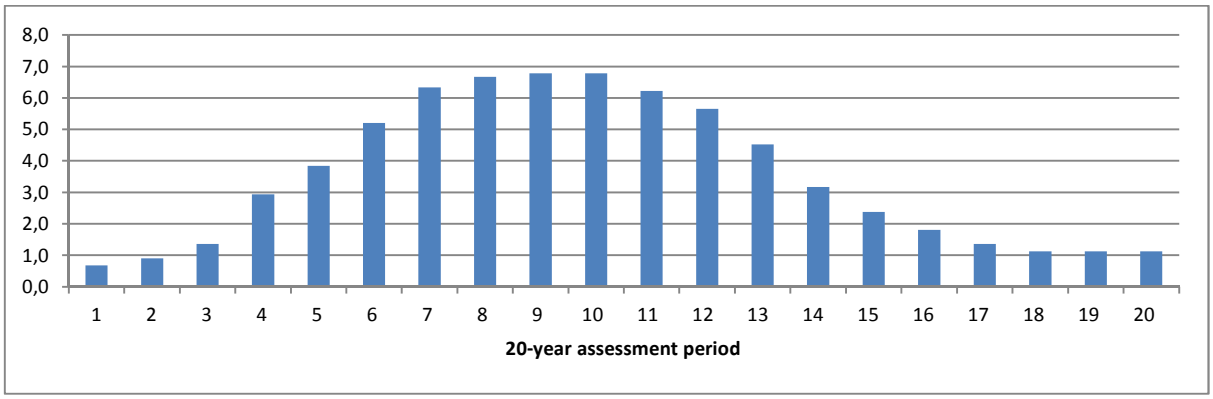


Figure 18: Growth trajectory for Stellenbosch Town over 20 years

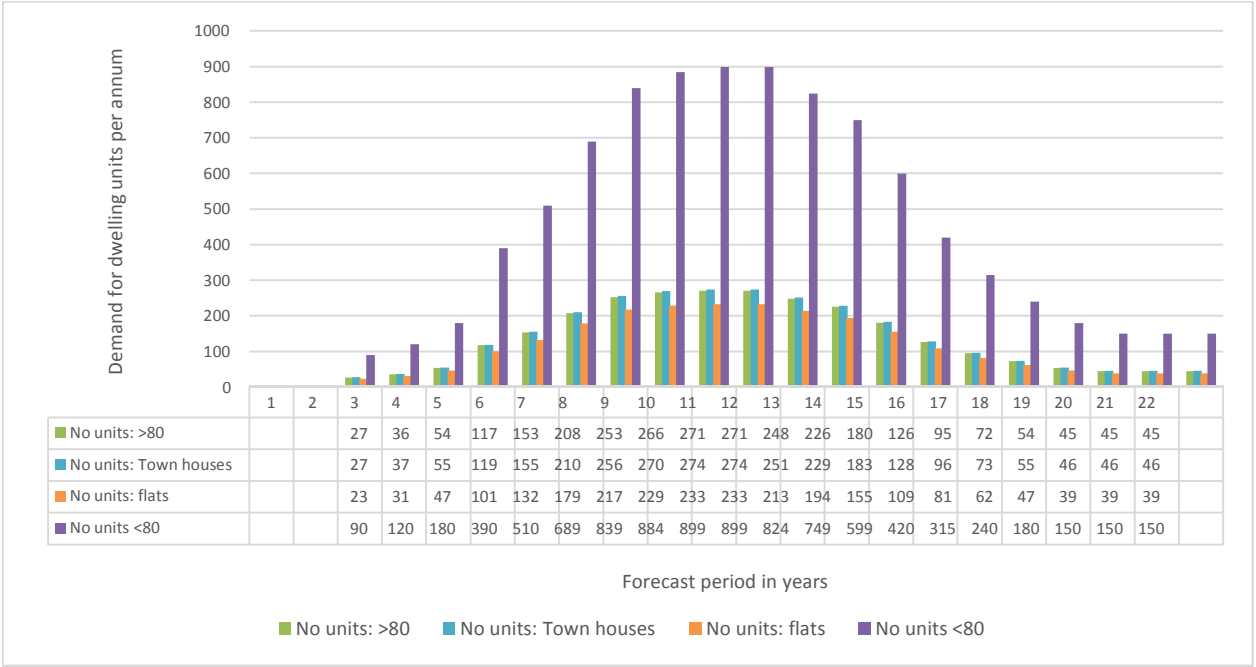
Table 16 provides a summary of the housing typology with amended demand forecasts by 2036 (refer to Table 8). The figures stated in Table 16 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated on an annual and cumulative basis in Figure 19 and 20, respectively.

Table 16: Summary of the adjusted demand based on the Rode forecast for different housing types

Housing type	Amended Rode demand forecast
Houses smaller than 80 m^2 (affordable)	9 277
Houses larger than 80 m^2	2 793
Flats	2 402
Townhouses	2 829
Total units	**17 301**

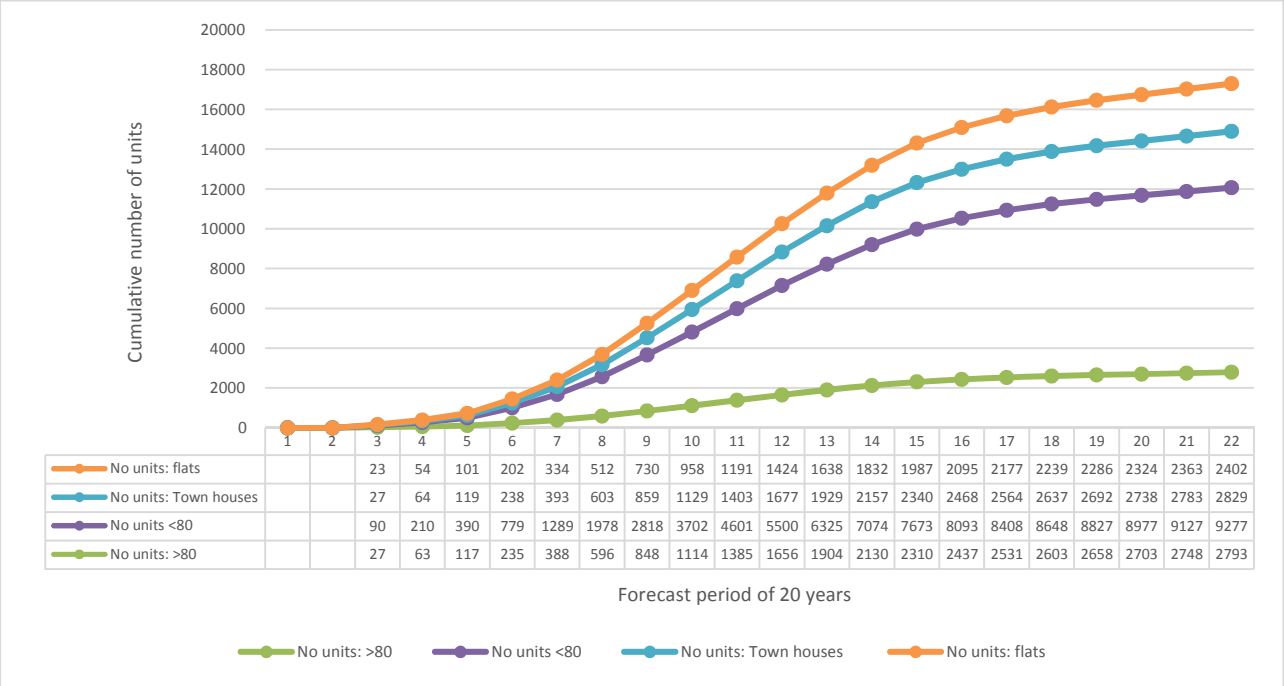
Source: Rode and Associates and own calculations

As indicated below, the units are allocated per year based on an application of the progressive growth trend for Stellenbosch Town. A peak is reached in about 11 to 12 years, but it should be noted that market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: >80			27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
No units: Town houses			27	37	55	119	155	210	256	270	274	274	251	229	183	128	96	73	55	46	46	46
No units: flats			23	31	47	101	132	179	217	229	233	233	213	194	155	109	81	62	47	39	39	39
No units <80			90	120	180	390	510	689	839	884	899	899	824	749	599	420	315	240	180	150	150	150

Figure 19: Forecast of the annual dwelling units per housing type for a period of 20 years based on adjusted demand forecasts



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: flats			23	54	101	202	334	512	730	958	1191	1424	1638	1832	1987	2095	2177	2239	2286	2324	2363	2402
No units: Town houses			27	64	119	238	393	603	859	1129	1403	1677	1929	2157	2340	2468	2564	2637	2692	2738	2783	2829
No units <80			90	210	390	779	1289	1978	2818	3702	4601	5500	6325	7074	7673	8093	8408	8648	8827	8977	9127	9277
No units: >80			27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 20: Cumulative take -up of dwelling units per property type over 20 years

10.2 Benefits to Stellenbosch economy and Stellenbosch Municipality

10.2.1 Economic and labour contribution

Estimating the impact of a project or development assists role-players to understand the potential **benefits for the economy** and stakeholders. The assessment of the economic impact of a project generates an estimate of the economic consequences associated with development of a project on the Stellenbosch economy and is used to assess the direct and indirect contributions of construction spend and operational revenues (final demand) on the economy through the application of multipliers.

The assessment of the **employment contribution** is at best very risky. The results are driven largely by the assumptions, which entail the following:

- The structure and composition of the Western Cape and Stellenbosch economy will remain unchanged. This assumption is necessary to enable the use of multiplier analyses.
- No political and other administrative changes will take place on a national or provincial level.
- Salaries and wages are fixed in real terms. Household income will adjust purely by the constant wage multiplied by the increase in employment.
- The supply of skilled labour will be a limiting factor in the construction process.

Demand for labour (employment) is in economic terms considered as a derived demand; a forecast for labour demand can therefore be derived from the planned increase in capital and operational spending. The basic assumption focuses on the relationship between growth in real spending and growth in labour demand. If growth in labour demand equals the growth in real spending, labour productivity will stay constant. If labour productivity increases, the demand for labour will grow at a slower rate than real spending.

The assessment offers an indication of direct and indirect contributions to the Stellenbosch economy and the labour impact based on the annual change over the period envisaged for development using 2017 as a base.

10.2.2 Municipal development charges (DCs) and property rates

Infrastructure provision to enable the development of a project such as Libertas is generally the responsibility of the relevant sphere of government, which is Stellenbosch Municipality in this case. In order to recoup all or a major part of the costs related to the introduction of infrastructure for a project (development opportunity), the government introduces Development Charges (DCs) payable by the developer based on the nature and scope of the external services and infrastructure required for the envisaged project.

The Stellenbosch Municipality will also benefit from levying property rates based on the market value of the scope of components comprising the development. The latter is a continuous funds inflow for the Municipality. Over and above the levying of rates, other service charges are obtained together with the sale of electricity and water, which further enhances the revenue base of the Municipality.

The focus of this assessment is an estimation of the DCs and property rate accruing to the Municipality over the duration of the development period envisaged for a new project.

11. ALIGNMENT OF DEVELOPMENT PIPELINE WITH RODE ADJUSTED FORECASTS AND SOCIO -ECONOMIC IMPLICATIONS

11.1 Alignment with housing typology of adjusted Rode forecasts

The scope of the "Development Pipeline" for Stellenbosch Town as illustrated and discussed in Section 3.5 is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode. Also refer to the nature of the housing typology described in Section 4.1.

Table 17 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Development Pipeline. This is a snapshot and not directly comparable from a timing perspective as the forecasts related to a planning term of 20 years for Stellenbosch Town, whilst the Pipeline timeframes of about 10 years are based on an envisaged occupancy over a shorter timeframe, hence the two timeframes do not coincide.

It should be noted that the Development Pipeline indicates the developers' intention related to different housing types. The numbers are aligned with the housing typology adopted throughout this analysis.

Table 17: Comparison of the adjusted demand forecast of Rode and the scope of the Development Pipeline for Stellenbosch Town

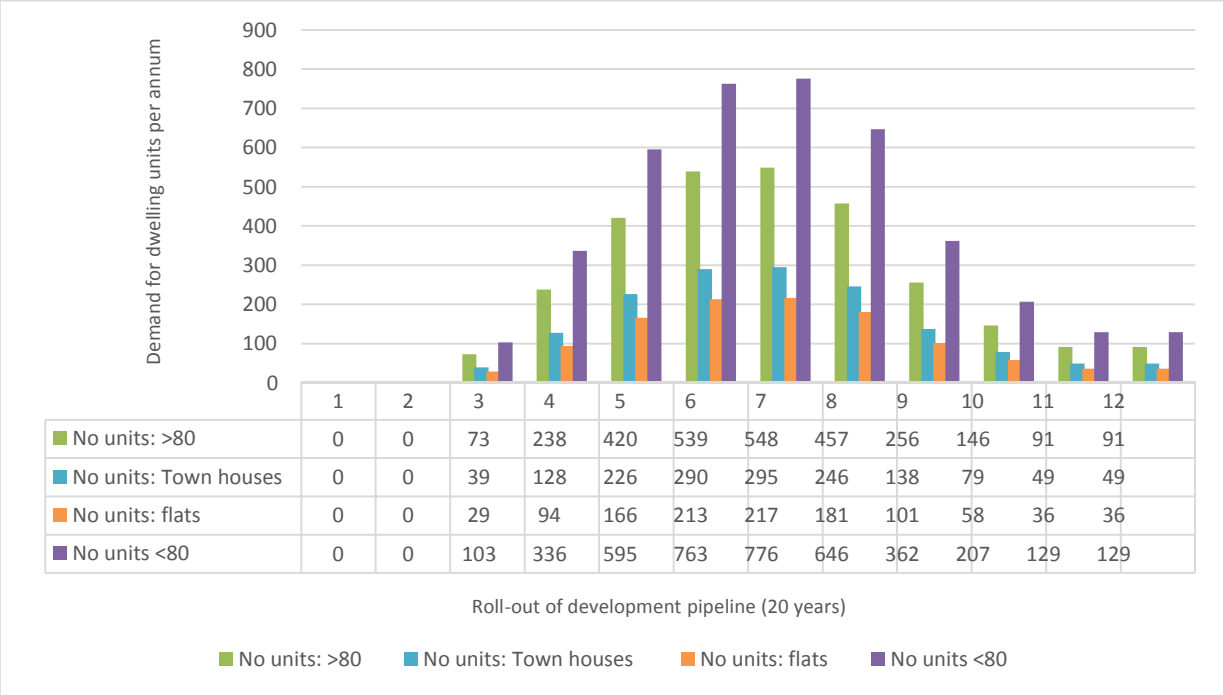
Housing type	Amended Rode Demand forecast	Development Pipeline
Houses smaller than 80 m² (affordable)	9 277	4 047
Houses larger than 80 m²	2 793	2 860
Flats	2 402	1 130
Townhouses	2 829	1 538
Total units	**17 301**	**9 575**

Source: Rode and Associates and own calculations

11.2 Application of growth trajectory to Development Pipeline over 20 years

The figures stated in Table 17 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated in Figure 21 on an annual basis over a period of 20 years.

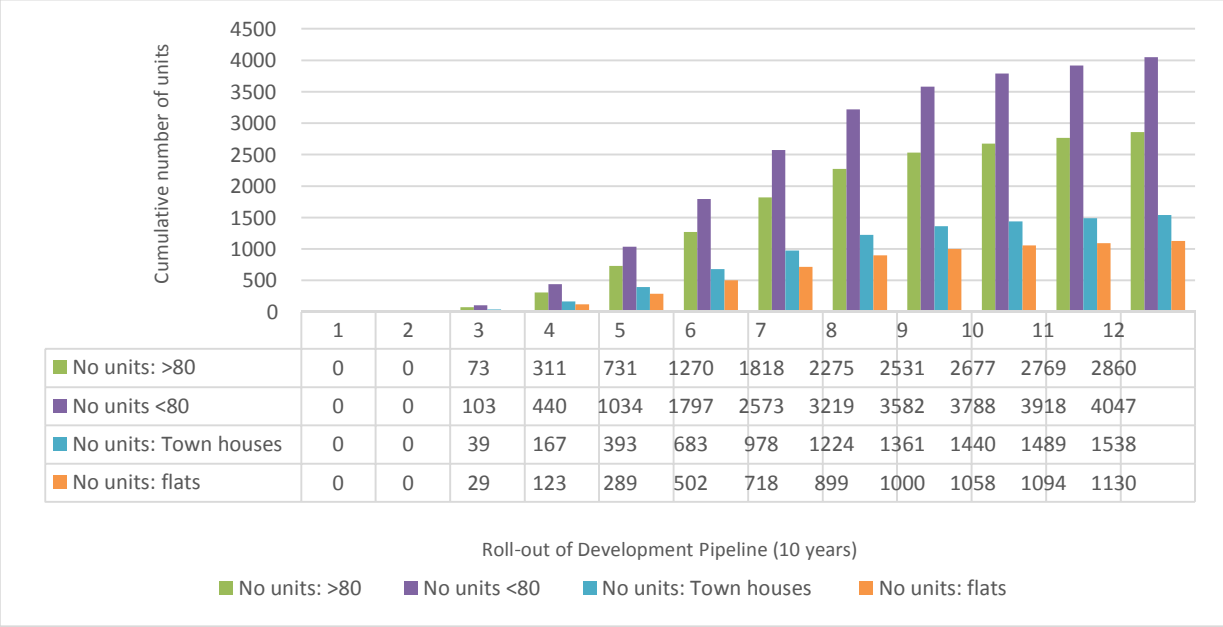
As indicated above, the units are allocated per year based on an application of the progressive growth path for Stellenbosch Town as indicated in Section 10.1 A peak is reached in about 11 to 12 years, but market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	238	420	539	548	457	256	146	91	91
No units: Town houses	0	0	39	128	226	290	295	246	138	79	49	49
No units: flats	0	0	29	94	166	213	217	181	101	58	36	36
No units <80	0	0	103	336	595	763	776	646	362	207	129	129

Figure 21: Forecast of the annual units per housing type for the Development Pipeline over a period of 20 years

Figure 22 illustrates the cumulative take-up of units per housing type for the Pipeline over a period of 10 years. The growth trajectory adopted for Stellenbosch Town is applied to the Development Pipeline over its duration based on the assumptions below.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	311	731	1270	1818	2275	2531	2677	2769	2860
No units <80	0	0	103	440	1034	1797	2573	3219	3582	3788	3918	4047
No units: Town houses	0	0	39	167	393	683	978	1224	1361	1440	1489	1538
No units: flats	0	0	29	123	289	502	718	899	1000	1058	1094	1130

Figure 22: Cumulative take -up of dwelling units per property type for the Pipeline over the forecast period of 20 years

11.2.1 Assumptions applied for the application of the Development Pipeline

To realistically understand the Development Pipeline in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

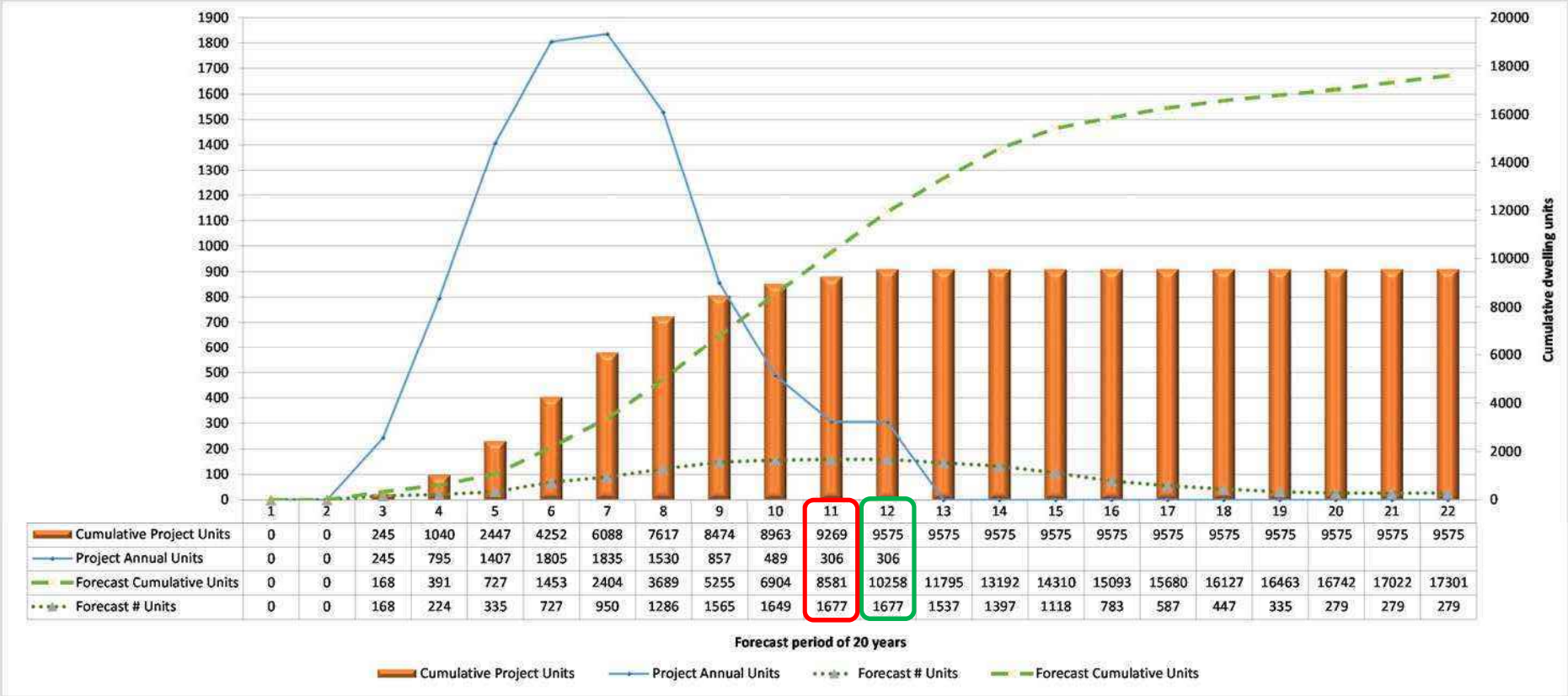
- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;
- Building cost escalations assumed to be 6% per annum, which is an average of in-contract building costs forecast by Medium-Term Forecasting Associated (2017)
- Development charges applied by the Stellenbosch Municipality based on 2017; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

11.2.2 Alignment of annual demand forecasts and Pipeline occupancy projections

Figure 23 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire pipeline over a period of 10 years, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual number of units and cumulative number of units over the 20-year period.

An analysis of the data illustrated in Figure 23, focuses on the 10-year duration envisaged for the Development Pipeline with a comparison of the first 10 years envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged as part of the Development Pipeline and that included in the demand forecasts for said houses prepared by Rode and Associates as adjusted.

Demand for housing in the urban area of Stellenbosch Town (applying the principle stated above) is estimated at 6 904 units by year 10 for the same type of housing as envisaged for the Development Pipeline. The projects that form part of the pipeline, based on the same growth trajectory, is envisaged to deliver 9 575 units over 11 years, which is 8,01% more than the forecast over the same period. By Year 12 of the forecast period, the forecasted number of units will exceed the number of Pipeline units by 683 or 7,13%. In other words, slightly more than a one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	245	1040	2447	4252	6088	7617	8474	8963	9269	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575
Project Annual Units	0	0	245	795	1407	1805	1835	1530	857	489	306	306										
Forecast Cumulative Units	0	0	168	391	727	1453	2404	3689	5255	6904	8581	10258	11795	13192	14310	15093	15680	16127	16463	16742	17022	17301
Forecast # Units	0	0	168	224	335	727	950	1286	1565	1649	1677	1677	1537	1397	1118	783	587	447	335	279	279	279

Figure 23: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Development Pipeline

11.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

11.3.1 Development Charges (DCs)

DCs that would accrue to the Stellenbosch Municipality are based on the nature and scope of the Pipeline projects. The DCs are illustrated on an annual basis, but in practice, DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow, budgeting and any negotiations associated with the introduction of bulk services by the developer.

Given the anticipated period for the rollout of the Pipeline projects, it is illustrated that DCs would accrue to the Municipality in five-year intervals over the 10-year rollout. This is uncertain and is dependent on the commencement of a Pipeline project. The DCs are reflected on an annual basis with an indication of the two five-year periods related to the rollout of the Pipeline as illustrated in Figure 24.

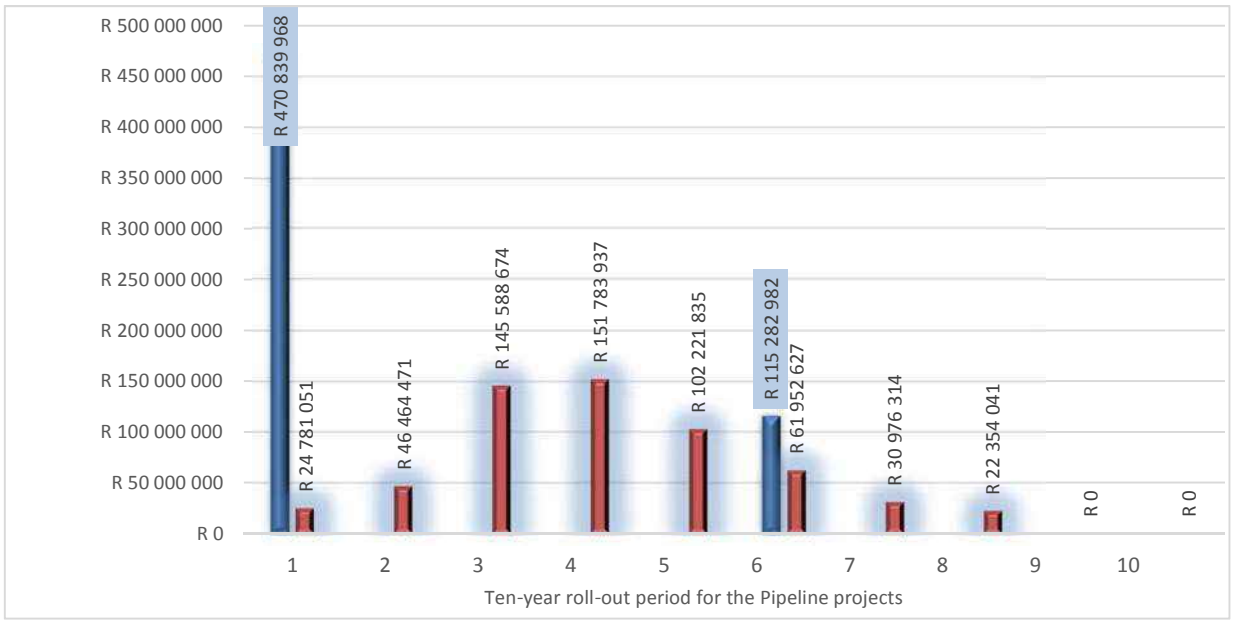


Figure 24: Annual and cumulative DCs over the development period of the Pipeline projects

Based on the current development charges levied by the Municipality (in 2017 terms), it is estimated that R561,1 million would be due and payable for the provision of external bulk and service requirements of the Pipeline projects.

11.3.2 Total capital expenditure

The capital expenditure of and associated with the Pipeline projects refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 25 indicates the combined annual and cumulative capital expenditure for the three components over the envisaged rollout of the Pipeline projects.

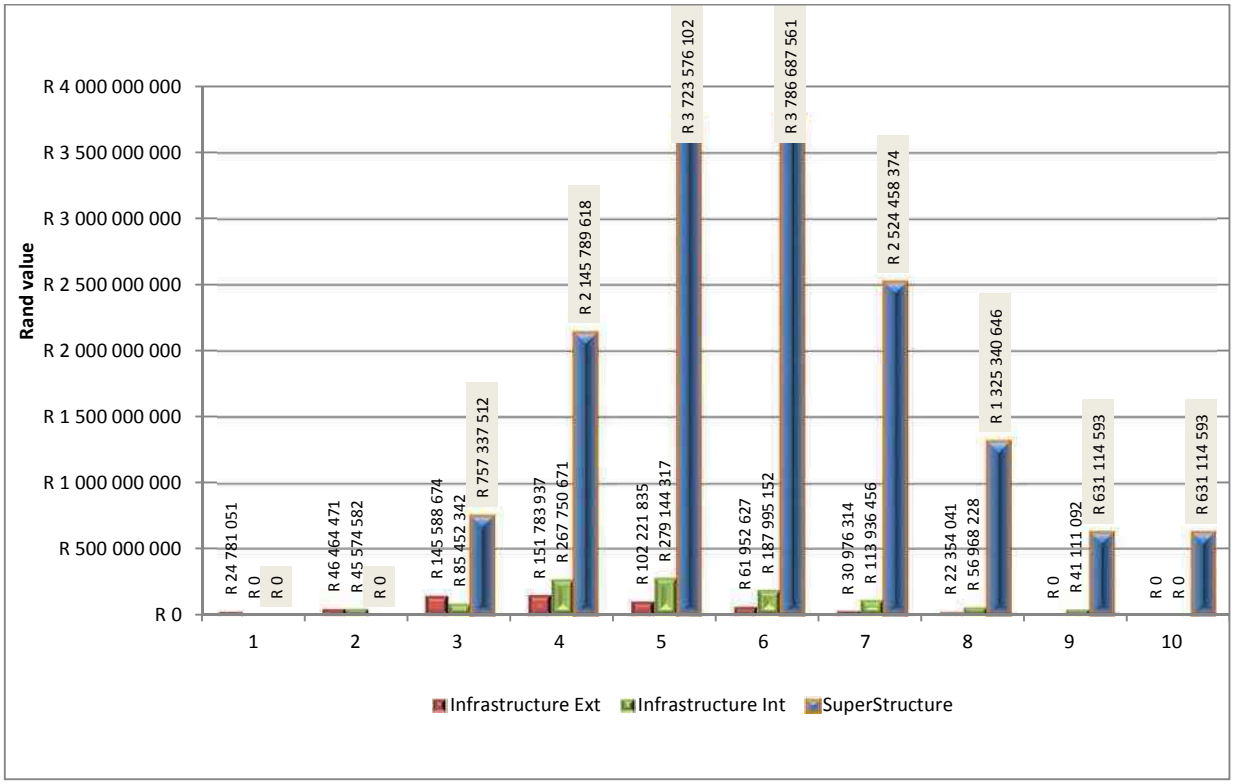


Figure 25: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Development pipeline has a 10-year rollout plan. The introduction of services is envisaged over the period and it is therefore assumed that the services would follow the same growth trajectory assumed for the take-up of units within the Pipeline projects. Internal services are introduced a year later and follow the same trajectory. Once external and internal services are complete, construction commences after the sales of erven during the preceding years. It is not possible to anticipate which projects in the pipeline would be commenced first or what housing types would be introduced as part of a mixed-use residential development. Notwithstanding, a period of 10 years is assumed for the completion of the projects.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on the growth trajectory for Stellenbosch Town, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R17 189 million (in current terms). The spending on top structures amounts to R15 525 million over the 10 years, translating to R1 552 million per annum on average.

11.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income after 10 years and thereafter applied an escalation of 8% for the remaining period of the forecast period, even though it is not possible to estimate the values of the properties going forward or estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2017). Figure 26 illustrates the rates accruing to the Municipality on an annual and cumulative basis for the duration of the Development Pipeline once units are complete, by applying the progressive growth trajectory and the stated escalation.

Once the Development Pipeline is complete, a rates income of R132,7 million would accrue to the Municipality. Over a period of 20 years, applying the escalation of 8%, the rates income would increase to R286,5 million. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account.

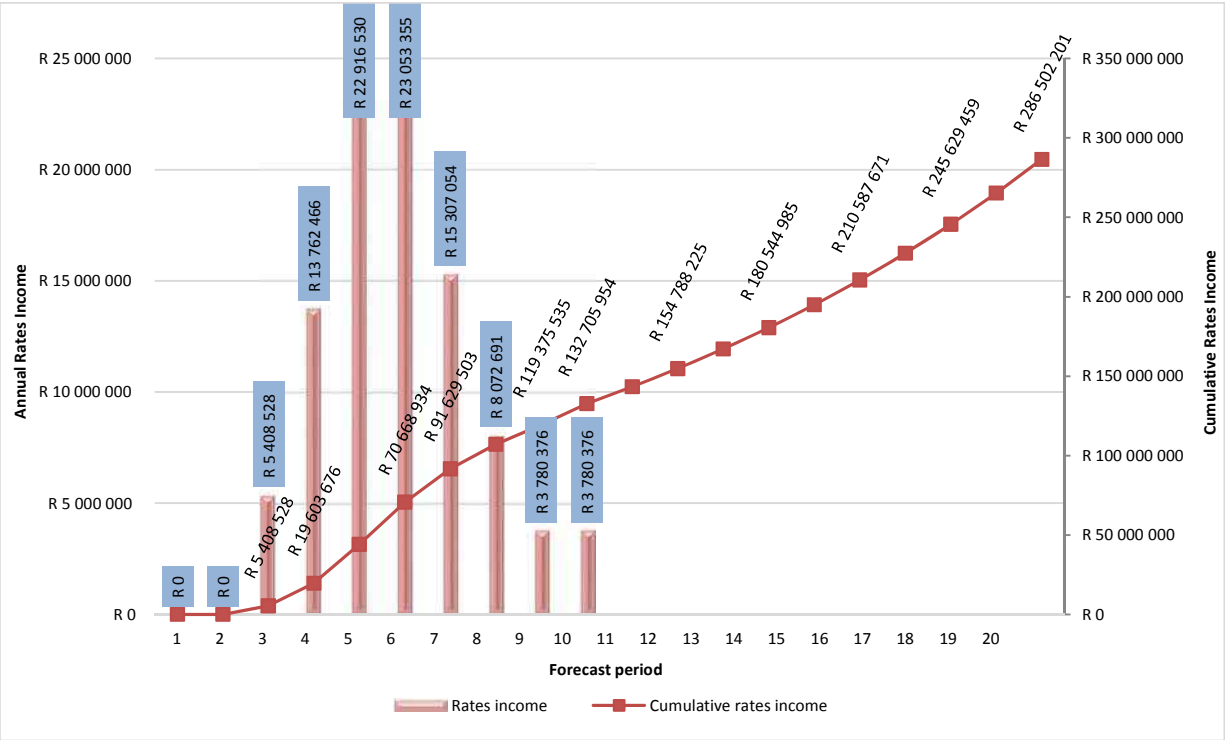


Figure 26: Property rates accruing to the Municipality on an annual and cumulative basis for the timeframe of completion and escalations up to 20 years

11.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 27 illustrates the direct and indirect economic impact based on the estimate of the total capital expenditure over the envisaged duration of the Pipeline projects and reflects the effect over three-year revolving periods, hence the fact that the impact of the Pipeline projects extends beyond the 10 years into years 11 and 12. The impact does not abruptly end after 10 years, but tapers off, where after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 27 indicates that the projects associated with the Development Pipeline would generate an economic benefit for the secondary sector of the Stellenbosch and regional economies of R17 405 million. The direct investment to achieve that impact, is R17 189 million over 10 years in nominal terms. Other areas of the Cape Winelands and the Cape Metropolitan Area as well as the Western Cape and other parts of South Africa would also benefit from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, rest of the Western Cape and South Africa, and captures the full effect of regional and provincial trade.

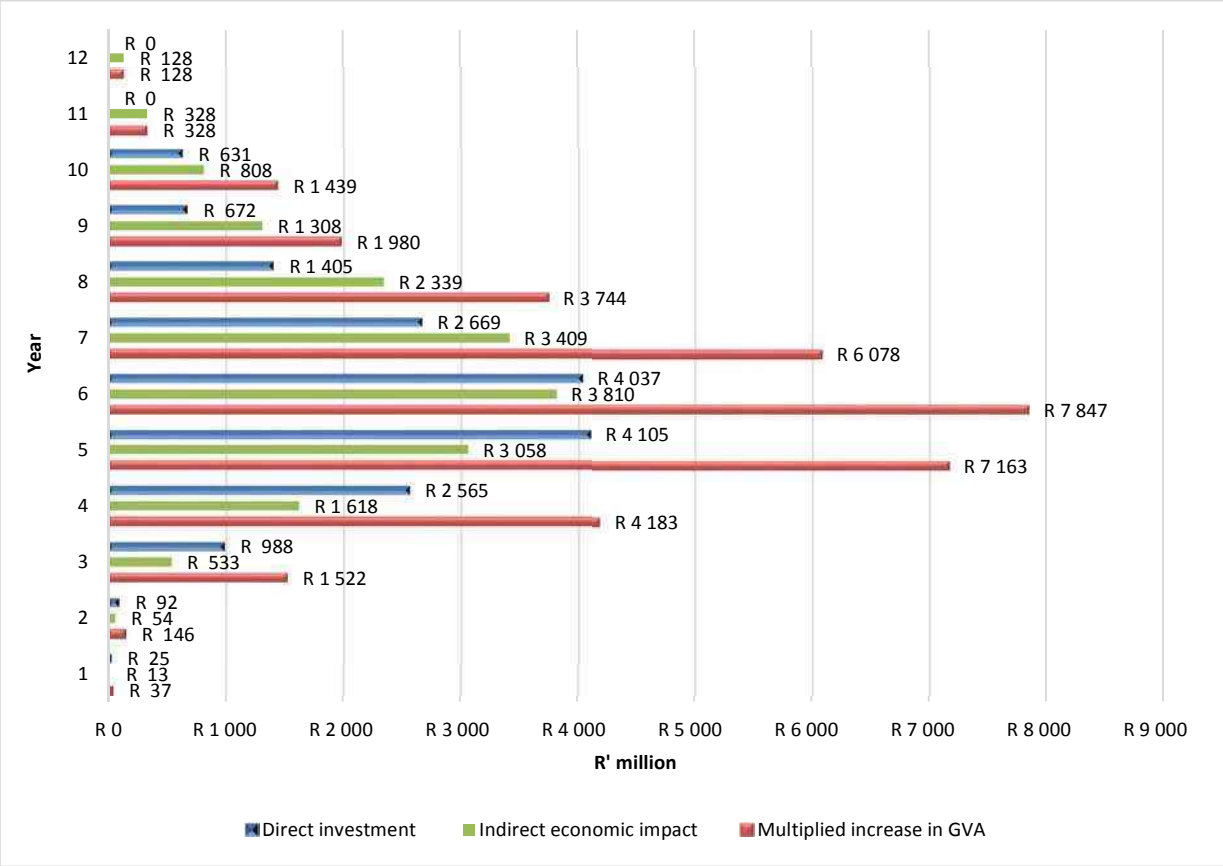


Figure 27: Direct and indirect impact of the Pipeline projects on the Stellenbosch economy over the duration of the construction period

11.3.5 Employment impact

Employment generated over the construction period of the Pipeline projects based on the applied growth trajectory, is premised on a ratio of Gross Value Added (GVA) per employee. Figure 26 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in Stellenbosch Municipal area in 2015 as the base employment number.

Figure 28 illustrates that in year 1, which is the commencement of the introduction of bulk and external infrastructure, 1 630 temporary jobs are created based on the estimated capital expenditure. The latter would continue at various stages of the rollout of Pipeline projects and the employment is factored into applicable years based on the rollout assumptions. Once construction of top structures commences, more jobs are added, but it should also be noted that these employment opportunities would only exist if there was a strain on the labour market and no unemployment exists. It is therefore realistic to assume that the opportunities could be halved as persons move from one project to the next over the 10-year period.

Many temporary job opportunities would be added by the Pipeline projects to the existing employment of the Stellenbosch Municipal area, with direct and indirect jobs totalling 18 661 in year 6. As is evident in year 11 and 12, some jobs will endure for a further two years once construction is complete, before indirect opportunities would taper off.

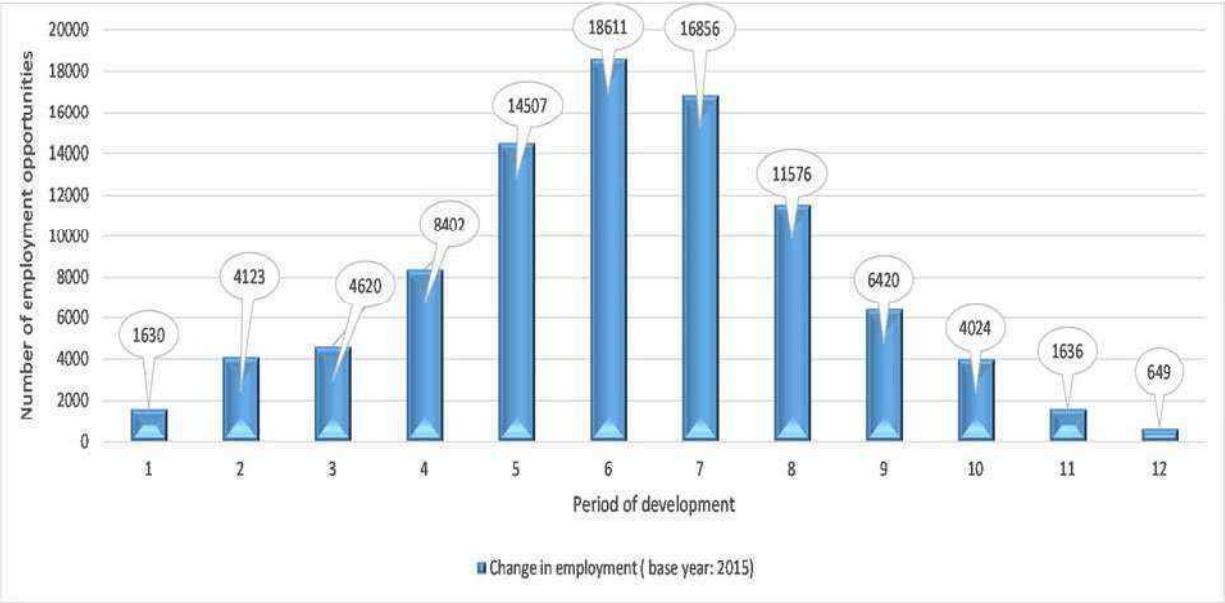


Figure 28: Change in annual employment resulting from the rollout of the Pipeline projects over 10 years

The direct employment related to the Pipeline projects is determined based on an estimated 12 workers of varying skills per house. These workers can work on two houses simultaneously and therefore the direct employment need is halved. Table 18 indicates the employment numbers for different skill levels at the highest requirement in terms of the rollout, i.e. year 6.

Table 18: Direct employment opportunities related to the peak year of the rollout of the Development Pipeline

Category of worker	Percentage allocation	Employment (Year 6)
Skilled	4%	555
Artisans (semi-skilled)	8%	1 031
Semi-skilled Labour	23%	3 092
Unskilled labour	46%	6 184
Finishing specialists (semi-skilled)	18%	2 458
TOTAL	**100%**	**13 320**

12. ALIGNMENT OF LIBERTAS DEVELOPMENT WITH RODE ADJUSTED FORECASTS AND SOCIO -ECONOMIC IMPLICATIONS

12.1 Alignment with housing typology of adjusted Rode forecasts

The scope of a proposed development project is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode for forecasting purposes. Also refer to the nature of the housing typology adopted in Section 4.1. Table 19 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Libertas development proposal. This is a snapshot and is directly comparable from a timing perspective as the forecasts relate to a planning term of 20 years for Stellenbosch Town and the project timeframe based on an envisaged completion and occupancy is similar.

Table 19: Comparison of the adjusted demand forecast of Rode and the development scope for Libertas development

Housing type	Amended Rode demand forecast	Libertas Project
Houses smaller than 80 m^2 (affordable)	9 277	
Houses larger than 80 m^2	2 793	1 575
Flats	2 402	
Townhouses	2829	
Total units	**17 301**	**1 575**

Source: Rode and Associates and own calculations

12.2 Alignment with annual demand forecasts

In order to realistically understand the Libertas project in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following, which is indicative of each five year cycle applied in the analysis:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;

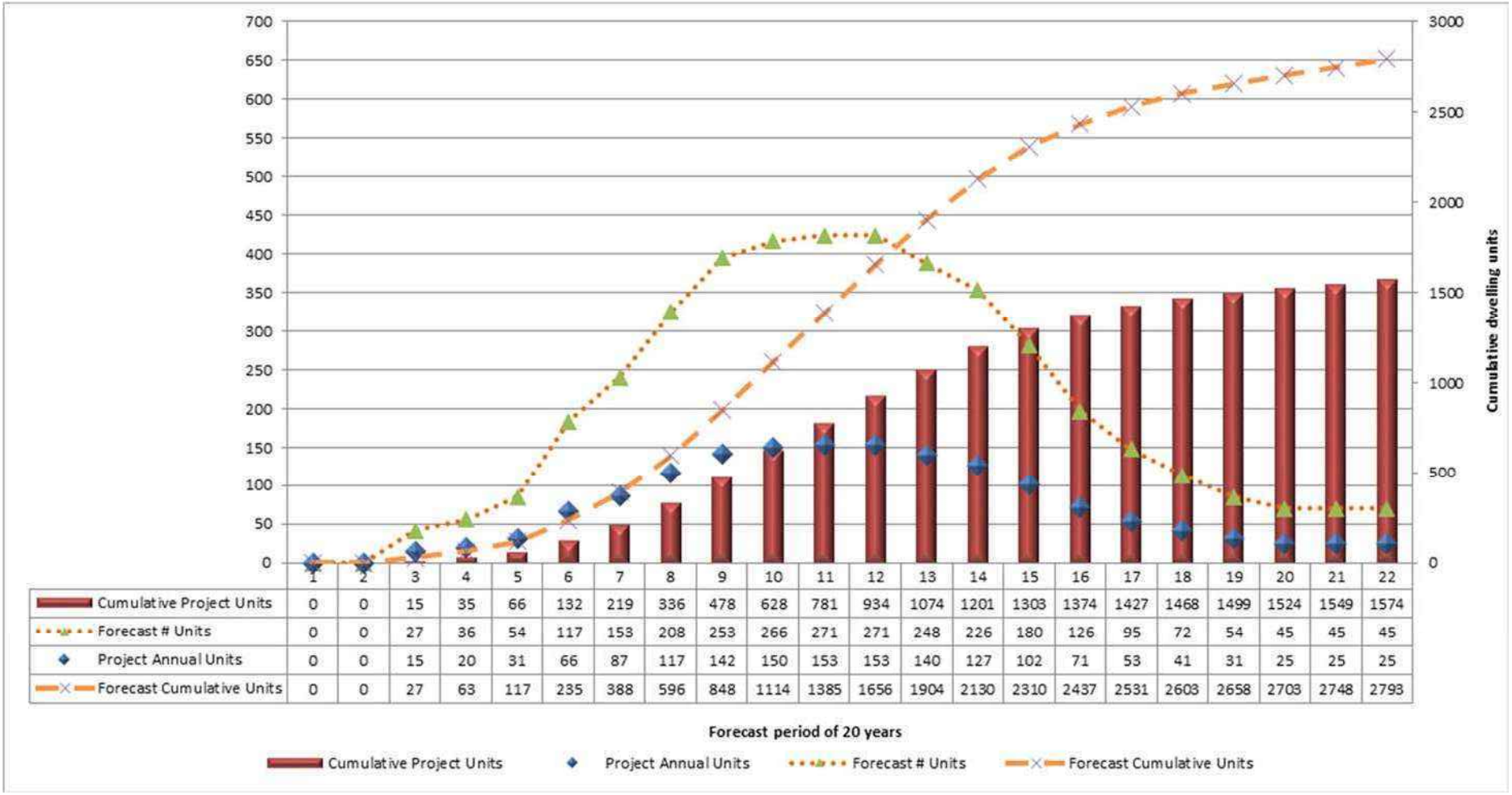
- In contract building cost escalations;
- Development charges applied by the Stellenbosch Municipality based on 2017 ratios; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

Figure 29 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire Libertas project, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual and cumulative number of units over 20 years.

An analysis of the data illustrated in Figure 29 focuses on the following timeframes using year 1 of the Rode adjusted forecast as the point of departure. Based on this premise, it is further assumed that all requisite approvals would be in place, with a further two years to introduce the external bulk and internal infrastructure for the first five-year cycle, where after the process of introducing services follows the next cycle. The development rollout over 20 years is aligned with the start of the forecast period envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged for Libertas and that included in the adjusted demand forecasts for said houses prepared by Rode.

Demand for housing in the urban area of Stellenbosch Town is estimated (applying the principle stated above) at 2 793 units by year 20 for the same category of housing envisaged for Libertas. At the end of the 20-year roll-out period, the Libertas project would deliver 1 575 units, keeping all other thing equal and ignoring other development projects that have the same mix of residential housing as envisaged for Libertas.

It is important to understand the context of planning for housing demand in Stellenbosch Town over 20 years and how this fits with development proposals such as Libertas, hence the complete forecast period is illustrated in Figure 29. The illustration suggests that the cumulative units envisaged for the Libertas project at the end of 20 years, contributes 9,10% to the total cumulative number of units forecast over the 20 years of residential development planning based on the forecast for Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	15	35	66	132	219	336	478	628	781	934	1074	1201	1303	1374	1427	1468	1499	1524	1549	1574
Forecast # Units	0	0	27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
Project Annual Units	0	0	15	20	31	66	87	117	142	150	153	153	140	127	102	71	53	41	31	25	25	25
Forecast Cumulative Units	0	0	27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 29: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Libertas development

12.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

12.3.1 Development Charges (DCs)

DCs would accrue to the Stellenbosch Municipality based on the nature and scope of the Libertas development. The DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow and any negotiation associated with the introduction of bulk services by the developer.

Given the anticipated time frame for the Libertas development, it is envisaged that DCs would be paid at intervals over the course of the rollout. For the purposes of the analysis we have used five-year intervals for upfront (prepaid) payments of the total DCs over the 20-year period of the development. Based on the current DCs levied by the Municipality (in 2017 terms), it is estimated that R147,4 million would be due and payable to cover the external bulk and service requirements for the project. The largest estimate of DCs is envisaged in Year 6 of the development period. Figure 30 illustrates the annual DCs and the five-year cumulative prepayments over the 20-year development period.

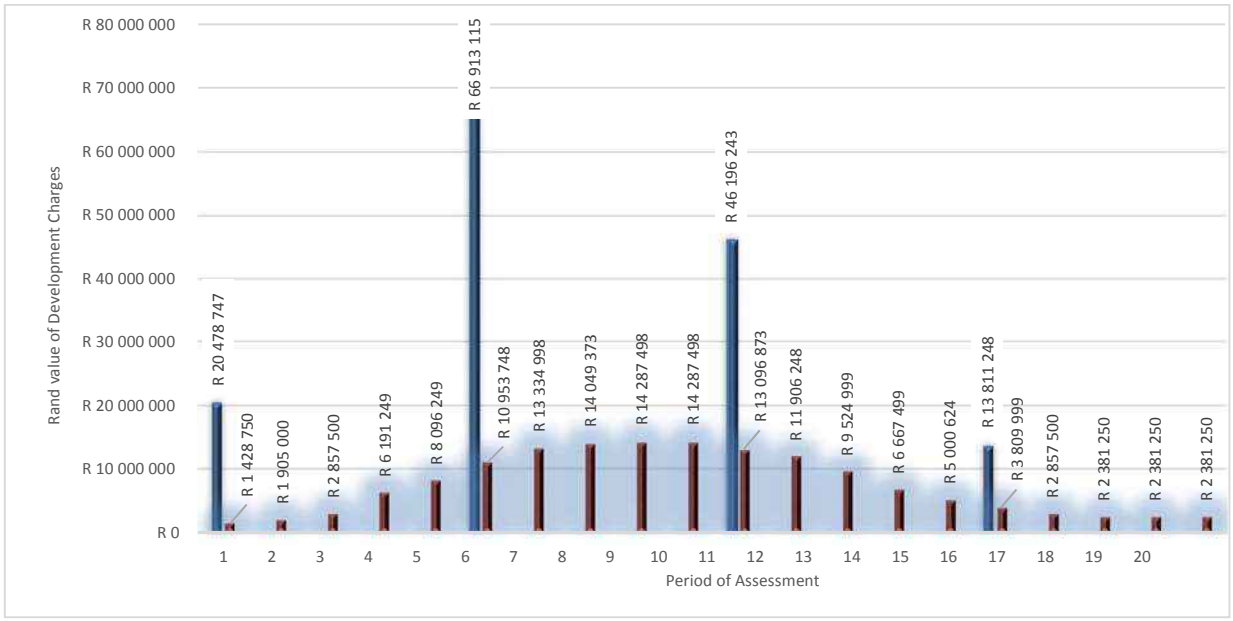


Figure 30: Illustration of the annual DCs and the five -year cumulative prepayments of the 20 -year development period.

12.3.2 Total capital expenditure

The capital expenditure of and associated with the Libertas development refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 31 indicates estimates of the combined annual capital expenditure for the three components over the envisaged duration for the development of the proposed Libertas project.

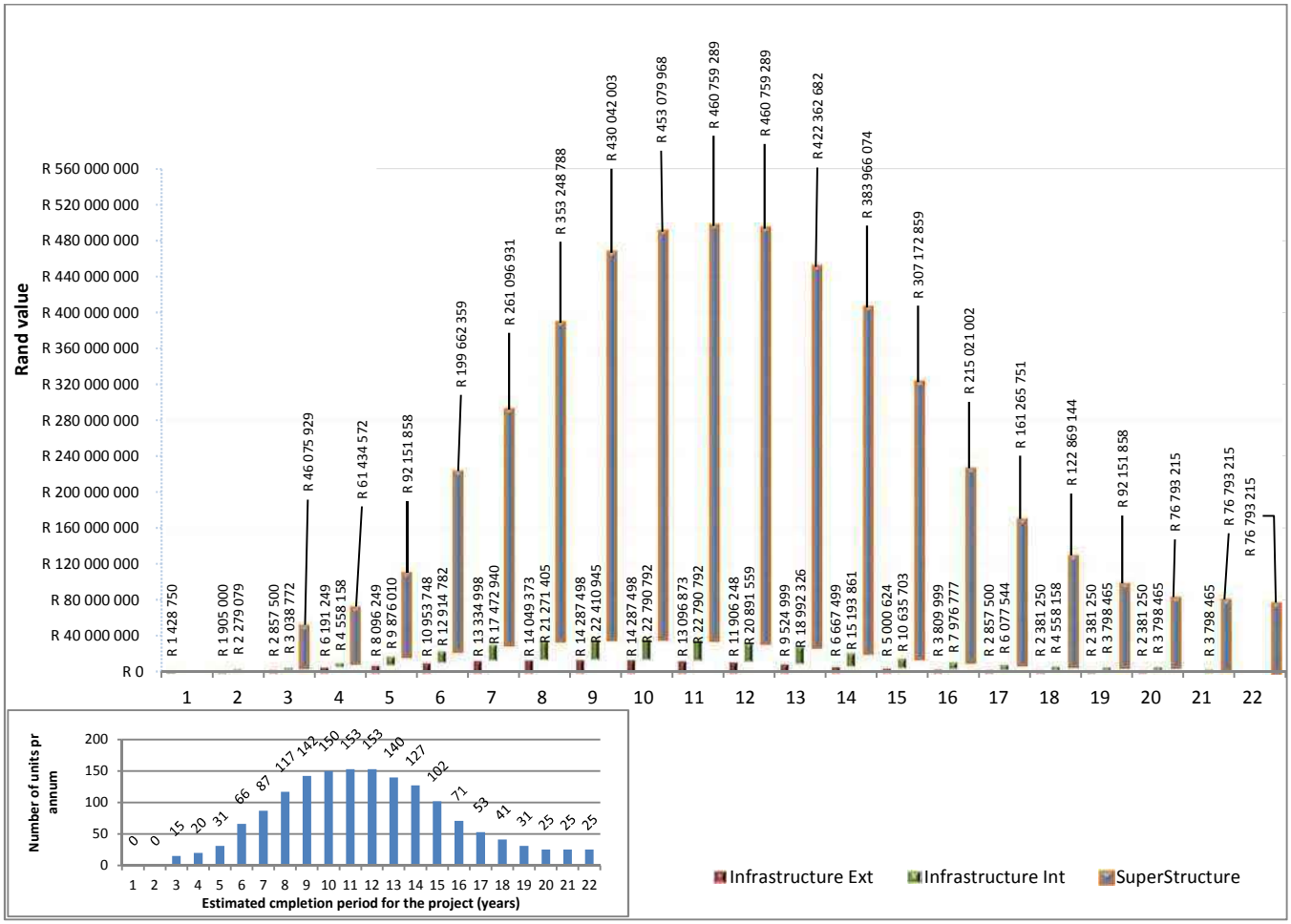


Figure 31: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Libertas project has a one to two-year period for the introduction of any bulk and internal services and a 20-year development period for completion of the development and occupancy of the dwellings. Sales will commence once the planning and approval period is complete and the construction once the introduction of services is complete and certified.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on this growth trajectory, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R5 136 million in current terms. The spending on top structures for housing and building of offices, retail and an education facility is estimated at R4 753 million over a 20-year development period in current terms.

12.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income over 20 years and applied an annual escalation of 8%. It is not possible to estimate the values of the properties going

forward, or to estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2018).

Figure 32 illustrates the rates accruing the Municipality on annual and cumulative basis for the duration of the project applying the progressive growth trajectory and the stated escalation. Once the development is complete, a rates income of R25,1 million would accrue to the Municipality once construction is complete and occupation is taken per the adopted time frames. Over a period of 20 years, applying the escalation of 8% to the rates income, this would increase to R48,1 million once the development is complete with accumulation until the end of the forecast period of 20 years. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account and the rates are applicable to the housing component, while rates will also be levied from the commercial components.

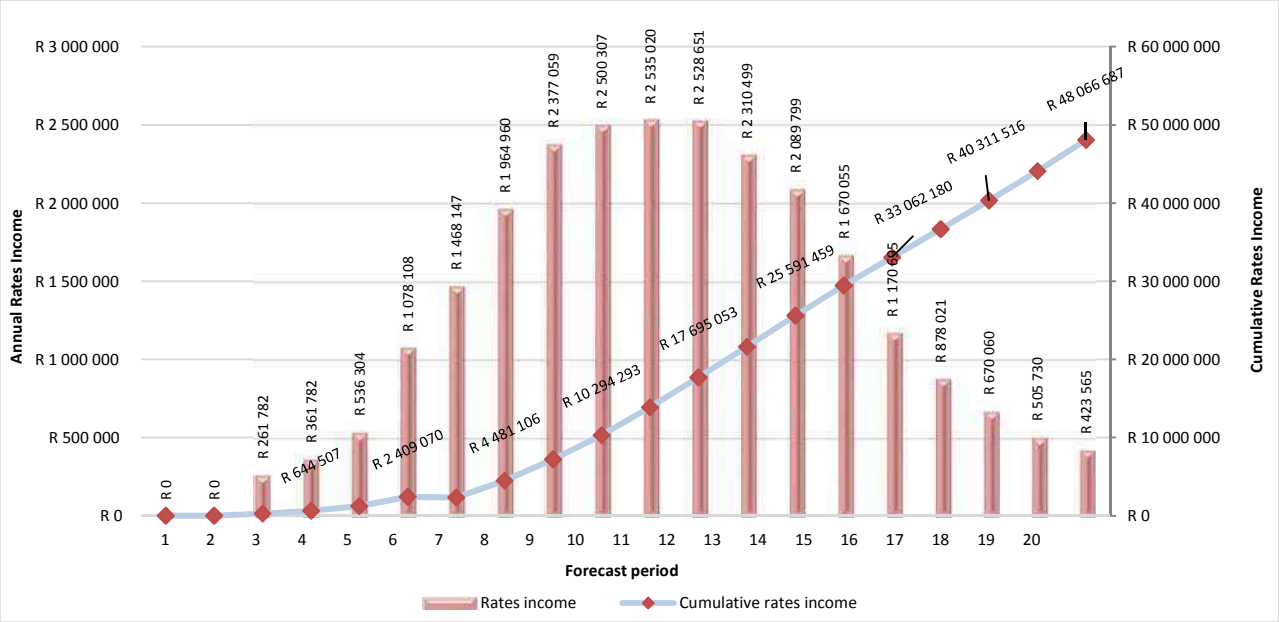


Figure 32: Property rates accruing to the Municipality on an annual and cumulative basis of 20 years

12.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 33 illustrates the direct, indirect and multiplied economic impact based on the estimate of the total capital expenditure over the envisaged duration of the project. The impact does not abruptly end after 20 years but tapers off, where-after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 33 indicates that the Libertas development would generate an economic benefit of R9 958 million over a 20-year development period, of which a large portion of the R 4 979 million direct investment (infrastructure and super structure) at the time and a portion of the indirect spending would accrue to the Stellenbosch economy. Note these figures are based on the impact over 20 years commencing once the introduction of bulk and internal services commence. Other areas of the Cape Winelands, Cape Metropolitan Area, Western Cape and other parts of South Africa would also benefit

from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, the rest of the Western Cape and South Africa.

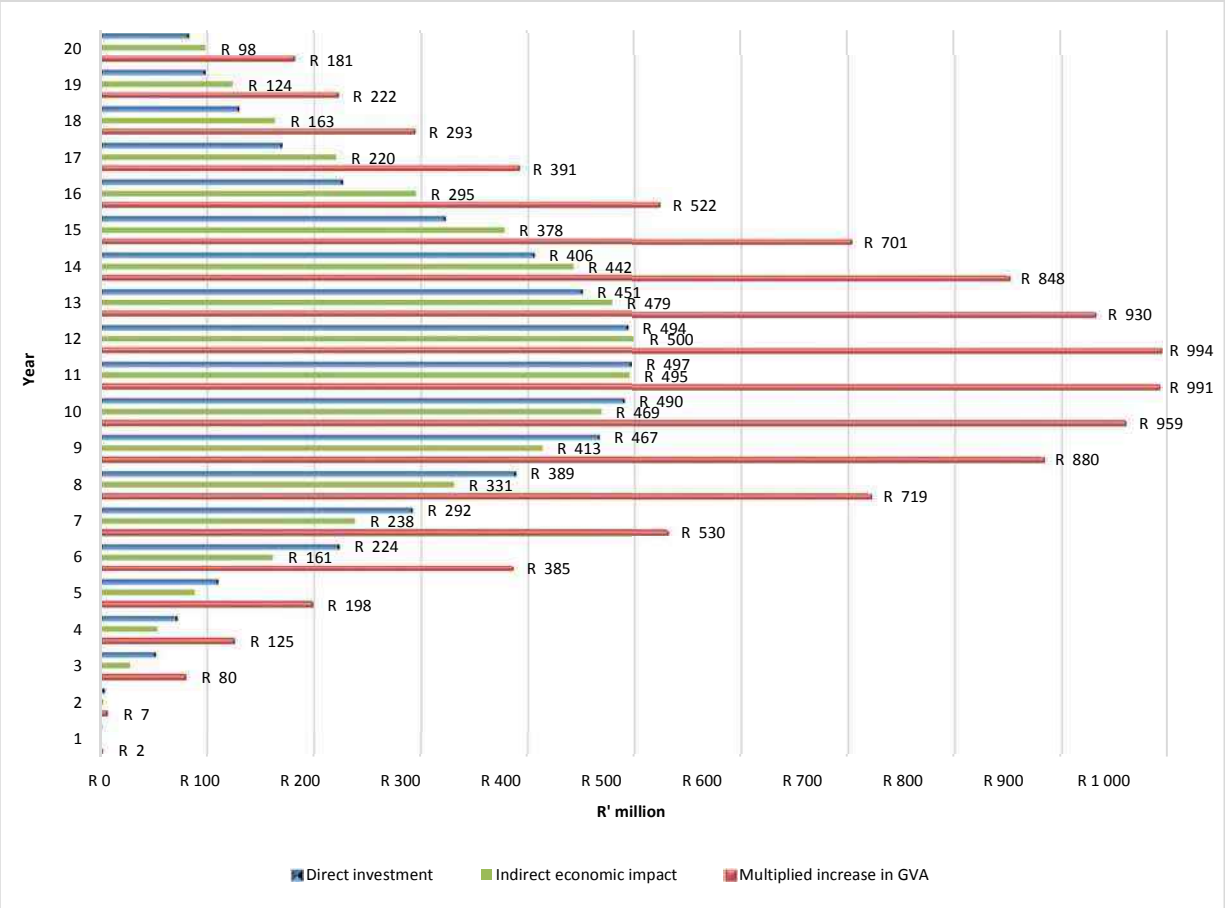


Figure 33: Direct and indirect impact of the Libertas project on the Stellenbosch economy and further afield over a period of seven years

12.3.5 Employment impact

Employment generated over the construction period of the Libertas development based on the applied growth trajectory is premised on a ratio of Gross Value Added (GVA) per employee for the Stellenbosch economy. Figure 34 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in the Stellenbosch Municipal area in 2015 as the base employment number).

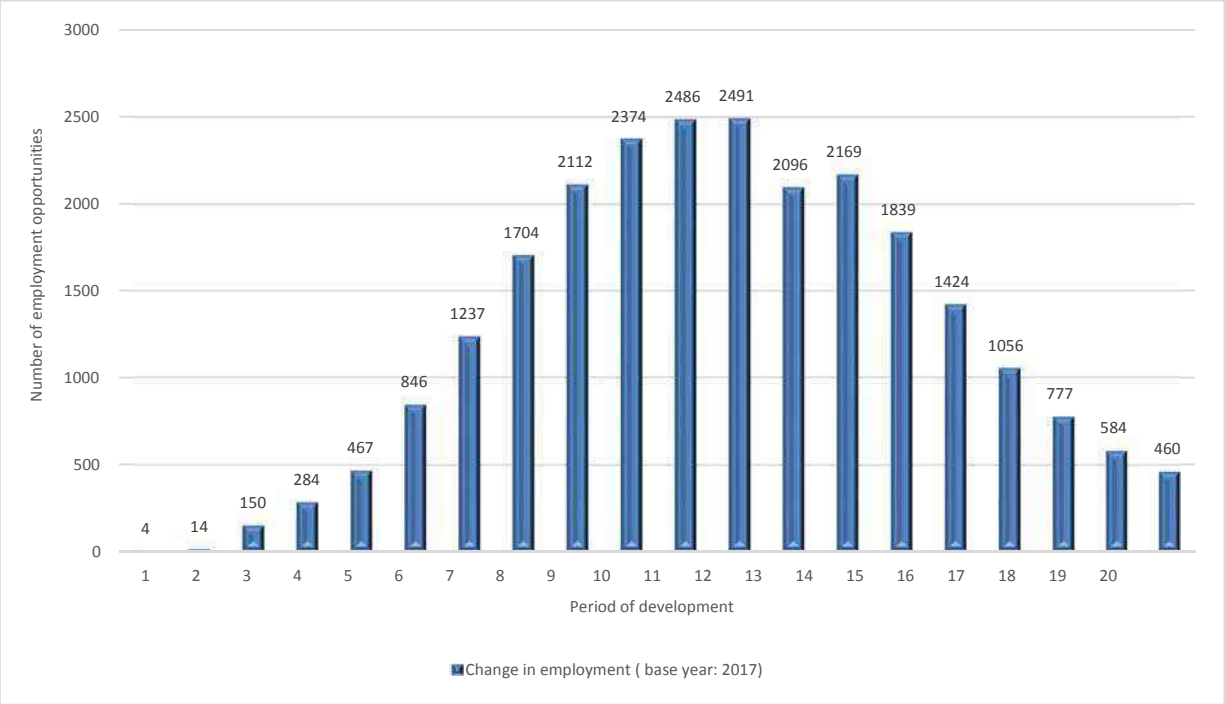


Figure 34: Change in annual employment of the secondary sector of the Stellenbosch economy resulting from the Libertas development

Figure 34 illustrates that in Year 1 and Year 2, 2491 jobs are created based on the estimated capital expenditure. Once construction of top structures commences, an average of 1 229 temporary jobs would be added to the existing employment of the Stellenbosch Municipal area on average of the duration of the development. Some jobs will endure for a further two years, i.e. in Year 20 and 21 once construction is complete as tapering off of indirect opportunities occurs.

13. FIT FOR PURPOSE

In order for the project to be fit for the purpose, broad market and socio-economic criteria need to be considered. Libertas should with some limited variance, fall within the demand forecasts for different housing units in Stellenbosch Town, must offer socio-economic benefits to locals and ensure the Municipality is able to consider the project from both a financial, policy and planning context. This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people.

Figure 35 contributes to the illustration of the fit for purpose presented in Figure 1 by indicating the outcomes of the analysis and alignment with the premise of a fit for purpose. Fit for purpose implies whether or not the development project is able to tick the boxes. From an economic perspective, several criteria would apply, including the following:

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.

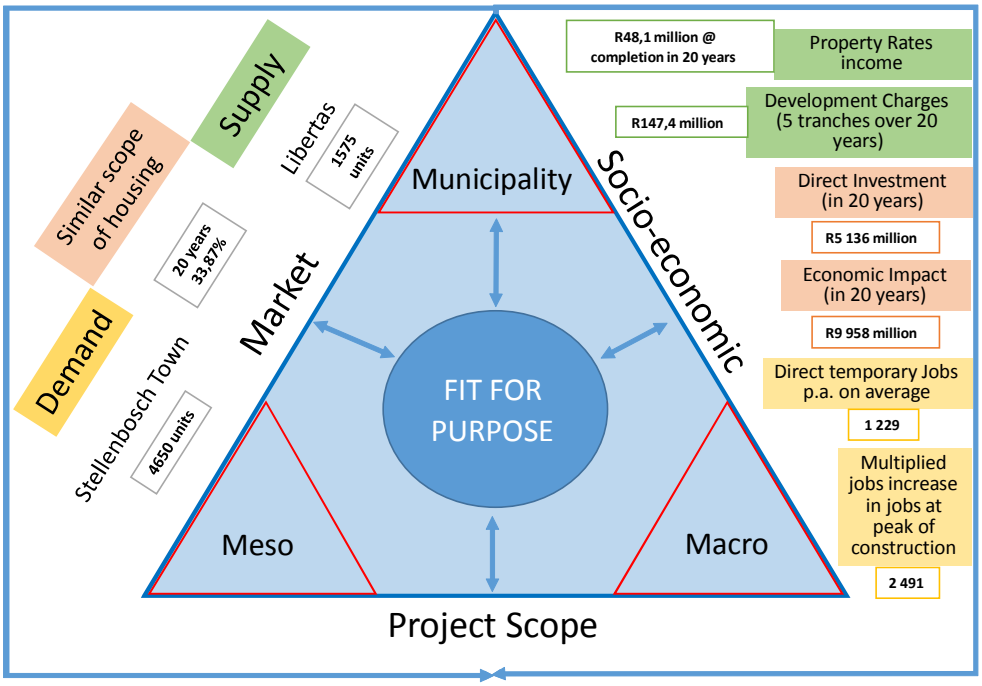


Figure 35: Market related and socio -economic contributions of the Libertas project in the context of the fit for purpose

In terms of demand and supply, the Libertas development adds 1 575 units of stock to the demand for housing, which based on the housing typology envisaged for the project, represents 33,01% of the total number of 5 622 units (or one in three units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that will generate estimated Development Charges of R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality over 20 years from residential uses. Over the duration of the construction period, an average of 1229 people would directly work on the project including the commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

Note that there are no set benchmarks as each project is unique and has its own set of development objectives that result in a specific outcome. The question therefore arises whether or not the Libertas project is able to tick some boxes:

Criteria	Outcome
The project addresses housing demand from a supply perspective	
The housing types fit with the need and emerging trends in terms of size, affordability and market segment	
The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs)	
The local economy benefits from the development in terms of direct capital expenditure and leakages are minimised	
Jobs are created on a temporary basis with an emphasis on unskilled local labour	

As indicated above, the Libertas project ticks the boxes based on the criteria used for assessment. Funding implications for the Municipality are flagged (indicated in orange), as well as the ultimate scope of housing types envisaged in the context of the environment and the housing policy framework of the Municipality.

14. KEY OUTCOMES

Libertas offers a scope of 1 575 housing units that addresses various emerging trends related to demand for housing of which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark and the surrounding areas. Supplementary and complementary additions to the surrounding built environment include offices and retail as well as an education facility.

Higher priced houses have emerged as a trend in Stellenbosch over the period 2008 to 2017 and it appears that supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

Based on the adjustments of housing demand for Stellenbosch Town, indications are that 464 houses smaller than 80 m^2, 140 larger than m^2, 120 flats and 141 townhouses (a total of 865 dwelling units per annum on average) are required to cover the forecast demand over the next 20 years. A total of 17 301 units form part of the demand over the next 20 years, of which 9 277 are houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses.

Libertas forms part of a pipeline of projects envisaged by developers over the next 10 years. Although the pipeline does not necessary include all projects, indications are that total of 9 575 units is envisaged to be supplied over the following 10 years. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m^2, which are more aligned with middle to high-income groups, 42,27% to affordable housing (lower to middle-income groups), 16,06% to townhouses (middle-income group) and 11,80% to flats. Libertas represents about 16,44% of the total number of houses larger than 80 m^2 and 13,37% of the total number of housing units envisaged as part of the pipeline (excluding indigent houses of smaller than 80 m^2).

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

ANNEXURE 20

COPY OF COMMENTS PREVIOUSLY SUBMITTED TO THE MSDF

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

Verw/Ref: FP/1020/991 24 May 2023 :Date/Datum

Manager: Spatial Planning
For Attention: Ms Chantel Hauptfleisch
NPK-Building, cnr of Plein and Ryneveld Street
Stellenbosch

Dear Sir/Madam

COMMENT ON THE DRAFT STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK (MSDF), 2023

REMAINDER FARM 1040, STELLENBOSCH, REMAINDER FARM 1480, STELLENBOSCH, PORTION 2 OF FARM 374, STELLENBOSCH AND REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

I refer to the request for comments/inputs on the draft Stellenbosch Spatial Development Framework, 2023 as published on the Municipality's website.

It is noticed that the draft Stellenbosch Spatial Development Framework, 2023 makes no reference to an application submitted to the Stellenbosch Municipality for an application for the inclusion of the following properties into the urban edge of Stellenbosch Municipality, namely Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and Remainder Portion 2 (A Portion of Portion 1) of Farm Valley Lustery 371, Stellenbosch. This application was discussed with all the relevant Departments of the Municipality at several formal meetings. A formal application was submitted in November 2022 (Municipal Reference number LU/15191) and is currently being advertised in accordance with the instructions of the Land Use Management Department of the Municipality.

The intention of this letter is thus a formal comment in which the inclusion of these properties into the Stellenbosch Municipality Urban Edge is motivated based on site specific circumstances as set out on the next pages.

SITE DESCRIPTION

The subject site comprises of the following two Stellenbosch farms:

Farm name	Extent	Diagram
Remainder Farm 1040, Stellenbosch	70.9579 ha	LG11561/65
Remainder Farm 1480, Stellenbosch	108.84 ha	LG5176/2005
Portion 2 of Farm 374	0.96 ha	D562/1898
Portion 2 of Farm 371, Stellenbosch	0.90 ha	LG7838/54

- **Location**

The subject farms are located alongside some developed urban areas of Stellenbosch. The residential areas of Kleingeluk, Die Boord and Fairways are located towards the east and the Patrys Vlei development directly to the north. Techno Park, the Stellenbosch Golf Course, De Zalze Golf Estate and the new De Waldorf Lifestyle Estate are located south of the subject properties. Further towards the west is agricultural land.

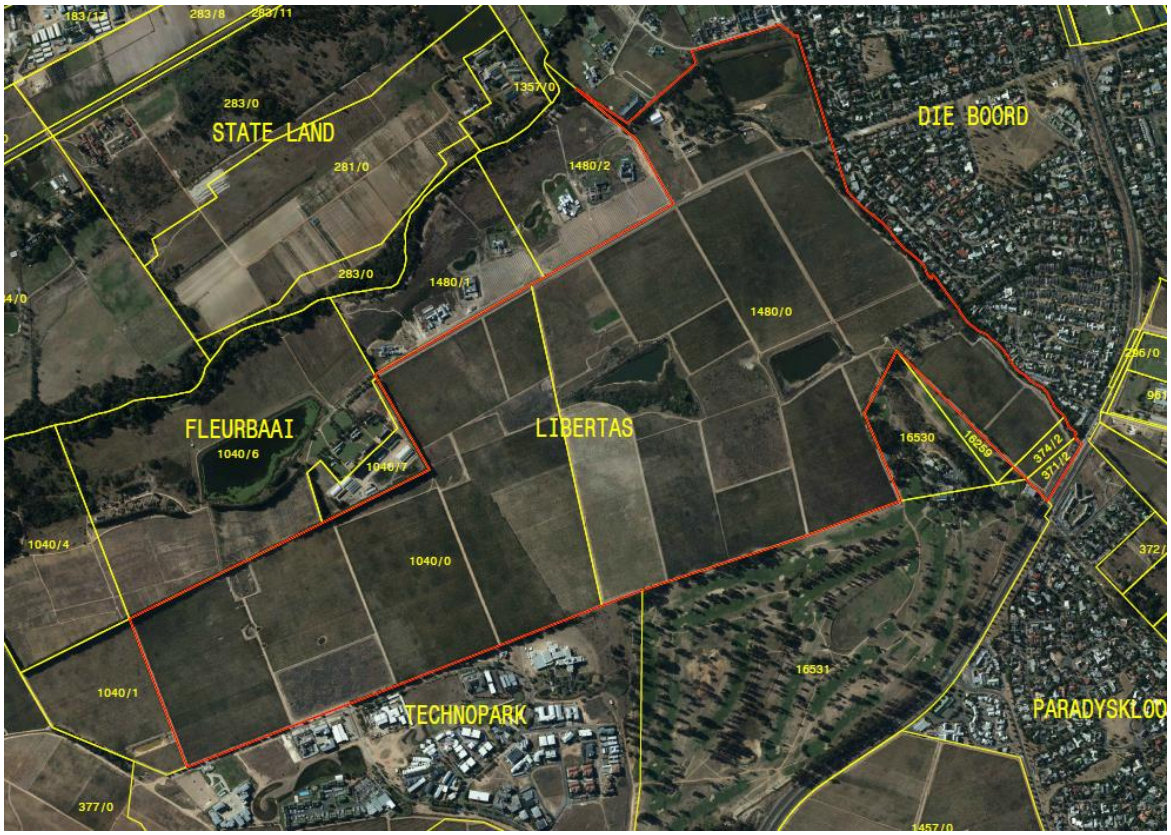


Figure 1: ***Location of the subject farms showing surrounding urban development***

The current access to the site is from Van Reede Road via the R44. The site is in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive linking it with the wider Cape Town area. The planned Techno Park Link Road will connect Adam Tas/Baden Powell (R310) with the R44 road, whereas the proposed development will connect to this Link Road on the southern side of the site which would further enhance accessibility to the site in future.

The subject site is in close proximity of various community facilities such as schools and medical facilities and also close to the Stellenbosch CDB and Stellenbosch University Campus.

- **Zonings**

The Stellenbosch Municipality Zoning Scheme By-Law, 2019 applies. The subject farms are zoned for Agriculture and Rural Zone purposes. Figure 2 is a Zoning Plan extract from the Stellenbosch Zoning Plan showing the local and surrounding zonings.

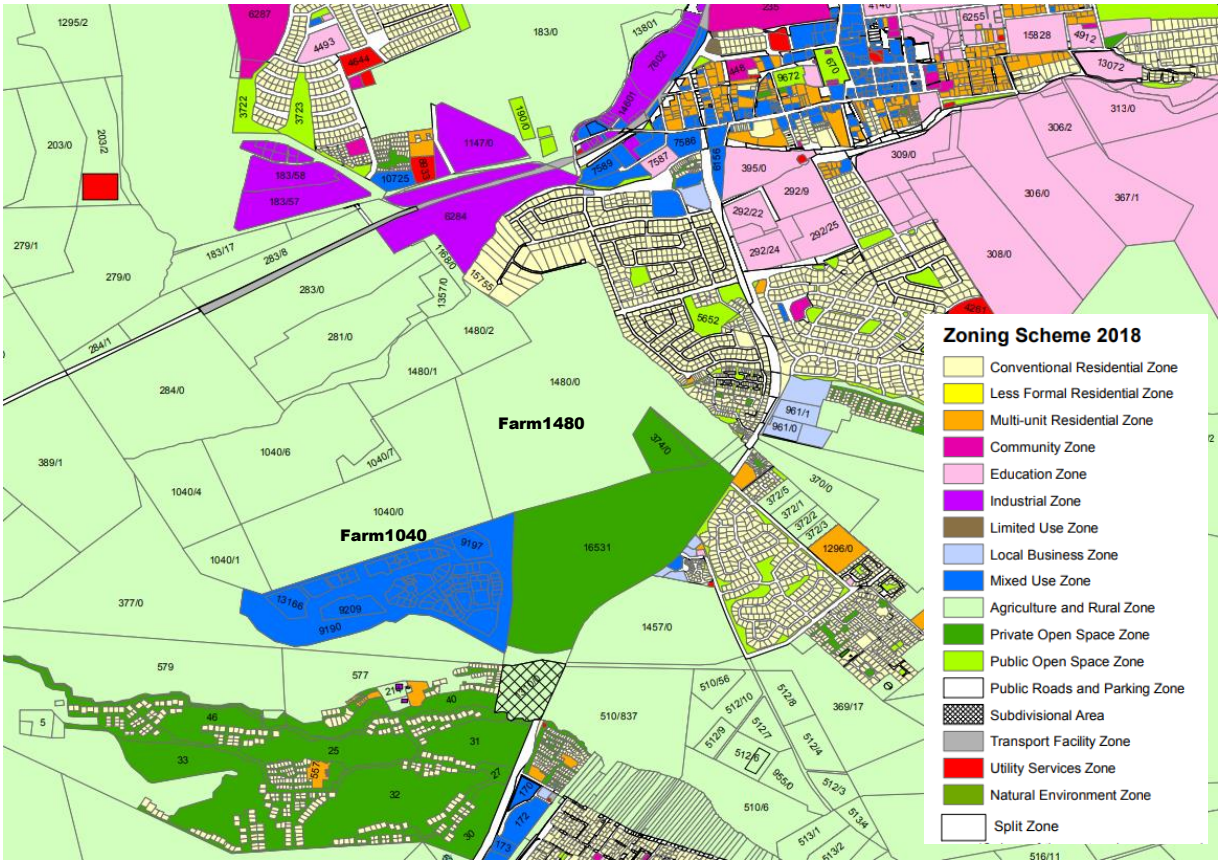


Figure 2: ***Zoning Map for subject sites and surrounding area***

The residential areas in Die Boord are primarily zoned for Conventional Residential Zone purposes while the Techno Park area has a Mixed-Use Zoning and the Stellenbosch Golf Club has a Private Open Space Zoning. The properties to the north and east are zoned for Agriculture and Rural Zone purposes.

- **Surrounding land uses**

The land uses in the area are primarily in accordance with the zoning thereof. The residential areas of Patrysvallei, De Bosch and Die Boord towards the east are primarily lower density single residential properties containing primarily one dwelling unit per erf. The Patrysvlei development directly towards the north is an exclusive very low-density type of rural residential gated estate.

The Techno Park development abutting the subject site towards the south contains office blocks, some tertiary educational facilities, commercial land uses such as low scale restaurants/coffee shops and tourist facilities (Protea Hotel). The Stellenbosch Golf Course is a private open space. The De Zalze Golf Estate is a low density gated development while the new Waldorf Lifestyle Estate is a somewhat higher density gated development aimed at people older than 50 years.

Underneath is a plan (***Figure 3***) which gives an indication of the surrounding land uses.

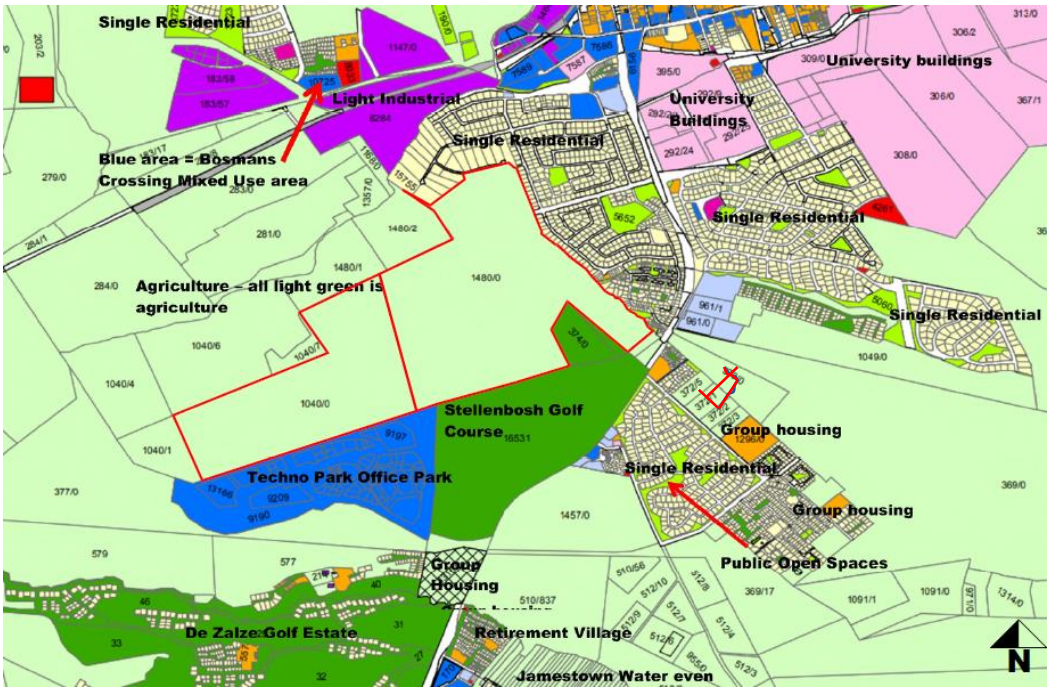


Figure 3: ***Plan showing the land use of the surrounding area (subject properties demarcated in red)***

- **Land uses on the subject farms**

The subject farms are partially used for agricultural purposes with the original manor house and outbuildings located on the northeaster portion of Remainder Farm 1480. On the next page is an aerial photograph showing the existing land uses on the farm.

A large portion of the site has been transformed for cultivation purposes. There are areas which have not been cultivated in the last ten years and therefore may contain natural vegetation. These areas have been identified in the Natural Environmental Baseline Report. No development is proposed within these areas and the existing natural vegetation which is primarily Swartland Granite Renosterveld would be protected and will form part of the natural landscape corridors proposed in the development concept.

Although the existing farm werf (Libertas) carries a high heritage significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. These structures do not form part of the current development proposal,

but the upgrading of this historical farm werf will be addressed. Future linkages to the historic farm werf are addressed in the Urban Design Principles.

***Figure 5**: Libertas Farm Werf*

On the next pages are some photographs of the subject farms viewed from respectively Devon Valley, the R44, Polkadraai Road, Van Reede Road and Techno Park.

***Figure 6**: Subject farms viewed from the R44*

***Figure 7**: View from Polkadraai Road towards Stellenbosch*

***Figure 8**: View from Devon Valley showing the context of the subject site in relation to Stellenbosch. Note the Techno Park development hidden behind the windbreak*

Figures 9 and 10: ***Views of the subject farm from Elektron Road in Techno Park***

Figure 112: ***Van Reede Road***

Figure 12: ***A portion of the adjacent Patrysvlei***

- **Legal status of subject farms**

Underneath is a Table providing information regarding the Title Deeds and Surveyor General Diagrams of the subject farms.

Farm name	Title Deed number	Diagram
Remainder Farm 1040, Stellenbosch	T2011/1966	LG11561/65
Remainder Farm 1480, Stellenbosch	T21113/2007	LG5176/2005
Portion 2 of Farm 374, Stellenbosch	T50628/1994	D562/1898
Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch	T50628/1994	LG7838/54

MOTIVATION FOR INCLUSION OF THE SUBJECT FARMS INTO THE STELLENBOSCH MUNICIPALITY'S URBAN EDGE

Underneath is a motivation for the inclusion of the subject farms into the Stellenbosch Municipality's Urban Edge in the Stellenbosch Municipality's Spatial Development Framework, 2023.

The Municipal Systems Act (MSA), 2000 (Act 32 of 2000) requires in Section 25 that a Municipality adopt an Integrated Development Plan (IDP) as a single, inclusive, and strategic plan for the development of the municipality. In terms of Section 26(e) of the MSA a Municipal Spatial Development Framework (MSDF) is prescribed as a core component of the IDP.

The MSDF is the considered the main planning instrument in development planning of a municipality and consequently also an important input and required consideration in planning applications. It is important to note that the MSA and the associated Regulations on Municipal Planning and Performance Management (2001) also describes the intended character of such MSDF as "containing policies" in obtaining it's objectives and "basic guidelines" for a land use management system for the municipality.

In Section 12 (1)(d) and (2)(b) of the Spatial Planning and Land Use Management Act 2013 (Act No. 16 of 2013) (SPLUMA) the character of a SDF is further described as to [(1)(d)] "*guide planning and development decisions*…" and [(2)(b)] "… *guide and inform the exercise of any discretion or of any decision taken (on) land use and development of land…*"

The MSDF is accordingly in essence generally regarded as a guideline document. Contrary to the generally regarded status of policies and guidelines as non-statutory, the legislative prescripts of SPLUMA however elevates the status of the MSDF to a level of compulsory legislative compliance with a specific and narrow qualification to depart from the provisions of such MSDF if the subject application is not consistent with the MSDF.

Section 22(1) of SPLUMA prohibits a Municipal Planning Tribunal (MPT) from taking land use management decisions that are inconsistent with a Municipal Spatial Development Framework (MSDF). This general rule is reinforced by the stipulation in SPLUMA that the Land Use Management Scheme adopted by a Municipality "*must give effect to Municipal Spatial Development Frameworks*". An exception to this general rule is however offered in Section 22 (2) of SPLUMA allowing for a departure from an MSDF if "*site-specific circumstances*" justify it.

Subsections (1) and (2) of Section 22 of SPLUMA thus respectively create a "general rule" and an "exception to the general rule". The two subsections must be read together

to understand the power granted to the decision maker when considering a land use application and specifically if the application is inconsistent with the MSDF. Section 22 (2) offers both the applicant and the decision maker a degree of flexibility to depart from the general rule in deserving or appropriate cases.

Where there are site specific circumstances in a specific land development application, the decision-maker is obliged to consider those circumstances when deciding on the application. However, it should also be acknowledged that in terms of Section 42(1)(b) of SPLUMA, there are other relevant considerations to be considered as part of the decision-making process which enjoins a decision-maker to: “make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the Municipal Spatial Development Framework”.

Although the relevant planning laws do not provide definite clarity on the concept of “*site-specific circumstances”*, there are some definite boundaries in the application of these terms within the realm of both the relevant legislative prescripts and land use planning practice. An application must therefore motivate to justify the deviation. In such instances the unique and exceptional circumstances which are relevant and present in the context of the application in question, may render the applicable guidelines inappropriate.

The National Department of Agriculture, Land Reform and Rural Development prepared a guideline document to assist with the evaluation of applications for deviations from a MSDF, called “*Guideline on the Determination of Site-Specific Circumstances in terms of Section 22(2) of the Spatial Planning and Land use Management Act, (Act No. 16 of 2013), 2021”*.

These guidelines defined site-specific circumstances as “*any land use related condition that is applicable to a specific land parcel. A site-specific circumstance is by nature an attribute or characteristic or condition which is adjudged unique to or exceptionally related to the land which is the subject of a land development application*”.

This may include circumstances where:

- the land use was contrary (but ideally compliant) at the time of approval of the MSDF e.g., the MSDF, due to (say) a matter of scale, has not picked up an existing authorized commercial node;
- changed land use has occurred over time necessitating a different or alternative development approach e.g., commercial or industrial land uses have crept into a former residential area and which have not been picked up the drafters of the MSDF or local area plan;
- the land use changes that have taken place are not deliberate, unauthorised and/or encouraged by the applicant e.g., similar to the above example, the MSDF has not recognized previously approved developments which are now technically contrary to the MSDF;

- the land development application is justifiable, not necessarily in terms of the MSDF, but in terms of the uniqueness and special attributes of the development proposal or its immediate environs, (e. g. social, economic and environmentally justification).

A draft guideline document is also in the process of being prepared by the Provincial Government Western Cape which has not yet been approved. This document inter alia states that the circumstances pertaining to "site-specific circumstances" can vary infinitely for each individual case and there will not be predetermined aspects when it comes to determining whether or not a departure from an SDF is justifiable by site-specific circumstances.

Notwithstanding the successful finding of clear and justifiable site-specific circumstances in support of such planning application, it should still be the overarching principle that the resulting development or land use should not explicitly or implicitly be in conflict with or undermine the overall purpose, intent and objectives of the MSDF development agenda to the extent that it would warrant the review and amendment of the development strategy of the MSDF. In the underneath motivation for a deviation from the Stellenbosch Municipality the above is demonstrated.

This report motivates the justification for the proposed deviation in the light of the unique and exceptional circumstances which are relevant and present in the context of the subject property and which renders the current guidelines of the Stellenbosch MSDF inappropriate. The motivation specifically addresses how the development proposal and thus the deviation from the MSDF will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl;

In this regard we would also like to again refer to some recent judgements which confirmed that planning decision makers should consider the specific circumstances of each application. Judge Rodgers stated in his judgement in the Booth court case (William Booth & 2 Others NNO vs Minister of Local Government, Environmental Affairs and Development Planning and the City of Cape Town) that "*blind or rigid adherence to pre-existing policy was, in our common law of review, viewed as a circumstance showing that the decision-makers had failed properly to exercise the discretion vested in him by the empowering provision*".

The judgement confirmed that the formulation and adoption of policy documents, particularly after a process of public participation and with external expert assistance, is a valuable tool of government. This is considered especially true in the sphere of land use and planning as a properly researched and formulated policy aids rational, coherent and consistent decision-making. It further provides a large measure of useful predictability to the public.

Judge Rogers, however, referred to two other judgements (Johannesburg Town Council v Norman Ansley & Co and Kemp NO vs Van Wyk) in which it was concluded "*that an applicant seeking a favourable decision which departs from a known policy may, while acknowledging the value of the policy, explain why a departure in his particular case should be allowed and why the overall objectives of the policy will not thereby be impaired. In such a case the decision-maker must consider whether there are any circumstances which render the application of the policy to the applicant's particular case undesirable or improper, or to express the same essential point differently, which makes the applicant's case an exceptional one*".

The proposed deviation from the Stellenbosch MSDF, 2019 and the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) to allow the subject farms to be included within the Stellenbosch Municipality's Urban Edge are addressed underneath referring to the site-specific circumstances applicable to the subject properties which serve as justification for the development proposal.

- **Stellenbosch Spatial Development Framework (2019)**

The subject farms are indicated as "Open Green" in the 2019 Stellenbosch Spatial Development Framework (2019). It is also located outside the urban edge as can be seen on ***Figure 13*** on the next page.

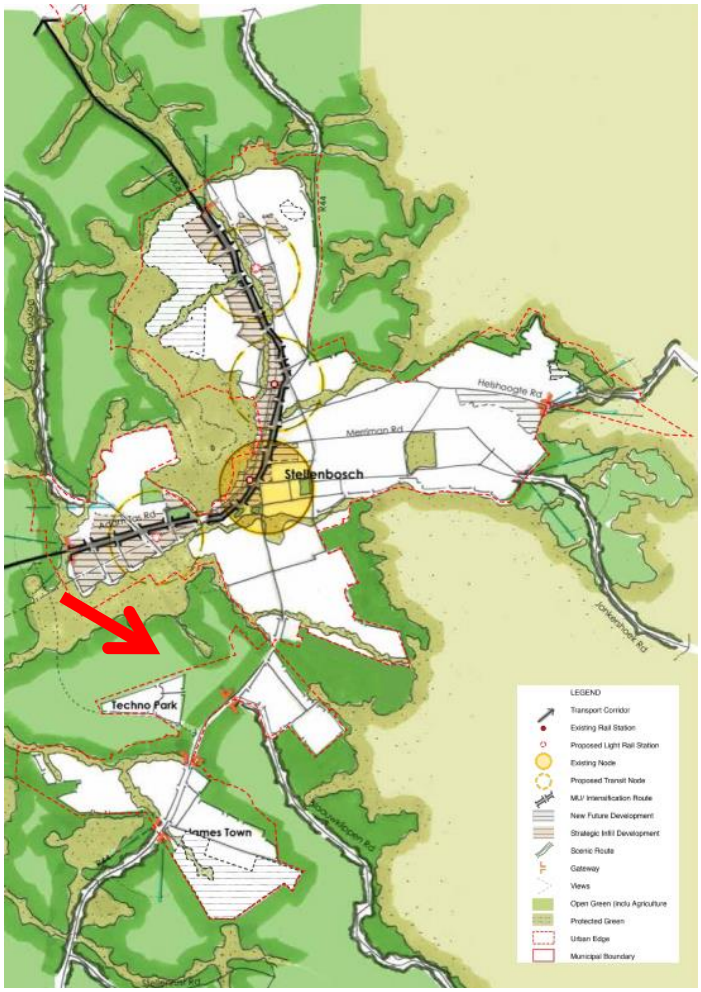


Figure 13: ***Extract from the Stellenbosch Spatial Development Framework. The red arrow shows the position of the subject farms.***

The intention of the identified urban edge is to contain the footprint of Stellenbosch town as far as possible while enable logical, small extensions. The MSDF and other relevant national and provincial spatial policies strive to create a compact settlement form while protecting a municipality's natural, cultural and agricultural assets. Urban development on the urban edge is in general likely to be focused on private vehicular use and caters exclusively for higher income groups (in gated developments). Such developments will often reduce the potential of initiatives to transform Stellenbosch town to offer a wider range of more affordable housing opportunities especially for younger and medium income residents working within the municipal area.

As a general principle the footprint of the Stellenbosch towns should be contained as far as possible within the existing urban edge, while enable logical, small extensions. There are, however, certain areas which are currently indicated in the MSDF as outside the urban edge, but which are bounded by developed areas and where there would thus be pressure for some form of development. In some cases there may be site specific circumstances which may make it desirable to consider limited development on these sites.

Urban edges could thus be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways. If a developer/applicant can prove that a development proposal will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives, it should matter little whether the proposal is located outside the urban edge.

In evaluating such applications for incorporation of these sites within the urban edge and allowing some type of development the following needs to be taken into consideration:

- A development proposal needs to promote compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables public and NMT.
- The proposal needs to consider how it responds to and is integrated with public transport/ NMT and social facilities planning.
- The development proposal needs to be enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context.
- The development proposal must expand housing opportunity for a broader range of groups.
- The development proposal must not "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)
- The proposal must support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.
- The proposal needs to make best use of existing structures on its site.
- Although indicated as "Open Green" in the MSDF and as "Green transitions" in the Stellenbosch Heritage Inventory, the subject farms are surrounding by urban

development on all sides and the Municipality's. It is thus inevitable that there would always be some pressure for development.

A further aspect which plays a role in this specific application is the proposed planned future road network in this area. The MSDF shows the proposed Techno Park Link Road as can be seen in ***Figures 14*** *(dotted red line)* and ***15***. This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and the De Waldorf Development currently under construction.

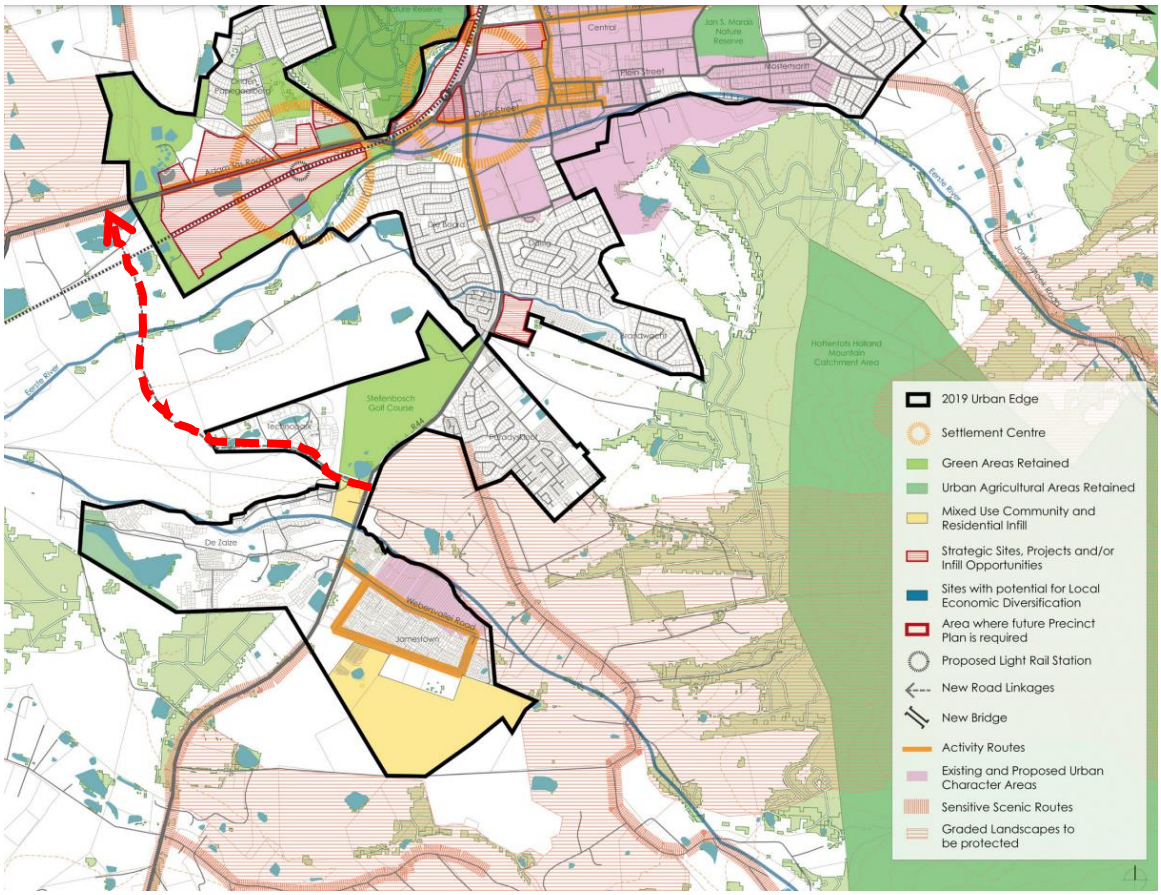


Figure 14: ***Extract from the Stellenbosch Spatial Development Framework showing the proposed Techno Park Link Road (dotted red line)***

The Stellenbosch Municipality's Draft Roads Master Plan, currently out for public comment, indicates Van Reede Road as a Class 4-road link between the Boord and Techno Park. See ***Figure 16*** on the next page.

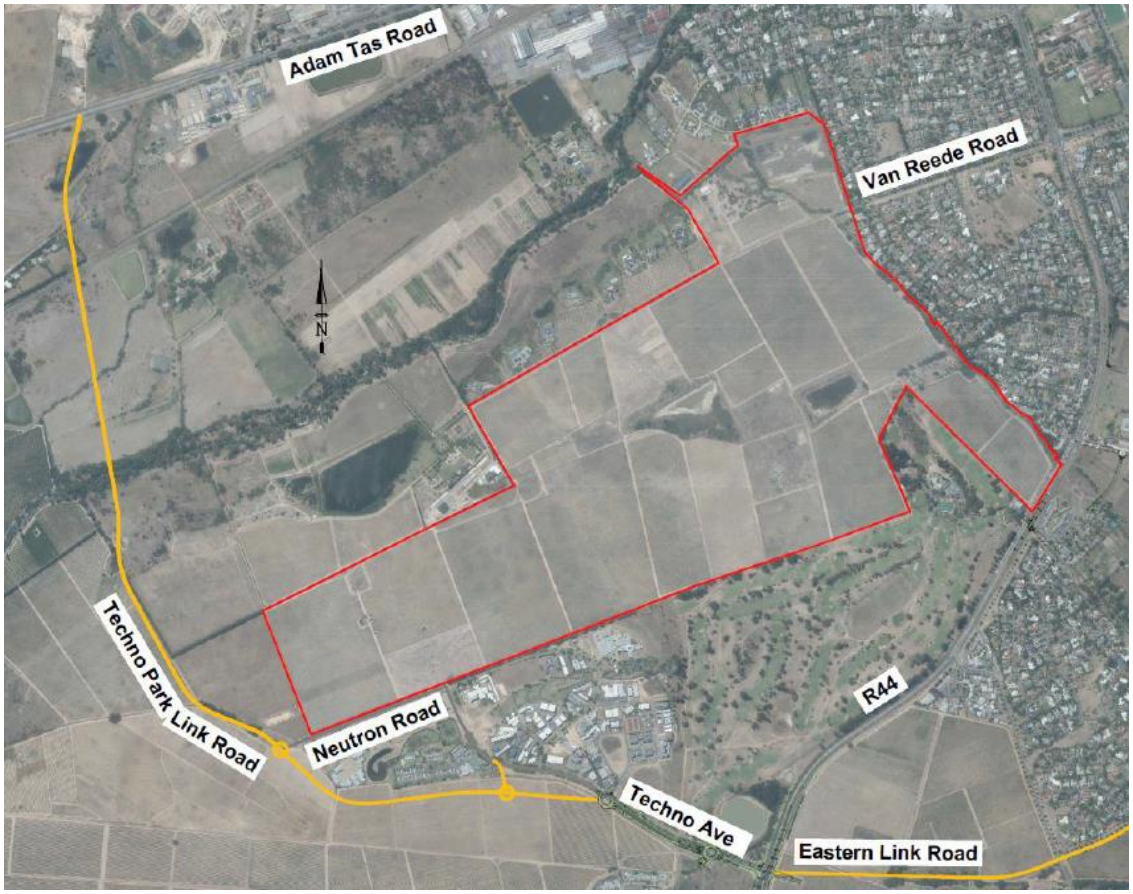


Figure 15: ***Future external road network in vicinity of the subject properties***

Figure 16: ***Stellenbosch Municipality's Draft Road Master Plan, 2021 extract (with notes)***

Access is thus anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing

the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets.

Being classified as a Class 4-road in the Draft Roads Master Plan, the said road would thus be limited, i.e. no direct erf accesses will be allowed along the road. The cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following discussions with the Engineering Department of the Municipality, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the Engineering Department provided in principle support. The proposed alignment, in the context of the proposed development pockets, is schematically indicated in **Figure 17** below.

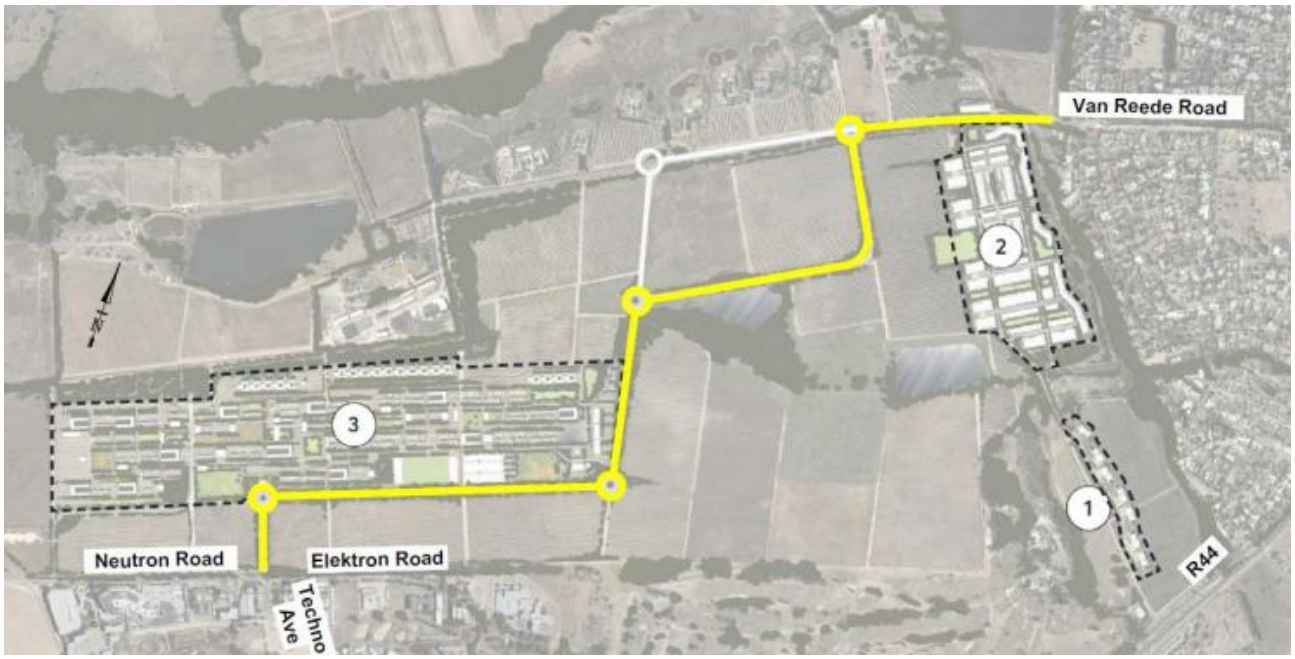


Figure 17: ***Proposed future road link delineation (Van Reede Road) between Die Boord and Techno Park traversing the subject property***

The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

Due to the proposed delineation of this link road, the proposed extension of Van Reede Road and the existing urban development at Technopark it can be accepted that there would be pressure for infill development between this new road link and the existing urban developments of Stellenbosch and thus the eventual amendment of the demarcated urban edge in this area.

This view was confirmed by Mr Bernabie de la Bat of the Spatial Planning Section at a meeting on 22 October 2021, arranged with the Municipality's Engineering, Land Use Management and Spatial Planning Sections, to discuss the future alignment and status of Van Reede Road. At this meeting he indicated that although development outside the demarcated urban edge is in general not supported, it should also be noted that the future expansion of Stellenbosch is limited by geographical factors and the position of existing suburbs. It is thus not considered desirable to for example develop further towards the Helderberg area and that infill development within the areas surrounded by urban development such as the subject farms is considered a better option.

Mr De la Bat further indicated that from a spatial planning point of view, it is considered more desirable to rather develop a total farm such as the subject site, than portions of several farms on the urban edge. Due to the specific location of the subject farms between existing urban developments, namely Die Boord and Technopark as well as the future extension of Van Reede Road as a class 4 link road to Technopark and the proposed future Western bypass, it has always been envisaged as a possible future development area of Stellenbosch. He is of the opinion that the visual impact of the proposed development on the Stellenbosch Cultural Landscape and from the identified scenic routes would be relatively low, except for certain areas, e.g. next to Technopark and a small portion next to the R44 as confirmed in the Visual Impact Study and Visual Statement submitted with this application. More detailed mitigation measures to lessen visual impact will be addressed in the more detailed Visual Impact Assessments for the proposed development and individual precincts which will be submitted during a later phase of the application process.

It is considered important to ensure that the nature of any development on the subject farms, which have cultural and heritage value, should benefit the wider Stellenbosch community and be in accordance with the principles set out earlier, e.g. it being a compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables and link with public and existing NMT networks, offering housing opportunities for a broader range of groups while acknowledging and protecting the heritage and cultural value of the site. Such development should also not compromise the impetus for the development of other identified development nodes such as the Adam Tas Corridor.

The opinion is held that the current development proposal complies with the above as:

- The design of this development proposal, which will be limited to three precincts on the subject farm, of which the location and footprints thereof have been informed by various specialist studies which includes urban design, heritage (cultural landscape analysis), visual screenings and landscape/environmental inputs, has been explained earlier. The proposed development concept would ensure that a substantial component of the farms will remain agricultural and the existing green systems and the cultural and heritage significance thereof would be protected and enhanced.

- The proposed development and the detailed design proposals for the individual precincts would further be guided by strict Urban Design Principles which would be informed by further specialist studies such as a Heritage Impact Assessment, Visual Impact Assessment and an Environmental Impact Assessment.

- Provision has been made for linkages from the proposed development precincts and green areas with the proposed non-motorised transport network of Stellenbosch, the current and proposed green network of the wider Stellenbosch township area, the adjacent developed urban areas (Die Boord and Technopark) as well as the wider Stellenbosch township. This has been addressed in detail in the design proposal and Urban Design Principles to ensure that more people would have access to this important heritage and cultural asset which is currently not accessible to residents of Stellenbosch.

- The mixed-use activities (commercial, retail, institutional and educational) would be of a local nature, e.g. smaller offices and local shopping facilities which would allow opportunities for smaller scale entrepreneurs and businesses. This will also limit additional traffic through adjacent areas such as Die Boord.

- The approved Stellenbosch 2017 Integrated Human Settlement Plan has a target of ±18 775 residential units to cater for the current housing backlog. This municipal plan aims to guide and facilitate the development processes involved for housing projects aimed at informal settlement upgrade, social housing, formalized home ownership, employer housing and GAP housing. A key proposal was to utilize municipal land provided at reduced cost for formal home ownership in order to cross-subsidize other housing types. A cohesive effort has been made with Provincial and National Departments of Human Settlements to declare Stellenbosch a Restructuring Town with Restructuring Zones where economic, social and ecological sustainability are promoted while improving the lives of communities through rental housing programs. This achievement will accelerate the processes and supply of housing development aimed at the lower income residents.

  There is, however, a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, which are predominantly attracted by the booming services sector. Developments, focused on providing much needed residential opportunities on this side of the economic spectrum, derives predominantly from the private sector on privately owned land. The IDP makes provision for possible amendments to the MSDF to accommodate for this need through the identification of infill and development areas. The subject property can be deemed desirable spatially as it will not perpetuate ad hoc or leapfrog development.

  The Stellenbosch Municipality appointed Rode & Associates to draft a Stellenbosch Municipality Urban Development Strategy (UDS). The purpose of the report is to assist Council in understanding the Municipality's current urban context and to formulate strategies for urban growth and development. The UDS identified the subject property as a transformation zone; i.e. a transformation zone is an area where coordinated public and private sector investments are prioritised for urban intensification and expansion –

see ***Figure 18*** underneath. The Urban Design Strategy indicates the following adjusted demand for housing within Stellenbosch. "A total of 17 301 units forms part of the estimated demand over the next 20 years, e.g. 9 277 houses smaller than 80 m², 2793 houses larger than 80 m², 2402 flats and 2 829 town houses."

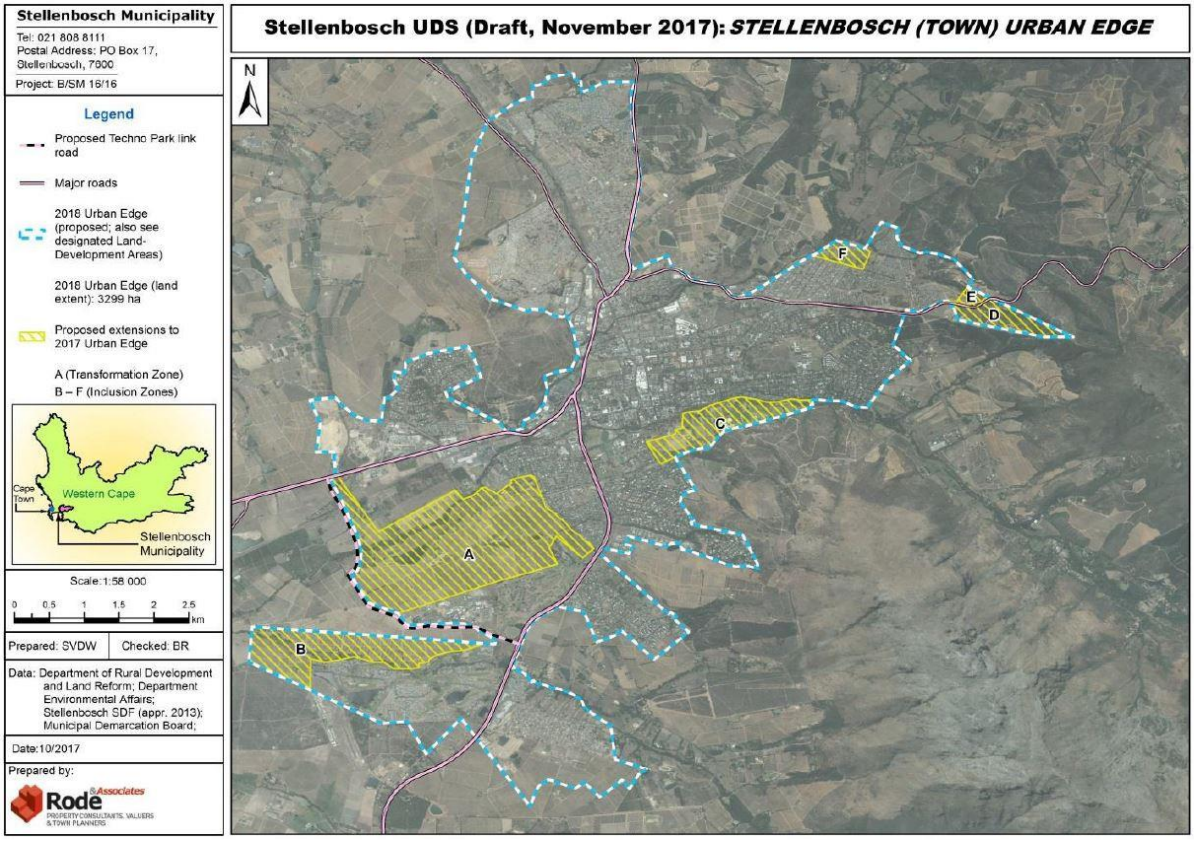


Figure 18: ***Extract of the Draft Stellenbosch Urban Development Strategy***

The development proposal would offer a range of housing opportunities which would primarily cater for a market segment for which there is little housing stock available within Stellenbosch and which is not the target market for e.g. the Adam Tas Corridor development.

Provision is made for 1 241 units of a medium density, non-suburban type distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly either of duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance of 26 units or 2.1% found in precincts A and C are larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m² GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA a market value between R4 and R 12 million. These figures thus correlate well with the recommendations in terms of housing demand by type as outlined by the Urban Design Strategy.

As indicated earlier in the report, notwithstanding the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the

general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

- The proposed development will have significant socio-economic benefits for Stellenbosch in the form of new employment opportunities, taxes, infrastructure upgrades, traffic improvements and new housing opportunities as well as commercial and community facilities.
-

The MSDF also addresses future transport planning. The Stellenbosch Municipality Comprehensive Integrated Transport Plan is a conceptual public transport network supporting the MSDF. It proposes the establishment of additional transport routes to address the backlog of an incomplete road network. These additional routes, such as the proposed new link roads would provide for a more effective distribution of traffic which would benefit broader communities as well as to the traveling public through all modes of transport (including public transport and NMT). It is also acknowledged that the proposed Techo Avenue Link Road will form the western boundary of Stellenbosch and help define a new compact urban form for Stellenbosch, containing future development.

The proposed development of of the subject property is thus considered to be in line with the objectives of the Stellenbosch Municipality Spatial Development Framework for sites of this nature.

- **Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019)**

Stellenbosch has a deep history and a rich and varied heritage. The Stellenbosch Winelands is a distinct and unique landscape with global significance in terms of natural and cultural typologies. The unique characteristics of its scenic quality are the dramatic mountain backdrops and the pattern of settlement of individual farms along the rivers. The Cape Dutch architectural style is unique to South Africa, as is the Fynbos vegetation.

Agricultural areas, particularly those under vineyards and orchards, thus attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations. It is therefore imperative that all land use decisions should enhance the integrity of both the natural and the cultural environment as an important form of capital.

The National Heritage Resources Act (Act 25 of 1999) (NHRA) requires all municipalities to undertake or update inventories of the heritage resources in the area of their

jurisdiction within 10 years (Sect. 9(3)(c)). Such a Heritage Inventory has been finalised for the Stellenbosch Municipal Area and has been approved by Heritage Western Cape.

Underneath (***Figure 19***) is an extract form the Stellenbosch Heritage Inventory describing the settlement typology of the area:

Stellenbosch Winelands	**Settlement Typology**	**Scenic Beauty (Land Form)**
	Settlement along rivers, individual farms with blocks of vineyards on each farm property. Each farm typically has a main farmhouse and workers' cottages in a row or a cluster.	Dramatic mountains as armature with rolling hills. Settlement at the confluence of rivers and routes on the valley bottoms

Figure 19: ***Extract from the Stellenbosch Heritage Inventory***

The Heritage Inventory is accompanied by a Heritage Management Plan which contains general principles derived from the heritage vision for the Stellenbosch Winelands, namely conserve/maintain, enhance, regenerate and intervene. From these principles a set of conservation systems and development criteria were developed for each of the identified "Landscape and Townscape Units" within the municipal area. It set out the minimum criteria that all proposals must satisfy in order to ensure that heritage significance is protected and through which the Municipality, landowners, and potential developers are informed about the heritage significance of each landscape unit, its context and components, and an indication of the degree of change that may be contemplated for each place in order to retain its particular character, and thereby its heritage significance.

The subject farms fall within Landscape Unit C15 (that stretches from Technopark towards the Eerste River), a well-defined landscape feature on the southwestern edge of Stellenbosch with vineyards and early farm complexes. The main heritage aim for this unit is to conserve and enhance the existing character of this landscape unit that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape. Where sites have been degraded, manage and regenerate these heritage environments into the future, to become more inclusive.

This Landscape Unit is located within the town-scale "green transition system", which aims to maintain the clear division between townscape and surrounding rural landscape

and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.

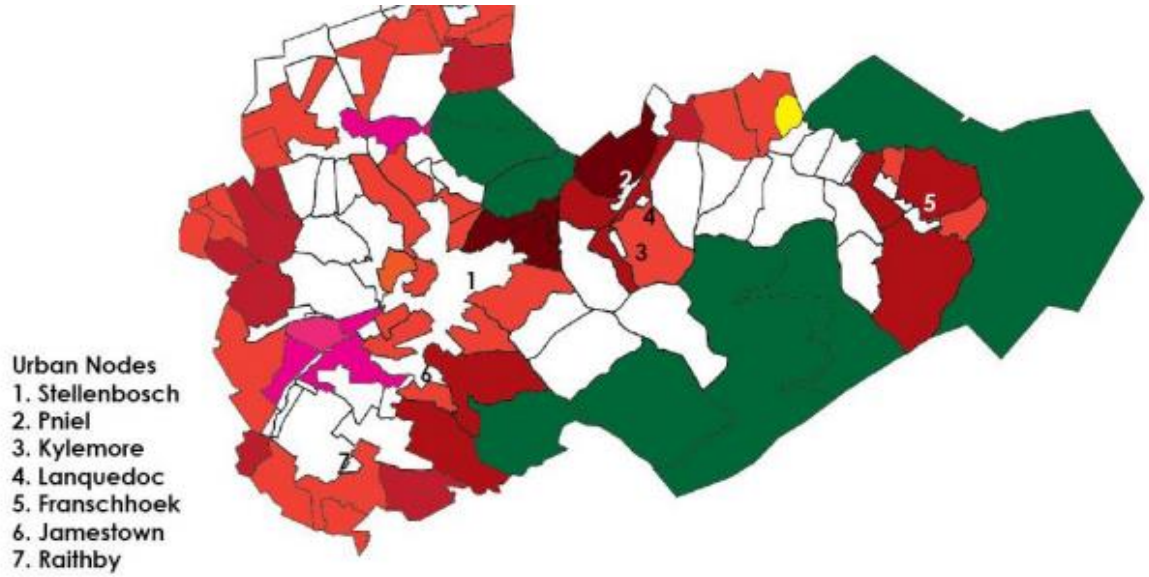


Figure 20: ***Extract from the Stellenbosch Heritage Inventory showing the "Green Transitions" (town and municipal scale) – green areas***

Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape cannot be supported.

None of the above is proposed. The submitted the design proposal is a collaboration between the urban designers/architects, the heritage/visual impact consultants, and the landscaping architects as well as an initial input form environmental consultants to ensure that it takes cognisance of the principles and recommendations of the Heritage Management Framework.

It is accepted that the only way development could be considered on the subject farms is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric and adheres to all the indicators of the landscape. The opinion is held that the described development proposal is such a design concept and that the development proposal offers many opportunities by which the principles of the Heritage Management Framework for this area can be promoted, namely:

- Urban Design Principles, informed by more detailed heritage, environmental and landscape studies as well as furthermore detailed engineering reports will guide the future detail design of the development.

- Rather than proposing development over the whole farms, the development proposal defines four precincts of which the footprints, scale and massing have been determined

and set by the above principles and specialist inputs. The remainder of the farms will be retained for agricultural purposes. The proposed development will further be guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural and historical landscape as per the principles of the Heritage Management Framework.

- A visual study and landscape character analysis of the site was done by TERRA Landscape Architects and a **Visual Impact Study and Visual Statement** by FILIA. TERRA Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

- The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

- The development concept proposed for the subject farms aim to steer away from a low density, one-dimensional and suburban (mostly gated) development approach that has become the norm in the extensions towards the south of the historic core. The design proposal thus aims to consciously erasing the site boundaries to give a holistic impression of fit. The higher density of the development is offset by access to the large remaining portion of the farm.

- A non-motorised network will weave through the total site to support a walking, jogging and cycling on the greater site and beyond and which links Techno Park and Die Boord via the remainder of the farm. It will also offer an opportunity to open the agricultural fields for recreation for more Stellenbosch residents.

  Access across this piece of land will thus be beneficial to more individuals than a single landowner. The Urban Design Principles proposed for the development concept on thes farms provides details regarding the recreational use of this space internally as well as linkages with external areas. The proposed motorised and non-motorised transport networks have been informed by the existing historical pattern of the vineyards as well as the historical wagon route which crossed the subject farms.

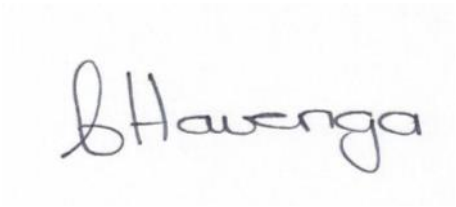
- Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into a category ‘Enhance’ in which remedial action will be better than leaving it as is. The upgrading of the historical farm werf (manor house and associated buildings) is planned

as a later stage of the current development proposal. A specific Site Development Plan informed by the Heritage Impact Assessment with inputs from a heritage architect will be prepared with recommendation about restoring and adaptable reuse of this complex and wider access to this significant heritage resource.

The opinion is thus held by the heritage practitioner of the project team, Liana Jansen, that the design team presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development positively responds to the Development Criteria as per the Stellenbosch Conservation Management Plan (2019). The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns. If necessary, this will be addressed in consultation with the design teams during the detail design phases.

It is trusted that these inputs would be considered and that in the light of the above comments, the subject farms be included into the Stellenbosch Municipality's Urban Edge.

Yours faithfully



CHRISTINE HAVENGA