STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Application Number: LU/10577
Our File Reference Number: Farm 742/5, Paarl Division
Your Reference Number:
Enquiries: Ulrich von Molendorff
Contact No: 021 808 8682
Email address: Ulrich.Vonmolendorff@stellenbosch.gov.za

PER E-MAIL: andre@arouxplanning.co.za / alotz@iafrica.com

Sir

APPLICATION FOR SUBDIVISIONAL AREA ZONING, AMENDMENT OF A SUBDIVISION PLAN, CONSENT USES AND PERMISSION IN TERMS OF THE STELLENBOSCH ZONING SCHEME BYLAW IN ORDER TO RECONFIGURE THE EXISTING DEVELOPMENT TO THE PROPOSED STTELENBOSCH BRIDGE DEVELOPMENT: PORTION 5 OF FARM 742, PAARL

1. The above application refers.

2. The Municipal Planning Tribunal on 19 March 2021 resolved as follows:

2.1 That the following applications in terms of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015, for the proposed development on Portion 5 of Farm 742, Klapmuts:

2.1.1 Consent use in terms of Section 15(2)(o) of the Stellenbosch Municipality Land Use Planning By-Law (2015) to permit Conference facilities, Gambling places, Hospitals, Indoor sport, Liquor Stores, Occasional use (one event/year), Places of assembly, Places of education, Places of entertainment, and houses on **Portion 2** (zoned Mixed-Use Zone).

2.1.2 Council's permission in terms of Section 15(2)(g) of the Stellenbosch Municipality Land Use Planning By-Law (2015) and Item 106(1) of the Stellenbosch Municipality Zoning Scheme By-Law (2019) to permit flats at ground floor on **Portion 2** (zoned Mixed-Use Zone).

2.1.3 Application for approval of the proposed Stellenbosch Bridge Development Framework Plan;

BE REFUSED in terms of Section 60 of the said Bylaw for the following reasons:

a) No detail was provided in respect of the extent of the Consent Uses which unqualified approval may result in an unintended development context which can be potentially detrimental for the intended development of the area.

b) Flats on ground floor in a mix used zoned may result therein that vast areas which are supposed to be readily accessible as vibrant areas are sterilised by needed security measures.

c) The Development Framework cannot be approved or given any statutory status as it did not follow any prescribed legal process to obtain a formal approval.

3. That the following applications in terms of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015, for the proposed development on Portion 5 of Farm 742, Klapmuts:

3.1 For the purpose of reconfiguring the existing development rights and the allocation of additional supporting land use rights to facilitate the proposed Stellenbosch Bridge Development, the existing subdivisional area for the Klapmuts Heights Development be rezoned in terms of Section 15(2)(a) of said Bylaw to Subdivisional area to permit the following development of Stellenbosch Bridge on **Precincts A1, A3 and B1** in terms of the Development Framework Plan, Plan No 18096-003, Rev B, dated 2020-08-17:

3.1.1 The existing rights for 1577 residential units and

3.1.2 Additional non-residential uses with a maximum floor area 28 000m² for business, industrial and institutional uses.

3.2 The amendment of the approved subdivision plan in terms of Section 15(2)(h) of the said Bylaw in accordance with the subdivisional area to make provision for the associated land use rights as indicated on the proposed Subdivision Plan, Plan No 18096-001, rev F, dated 2020-09-14:

3.2.1 Portion 1: Multi-Unit Residential Zone (± 31.7ha)

3.2.2 Portion 2: Mixed-Use Zone with Industrial spot-zoning (± 35ha)

3.2.3 Portion 3: Industrial Zone (± 1.57ha)

3.2.4 Portion 4: Industrial Zone (±0.27ha)

3.2.5 Portion 5: Private Open Space (± 1.19ha)

3.2.6 Portion 6: Agricultural & Rural Zone (± 33.1ha)

3.2.7 Portion 7: Public Roads & Parking Zone (± 3ha)

3.2.8 Portion 8: Public Roads & Parking Zone (±2.04ha)

3.3 Consent use in terms of Section 15(2)(o) of the Stellenbosch Municipality Land Use Planning By-Law (2015) to permit Commercial gymnasiums, Day care, Parking garages, Rooftop base telecommunication stations, to only be accommodated in **Precincts A1 and A3** of the amended Development Framework Plan, Plan No 18096-003, Rev B, dated 2020-08-17, (see **Annexure C**).

3.4 Consent use in terms of Section 15(2)(o) of the Stellenbosch Municipality Land Use Planning By-Law (2015) to permit Business Premises on the Industrial Zone Spot zoning on **Portion 2** (zoned Mixed-Use Zone).

BE APPROVED in terms of Section 60 of the said Bylaw, **SUBJECT** to conditions in terms of Section 66 of the said Bylaw.

4. **Conditions of Approval**

4.1 The approval applies only to the application in question and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council.

4.2 The applicant submits an electronic copy (shp,dwg,dxf) of the Subdivision Plan which was preliminary approved by the SG. The following information must be indicated:

4.2.1 Newly allocated Erf Numbers
4.2.2 Co-ordinates
4.2.3 Survey Dimensions
4.2.3 Street names (if approved by Council)

4.3 All public places and public streets be transferred to the Local Authority upon transfer of the first unit/erf in the subdivision. All cost for the surveying and transfer of public land be for the account of the applicant/developer.

4.4 No subdivided portion of land be transferred prior to the construction of the link road across Farm 739 that provides access for the development to the Old Main Road / R101.

4.5 A development framework with the accurate allocation of development rights to development precincts and the phasing thereof be submitted to the municipality for approval prior to any subdivisional applications being made and approved.

4.6 A detailed subdivision plan be submitted for each portion / precinct that is created by this approval to further develop these portions / precincts.

4.7 A detailed Landscaping Plan be submitted for approval prior to the first subdivision for the total development that implements the recommendations made in the Visual Impact Assessment done by Megan Anderson Landscape Architect attached as **Annexure N**.

4.8 A site development plan, landscaping plan, and architectural guidelines be submitted for approval with each property that is created by the approval with the subdivision plan for each precinct.

4.9 A bulk register be submitted with each Site Development Plan for record keeping purposes.

4.10 The industrial activities be limited to light industrial activities aimed primarily at Information Technology and related uses and which may not include manufacturing which will have a negative impact on the adjoining residential areas as well as cause a noise disturbance, air pollution or is dependent on heavy vehicles or freight transfer.

4.11 Architectural and Aesthetic Guidelines be submitted for approval to the municipality with the subdivision application for each precinct and that these guidelines comply with the recommendations made in the Visual Impact Assessment done by Megan Anderson Landscape Architect attached as **Annexure N**.

4.12 The development of the property and all subsequent subdivisions, and notwithstanding the approved rights for 1577 residential units and 28 000m² of non-residential floor area, will remain subject to all applicable development parameters in terms of the Stellenbosch Municipality Zoning Scheme By-law 2019, and should any departure be required from such development parameters due application be made for consideration.

4.13 Any consent uses approved in terms of the application will not be attached unqualified to the associated base zonings and may only be vested with the exclusive consideration and approval of a subdivision plan. Any other consent uses will only be vested in terms of a duly approved application.

4.14 All consent uses will require a site development plan approval from the municipality to determine inter alia, but not limited to, the nature, scale and extent of such consent use.

4.15 The internal road layout plans for the subdivision of the various precinct makes provision for NMT routes / public transport parking embayment's and Pedestrian routes which link the industrial area to the adjoining residential area and public roads.

4.16 The applicant submits a detailed plan for the Social Investment Strategy for approval by the Municipality, with the identification of thresholds which will activate the required implementation of the various identified community programs prior to the first property being transferred.

4.17 A Service agreement be entered into with the municipality, which agreement contains all the conditions of approval as imposed by the Directorate: Infrastructure Service in their memo dated 17 December 2020 and that these conditions be complied with, as attached as **Annexure L**.

4.18 The Development contributions are payable in accordance with the prevailing Council Tariffs for such Development Contributions at the time of payment.

4.19 The conditions of approval as imposed by the Road Network Management Directorate of the Department of Transport and Public Works be complied with, as attached as **Annexure J**.

4.20 A phasing plan be submitted, based on a traffic study assessing the traffic demand for each phase and indicating the road improvements required per phase, taking into account recent traffic count data and reasonable background traffic growth forecasts for 5 years after completion of the relevant phases, and such phasing plan, once accepted by Stellenbosch Municipality and the Road Network Management Directorate of the Department of Transport and Public Works, can be changed by mutual agreement between Stellenbosch Municipality, the Road Network Management Directorate of the Department of Transport and Public Works and the developer.

4.21 The design of all road improvements be initiated in time for construction to commence before each phase is allowed to commence to the satisfaction of the Directorate Infrastructure Services.

4.22 No development may commence prior to the approval of a precinct plan for the relevant portion of the subject property, for which a traffic impact statement/assessment shall be prepared, in which the impact on proclaimed roads and associated intersections shall be determined and necessary upgrades to

accommodate the additional traffic shall be identified, and approval of any precinct plan will require commitment by the applicant for the funding and implementation of such upgrades as the Road Network Management Directorate of the Department of Transport and Public Works cannot commit to providing any funding for these upgrades.

4.23 The applicant submits for approval by the Road Network Management Directorate of the Department of Transport and Public Works a traffic impact statement/assessment report for any proposed change of use, or of the scale of any particular use for consideration.

5. **REASONS FOR THE DECISIONS**

5.1 The property is well located for a mixed-use development, being on the periphery of the existing Klapmuts settlement.

5.2 The proposal will be consistent with the provisions and proposals of the MSDF as the property is situated within the urban edge and delineated by the SDF for urban development.

5.3 The MSDF recognises the "innovation precinct" and "smart city" development in Klapmuts South, of which the application under consideration will form a major part of.

6. You are hereby informed in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning Bylaw, 2015, 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. Appeals must be submitted with the prescribed information to satisfy the requirements of Section 80(2) of the said By-law, failing which the appeal will be invalid in terms of Section 81(1)(b) of the said By-Law. The following prescribed information is accordingly required:

(a) The personal particulars of the Appellant, including:

(I) First names and surname;
(II) ID number;
(III) Company of Legal person's name (if applicable)
(IV) Physical Address;
(V) Contact details, including a Cell number and E-Mail address;

(b) Reference to this correspondence and the relevant property details on which the appeal is submitted.

(c) The grounds of the appeal which may include the following grounds:

(i) that the administrative action was not procedurally fair as contemplated in the Promotion of Administrative Justice Act, 2000 (Act 3 of 2000);

(ii) grounds relating to the merits of the land development or land use application on which the appellant believes the authorised decision maker erred in coming to the conclusion it did.

(d) whether the appeal is lodged against the whole decision or a part of the decision;

(e) if the appeal is lodged against a part of the decision, a description of the part;

(f) if the appeal is lodged against a condition of approval, a description of the condition;

(g) the factual or legal findings that the appellant relies on;

(h) the relief sought by the appellant; and

(i) any issue that the appellant wishes the Appeal Authority to consider in making its decision;

(j) That the appeal includes the following declaration by the Appellant:

(i) The Appellant confirms that the information contained in the subject appeal and accompanied information and documentation is complete and correct

(ii) That the Appellant is aware that it is and offence in terms of Section 86(1)(d) of the said By-Law to supply particulars, information or answers in an appeal against a decision on an application, or in any documentation or representation related to an appeal, knowing it to be false, incorrect or misleading or not believing them to be correct.

8. Appeals must be addressed to the Municipal Manager and submitted to his/ her designated official by means of E-mail at the following address: Landuse.appeals@stellenbosch.gov.za

9. An applicant who lodges an appeal must pay the applicable appeal fee in terms of the approved municipal tariffs and submit the proof of payment together with the appeal. The **LU** Reference number on this correspondence, or the applicable Erf/ Farm Number must be used as the reference for the payment of the appeal fee.

10. The approved tariff structure may be accessed and viewed on the municipal website (https://www.stellenbosch.gov.za/documents/finance/rates-and-tariffs) and the banking details for the General Account can also be accessed on the municipal website (https://www.stellenbosch.gov.za/documents/general/8314-stellenbosch-municipality-banking-details-1/file).

11. An applicant who lodge an appeal must also adhere to the following requirements stipulated in terms of section 80(3) to (7) of the said By-law:

    (a) Simultaneously serve the appeal on any person who commented on the application concerned and any other person as the municipality may determine.

    (b) The notice by the applicant must invite persons to comment on the appeal within 21 days from date of notification of the appeal.

    (c) The notice must be served in accordance with section 35 of the said legislation and in accordance with the prescripts or such additional requirements as may be determined by the Municipality.

    (d) Proof of serving the notification must be submitted to the Municipality at the above E-mail address within 14 days of serving the notification.

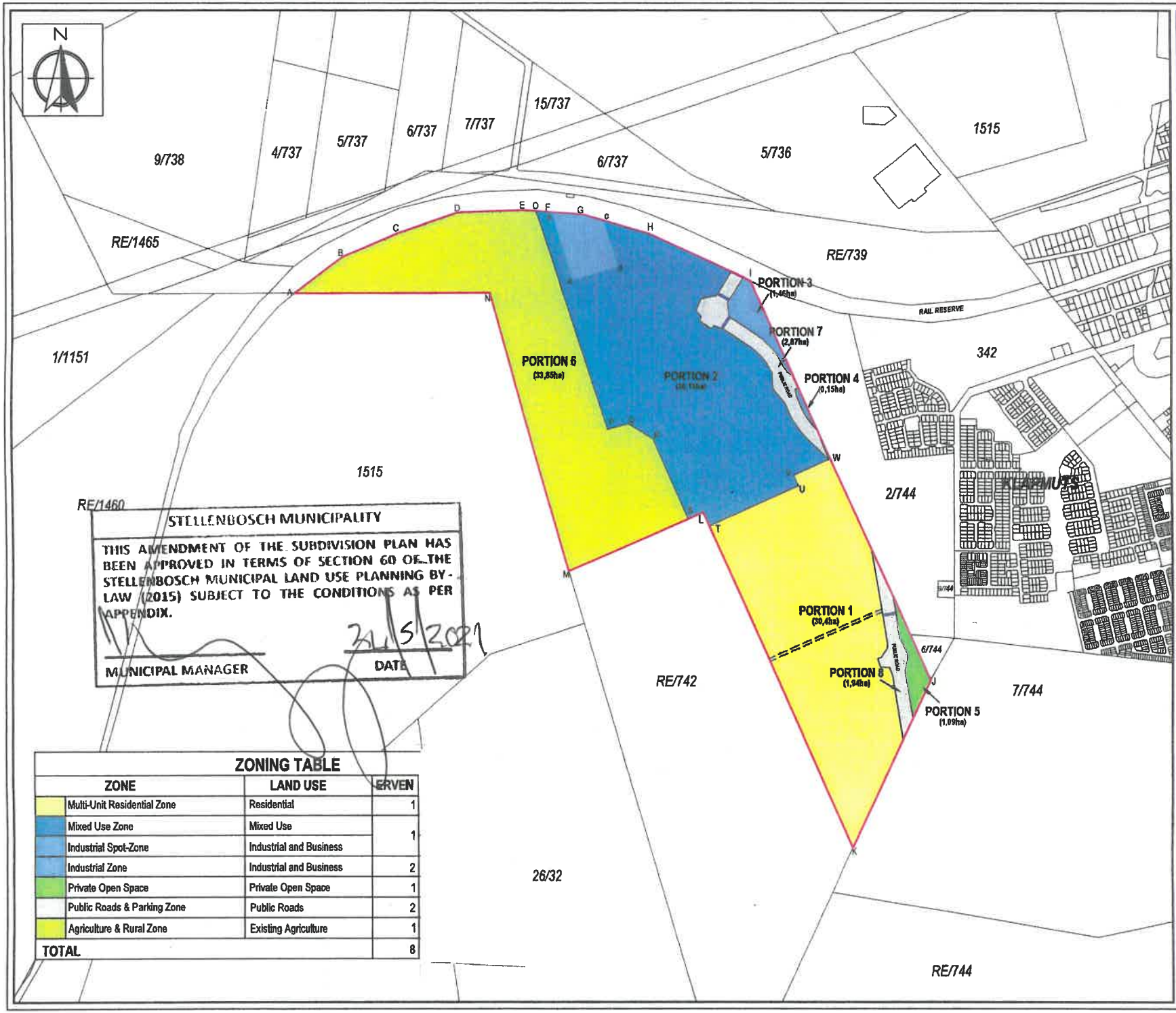
12. Kindly note that no appeal right exists in terms of Section 62 of the Local Government Municipal Systems Act, No 32 of 2000.

13. Kindly note the above decision is suspended, and in the case of any approval, may therefore not be acted on, until such time as the period for lodging appeals has lapsed, any appeal has been finalised and you've been advised accordingly.

Yours faithfully

FOR DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

DATE: 24/5/2021



STELLENBOSCH MUNICIPALITY

THIS AMENDMENT OF THE SUBDIVISION PLAN HAS BEEN APPROVED IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015) SUBJECT TO THE CONDITIONS AS PER APPENDIX.

31/5/2021

MUNICIPAL MANAGER — DATE

ZONING TABLE

ZONE	LAND USE	ERVEN
Multi-Unit Residential Zone	Residential	1
Mixed Use Zone	Mixed Use	1
Industrial Spot-Zone	Industrial and Business	
Industrial Zone	Industrial and Business	2
Private Open Space	Private Open Space	1
Public Roads & Parking Zone	Public Roads	2
Agriculture & Rural Zone	Existing Agriculture	1
TOTAL		8

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REVISION HISTORY:

Rev A: Proposed subdivision of Portion 5 of Farm 742, Paarl
Rev B: Add public road reserves and additional portions.
Rev C: Remove private road reserve and amend subdivision line
Rev D: Update public road alignment.
Rev E: Update Subdivision line between Portions 1 & 2
Rev F: Allocate zonings

NOTES:

- Figure ABCDEFGHIJKLMN represents Portion 5 of Farm 742, Paarl.
- Line OPQRS and TUVW represents the proposed subdivision line
- Figure aGcde represents the industrial spot-zoning over Portion 2, exact position (co-ordinates) to be confirmed.
- All distances and areas are provisional and will be verified by cadastral survey.

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:

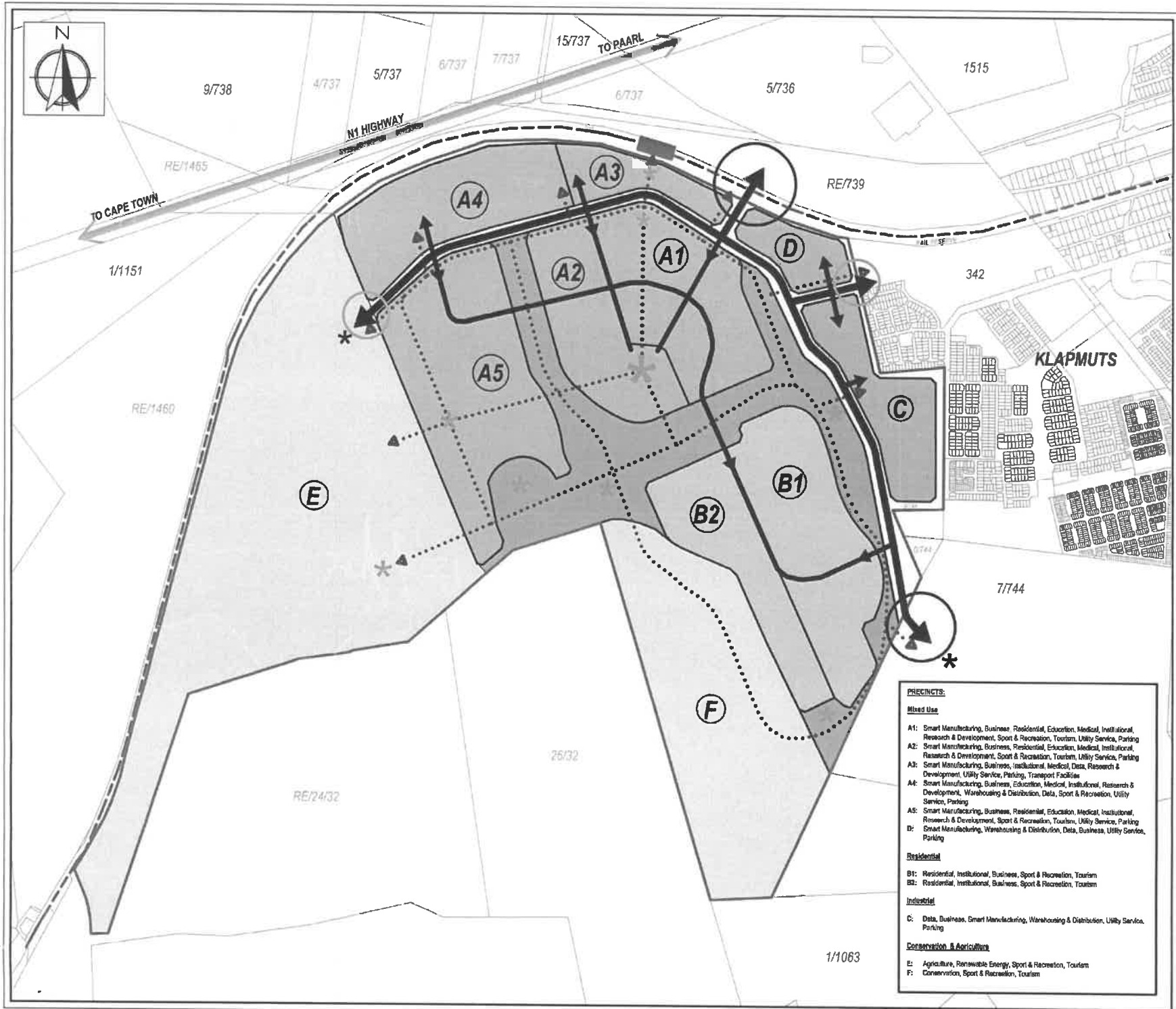
Project Name:	Stellenbosch Bridge
Project No:	18096
Client:	Stellenbosch Bridge (Pty) Ltd
Municipality:	Stellenbosch Municipality

PLAN DETAILS:

Plan No:	18096-001
Revision:	F
Date:	2020-09-14
Drawn by:	AR & RC
Checked by:	AL

Anton Lotz TOWN & REGIONAL PLANNING

AROUX TOWN PLANNING



PRECINCTS:

Mixed Use

- A1: Smart Manufacturing, Business, Residential, Education, Medical, Institutional, Research & Development, Sport & Recreation, Tourism, Utility Service, Parking
- A2: Smart Manufacturing, Business, Residential, Education, Medical, Institutional, Research & Development, Sport & Recreation, Tourism, Utility Service, Parking
- A3: Smart Manufacturing, Business, Institutional, Medical, Data, Research & Development, Utility Service, Parking, Transport Facilities
- A4: Smart Manufacturing, Business, Education, Medical, Institutional, Research & Development, Warehousing & Distribution, Data, Sport & Recreation, Utility Service, Parking
- A5: Smart Manufacturing, Business, Residential, Education, Medical, Institutional, Research & Development, Sport & Recreation, Tourism, Utility Service, Parking
- D: Smart Manufacturing, Warehousing & Distribution, Data, Business, Utility Service, Parking

Residential

- B1: Residential, Institutional, Business, Sport & Recreation, Tourism
- B2: Residential, Institutional, Business, Sport & Recreation, Tourism

Industrial

- C: Data, Business, Smart Manufacturing, Warehousing & Distribution, Utility Service, Parking

Conservation & Agriculture

- E: Agriculture, Renewable Energy, Sport & Recreation, Tourism
- F: Conservation, Sport & Recreation, Tourism

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connected living

NOTES:

Rev A: Stellenbosch Bridge Development Framework
Rev B: Precinct D Land Use change

KEY:

- Primary Routes
- Secondary Routes
- Main Entrance
- Secondary Entrance
- Precinct Access
- Pedestrian / NMT Network
- Destination Place
- Railway Line
- Station
- Development Precinct
- Precinct Number
- Mixed Use
- Residential (Predominantly)
- Industrial and related business activities
- Primary Open Space Network
- Conservation & Agriculture
- Road to link with future external road. Alignment of these roads to be determined.

TITLE:

STELLENBOSCH BRIDGE, KLAPMUTS
DEVELOPMENT FRAMEWORK PLAN

SCALE:

1:10 000 (A3)

PROPERTY DESCRIPTION:

PORTION 5 OF FARM 742, PORTION 2 OF FARM 744, REMAINDER FARM 742 AND FARM 1515, PAARL

PLAN DETAILS:

Plan No:	18098-003
Revision:	B
Date:	2020-08-17
Drawn by:	RC
Checked by:	AL & AR

AROUX TOWN PLANNING

AntonLotz TOWN & REGIONAL PLANNING

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ANNEXURE N

PROPOSED STELLENBOSCH BRIDGE DEVELOPMENT

Application 3 – Densification on Farm 742/5 (73 ha)
and
Application 4 - Proposed Mixed Use Development on Portions Rem. of Klapmuts Rivier Farm No. 742, Rem. Farm No. 742/5 and a portion of Farm No. 1515

Visual Framework Report

Draft Report

June 2020

Prepared for:

Legacy Environmental Management Consulting

PO Box 12410, Die Boord,

Stellenbosch, 7613

Prepared by:

Megan Anderson Landscape Architect

33 Hoop Street, Bredasdorp, 7280

1. EXECUTIVE SUMMARY

Megan Anderson Landscape Architects was appointed to undertake a Visual Impact Assessment for the Stellenbosch Bridge Development, west of Klapmuts. This report studies the Visual Baseline Data of Parcels 2 and 3 of the proposed development.

1.1 Visual Criteria Findings

The ratings of the Visual Criteria for both Parcels 2 and 3 are found in the Table Below

Visual Criteria	Parcel 2	Parcel 3
Scenic Resource Value	High	High
Zone of Visual Influence	Local - Regional	Local - Regional
Receptors	Highly, Moderately and Least Sensitive	Highly, Moderately and Least Sensitive
Visual Absorption Capacity	Moderate	Low
Visual Intrusion	Moderate	High
Site's Inherent Visual Sensitivity	Little High, Some Medium and Mainly Low	Some Very High, Mainly High, Some Medium and Little Low

1.2 Parcel 2 Visual Framework

Much of the site of Parcel 2, on which residential development was previously approved, has a low visibility and has a low visual sensitivity.

The southern portion of the site, approximately 25% of the total area, is outside of the current 2019 Klapmuts Urban Edge, is adjacent to rural landscapes and in close proximity to the Grade II listed Cultural Landscape approved by the 2019 Stellenbosch Municipal's Spatial Development Frameworks (SM SDF). These scenic aspects make this portion of the proposed site more visually sensitive. Development here should be sympathetic to the adjacent landscape character.

The north western corner of the site is adjacent to the "Entrance/Gateway" of the town of Klapmuts, a space that should make a clear distinction between urban and rural/natural landscapes - the development of this corner of the site should respond to this important junction.

The stream and wetland/pond in the centre and south east of the site are scenic features and must be retained as natural features and any upgrades should enhance the ecology and natural habitats of these features.

The site currently provides a rural setting for the Klapmuts Village. This rural character will be lost

1.3 Parcel 3 Visual Framework

The Visual Sensitivity of this Parcel of land is generally high to very high with some areas that are moderate (at best) and a very small portion is low. The parcel of land is highly visible being:

- on the upper slopes of Klapmutskop and it's ridgeline running northwards;
- straddling the ridgeline in the north west;
- containing the upper reaches of the stream flowing eastwards toward the Klapmuts River;
- Containing ecological support areas for the Klapmuts (Municipal) Conservancy around Klapmutskop in the south west, with natural vegetation and scenic features such as cliffs and rocky outcrops;
- adjacent to a Grade II listed Cultural Landscape in the south east,
- Providing the rural and natural setting of the village of Klapmuts and Klapmuts river valley; and
- adjacent to the R101 Scenic Route in the north west.

It is suggested that the Very Highly Sensitive (Visual) upper Klapmutskop portion of land in the south is a NO-Go area for any development with the exception of perhaps some hiking trails along existing tracks.

The Highly Sensitive stream area should be retained as a natural feature and any upgrades should enhance the ecology and natural habitats of this feature.

Development on the Visually Highly Sensitive ridgeline area should respond to the rural landscape to the west - ideally this should be an urban farming area. From a visual point of view, no buildings should break the skyline which means buildings should be set below the horizon and their heights limited so as not to break the skyline. In addition, a visually significant rural strip should remain along the ridgeline to maintain the cultural rural character of the valley

The 2019 SM SDF's proposed western "Gateway/Entrance" on the R101 (Old Paarl Road) to Klapmuts is set just on the Klapmuts River Valley side of the ridgeline, to the east of this Parcel 3's north eastern boundary point. The R101 west of this point is a Scenic Route. The proposed Gateway/Entrance is to clearly distinguish between urban and rural. The entire northern boundary of Parcel 3 runs along the R101 Scenic Route and should reflect rural development. Views of Klapmutskop should be retained.

The development of urban nature should be retained on the eastern slopes of the Klapmuts River Valley and should not be seen from, or visually encroach on, the rural landscape on the ridge and to the west.

2. NAME, EXPERTISE AND DECLARATION

2.1. Name

Megan Anderson, of Megan Anderson Landscape Architects, is a self-employed Landscape Architect who has been consulting in the Western Cape since 1991, to clients from the public and private sector.

2.2. Expertise

Megan Anderson's projects range from:

- visual impact assessments (VIAs) of proposed developments for EIA and HIA processes;
- environmental and landscape policy and planning;
- upgrading and rehabilitation of natural systems;
- planning and implementation in heritage and cultural precincts; and
- planning, design and landscape development in residential and urban areas and community projects.

PRINCIPAL AGENT:	Megan Anderson (PrLArch)	Registered Professional Landscape Architect BLArch (UP) 1983 MILASA

REGISTRATION OF PRINCIPLE AGENT

1994	South African Council for Landscape Architect Professionals (94063)
1992	Institute of Landscape Architects of South Africa (P217)

QUALIFICATIONS

1983 University of Pretoria Bachelor of Landscape Architecture

VISUAL IMPACT ASSESSMENT EXPERTISE

Megan Anderson has been doing Visual Impact Assessments (VIA's)since 1989 when working for OvP and BOLA. Since then, she has completed more than 100 VIA's for a variety of developments including mining, harbours, wind and solar farms, communication towers, commercial and residential developments. A list of selected projects can be found in Appendix 1.

2.3. Declaration of Independence

I Megan Anderson declare that I am an independent consultant and have no business, financial, personal or other interest in the proposed Stellenbosch Bridge Project at Klapmuts in the Stellenbosch Municipality of the Western Cape, application or appeal in respect of which I was appointed, other than fair remuneration for work performed in connection with the activity, application or appeal. There are no circumstances that compromise the objectivity of my performing such work.

MEGAN ANDERSON
Megan Anderson Landscape Architects
Professional registration number: SACLAP - 94063

3. INTRODUCTION

3.1. Background to the Report

Stellenbosch Bridge Properties Pty Ltd propose to develop a phased Mixed Use Development to the west of Klapmuts.

The proposed site of development is comprised of a number of land parcels with a variety of planning and environmental processes required for authorisations on these different land parcels and their development proposals. Figure 1 below indicates the 3 land parcels for which separate but related NEMA processes for authorisations are required for the Stellenbosch Bridge Precinct Development.

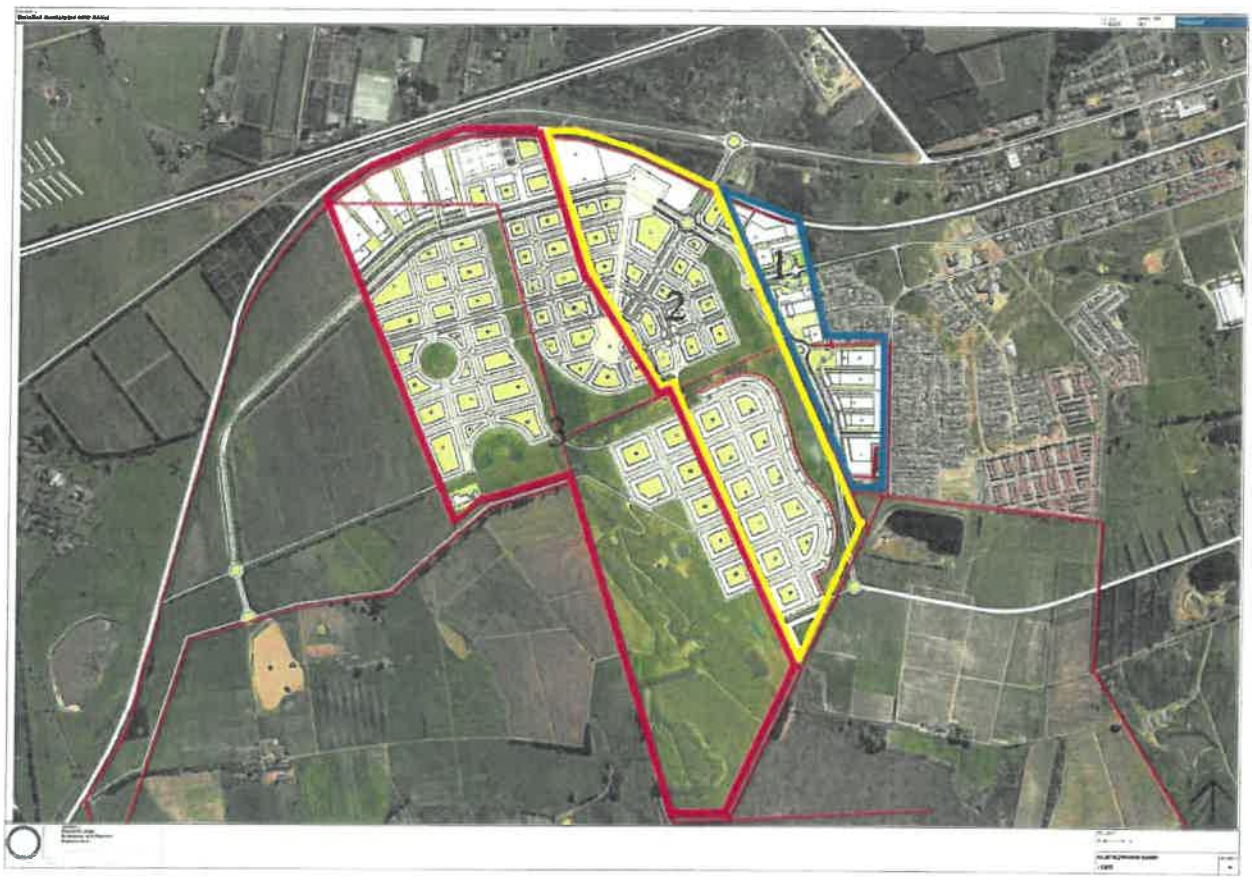


Figure 1: The 3 land parcels of the proposed Stellenbosch Bridge Development, which will be the subject of separate NEMA applications

Parcel 1, on Portions 2 and 8 of Farm Weltevreden No. 744, (Paarl District), is proposed to be developed for Light Industrial Development. A Basic Assessment Report (BAR) in terms of NEMA, is currently in process. A draft Visual Impact Assessment Report has been prepared for this proposed Light Industrial Development.

Parcel 2, on Portion 6 of Klapmuts River Farm No. 742 (Paarl District), was the subject of a previous Environmental Application in 2008, for which authorisation was granted. A Visual Impact Assessment was also prepared for that process. The 2008 proposal was for residential development. Due to higher density and mixed use development in the northern extent of this parcel of land, a Substantive Amendment will be submitted with a comparison of the impacts between the authorised development and the proposed Stellenbosch Bridge Development.

Parcel 3, on Portions Rem. of Klapmuts Rivier Farm No. 742 (Paarl District), Rem. Farm No. 742/5 (Paarl District)and a portion of Farm No. 1515 (Stellenbosch District), will undergo a Basic Assessment Report in terms of NEMA, for the proposed Stellenbosch Bridge Precinct development within the 2019 Stellenbosch SDF Urban Edge.

This report is the Visual Baseline Study for Parcels 2 and 3 of the proposed development.

3.2. Scope of Study

The scope of work of this Visual Baseline/Framework Study is to review and update the Baseline information from the VIA study done in 2007, as well as include baseline information for the greater Stellenbosch Bridge Development site.

This will include:

a) Reviewing of existing information:
   - Planning information – development rights and SDP's
   - Heritage Information
   - Visual Issues raised
   - Plans, maps and other survey information
   - More detailed description of the proposed development

b) Site reconnaissance visit and photographic survey

c) Desk top study and draft Visual Framework report:
   - Update the description and assessment of the scenic resources/visual characteristics of the area;
   - Update the view catchment and zones of visual influence;
   - Update identified view points and receptors and establish visual impact to these;
   - Update evaluation of visual sensitivity of site (slope grades, landforms, vegetation, special features and land use) + assimilate a visual sensitivity map. (Info required: Archaeology, Heritage and Botanical specialist reports);

- Update the assessment of visual sensitivity criteria such as extent of visibility, the sites inherent sensitivity, visual sensitivity of the receptor's, visual absorption capacity of the area and visual intrusion on the character of the area;
- Establish probable/possible visual impacts;
- Prepare draft Visual Baseline Report/scoping report

3.3. Assumptions and Limitations

The desktop component of the visual study relies on a combination of 1:250 000 and 1:50 000 Topo-cadastral and Geological maps. The Western Cape Department of Agricultures Aerial Photographs have also been used.

While a number of inspections of the site and surrounds have been undertaken, a further inspection is required to complete the photographic survey to support this reports findings. This has not been possible because of the Covid '19 Lockdown Regulations. MALA is endeavouring to get permits in order to do this.

4. METHODOLOGY

This Visual Framework/Baseline report follows the preliminary site visit and meeting with the Client and Project Team, which was undertaken in mid August 2019. Subsequent visits to the surrounding areas have been undertaken on the 5 September 2019 and on 25 February 2020. Photographic survey's of the site and surrounds were undertaken at all site visits. Photographs were taken using a Canon EOS 1100D camera body with an EFS 18-55 mm lens and an i-phone.

A desktop study was undertaken to review policy literature and map the scenic resources (Geological Series), view catchment, zone of visual influence, viewpoints and receptors (Topographical maps 1:250 000 and 1: 50 000). Desktop mapping is still to be further verified by on-site fieldwork.

An evaluation was made of standard visual criteria such as extent of visibility, visual sensitivity of the receptor's, visual absorption capacity of the area and visual intrusion on the character of the area.
Recommendations are made with regards the levels of visual sensitivity of the site, in order to inform development.

5. POLICY AND GUIDELINE CONTEXT

This report covers the proposed development namely the Mixed Use Development on Parcels 2 and 3 of the proposed Stellenbosch Bridge Development.

The Western Cape Provincial SDF (2014) and the Stellenbosch Municipality SDF (11 November 2019) are of reference to this proposed site of development with a common theme prevailing, namely:

- Developing Integrated and Sustainable Settlements and preventing settlement encroachment into agricultural areas, Scenic Landscapes and Biodiversity Priority Areas
- Safegaurding Cultural and Scenic Assests
- Safegaurding water, agricultural and mineral resources.

All SDP's recognise the importance of the Scenic and Cultural Landscape and Sustainable development and propose the protection thereof and management of development therein such that the existing values are not lost.

The Western Cape Heritage and Scenic Resources, Inventory and Policy Framework (Oberholzer and Winter, 2013) was prepared to provide input into the Western Cape Provincial SDF (2014) and provides an inventory and policy guidelines with regards cultural and scenic resources.

Two documents of relevance that provide input into the Stellenbosch Municipality SDF are the:

- Phase 3 Report: Draft Revised Heritage Inventory of The Tangible Heritage Resources in the Stellenbosch Municipality, REVISED, May 2018.
- The Stellenbosch Environmental Management Framework; and

The Cape Winelands Biosphere reserve is also of reference to this study.

5.1. Stellenbosch Municipality Spatial Development Framework (11 November 2019)

The Stellenbosch Municipalities (SM) SDF identifies the attributes of the existing Biophysical Environment, including Scenic Landscapes and Elements

Table 6. Stellenbosch's Biophysical context - key attributes summarised

THEME	ATTRIBUTES
Nature and Scenic Areas	• Significant portions of SM fall within globally recognised biosphere areas and designated public and private conservation areas. Seven public conservation areas cover some 28 743ha or 34.8% of the municipal area, with another 3 000ha managed as private conservation areas. • The SM's landscape consisting of a series of valleys and ridges of rolling hills to the west transcending in steep and dramatic mountain landscapes to the east and south-east. Highly valued for its scenic beauty and sense of place. This landscape, which comprises the natural and human-made, has been assessed and graded in terms of its heritage significance and some of the landscape units identified, e.g. the Jonkershoek Valley has been classified as a Grade I area, i.e. of national importance (Stellenbosch Heritage Inventory, 2018)

Table 7. Stellenbosch's Biophysical context - issues and implications

KEY ISSUES	SDF IMPLICATIONS
• Biodiversity and related ecological services essential to human existence are threatened by the fragmentation of eco-systems, transformation and degradation of land.	• *The outward growth of settlements should be restricted to prevent the consumption of valuable agricultural and natural environments and associated economic benefits.*
• The most highly modified and polluted sections	

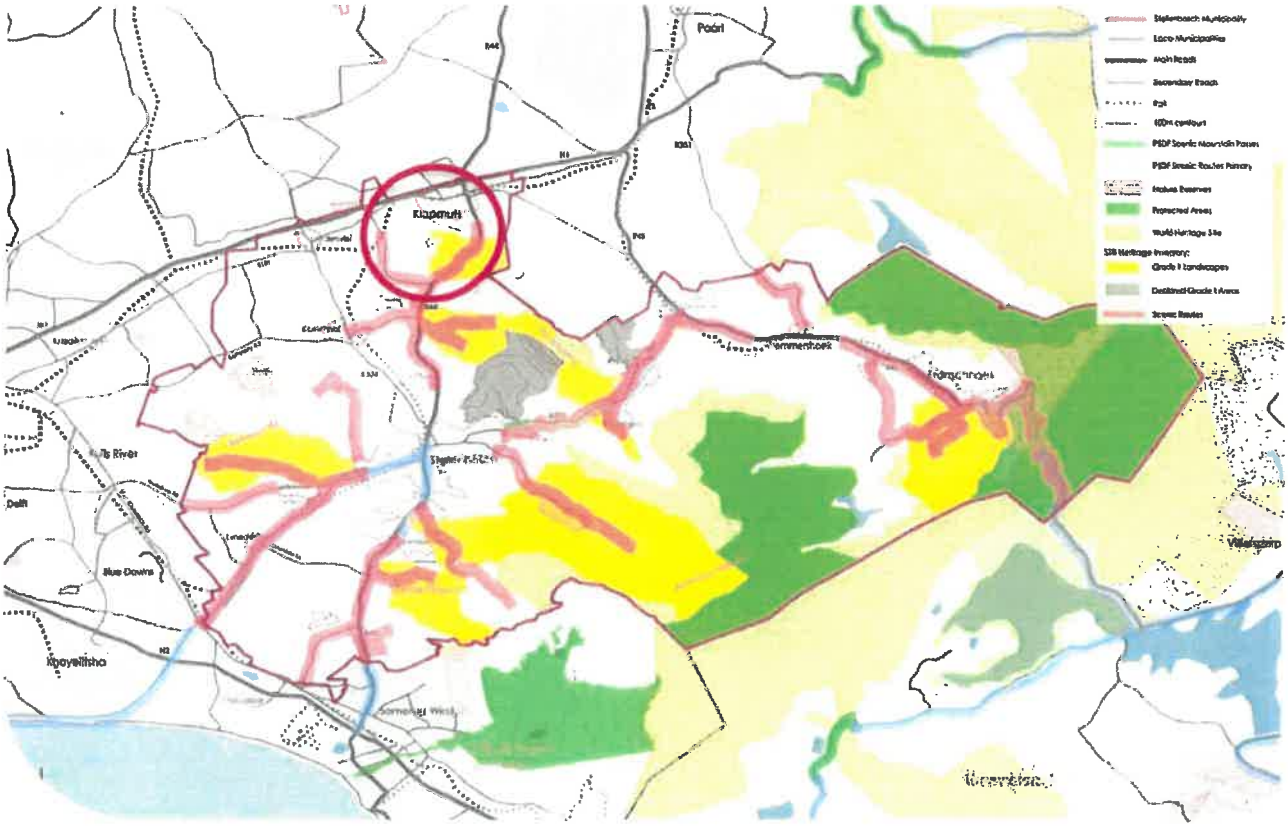


Figure 7. Scenic landscape elements and conserved landscaped/biophysical areas

Figure 2: Scenic landscape elements and conserved landscape/biophysical areas (Source SM SDF 2019)

The Stellenbosch Municipalities (SM) SDF identifies Klapmuts as a primary node/regional centre in the Stellenbosch Municipal Area and a potentially significant centre for economic activity and residence within the metropolitan region and SM (as identified in the GCM RSIF).

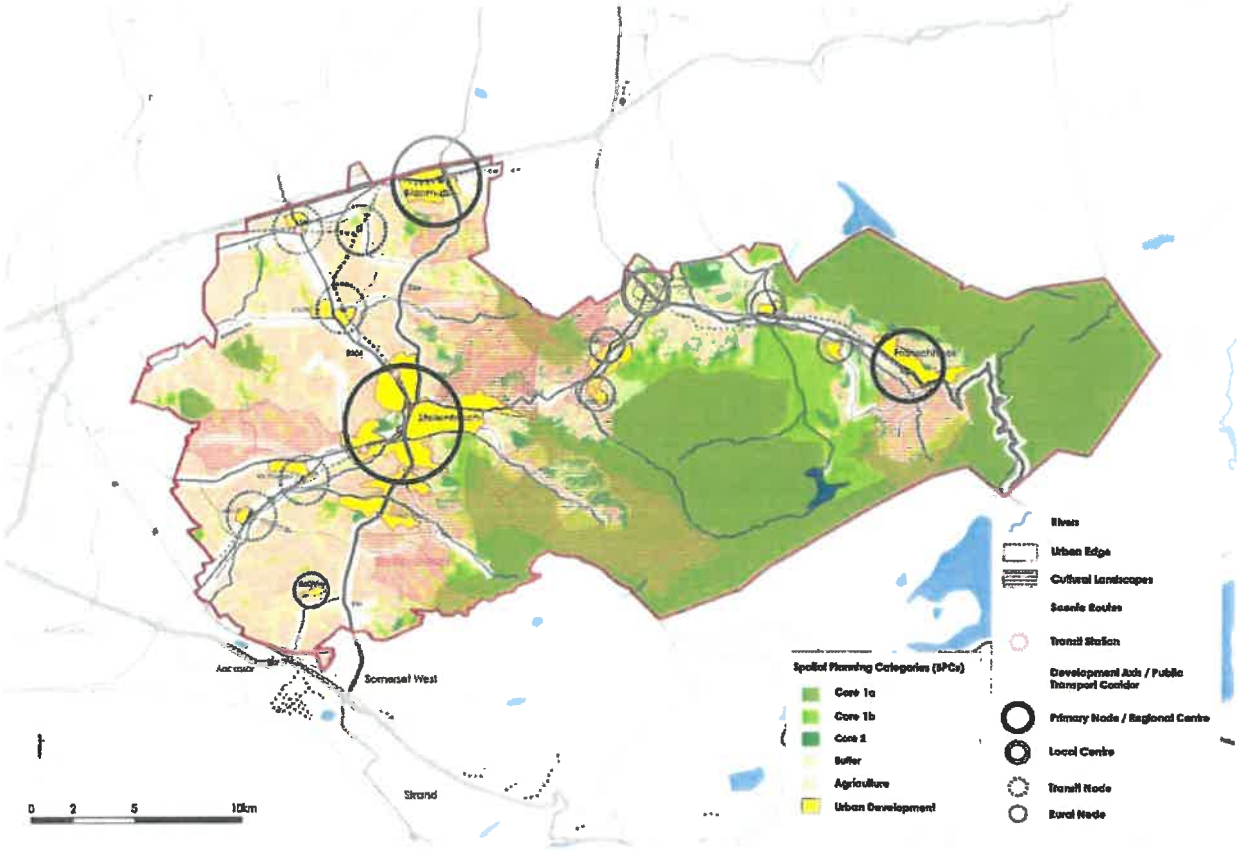


Figure 26. Municipal Spatial Framework for the SM area

Figure 3: Municipal Spatial Framework for the Stellenbosch Municipal Area (Source SM SDF 2019)

Protective Actions	Scenic landscapes, scenic routes, and special places of arrival	• Protect critical scenic routes and landscapes (as identified in surveys). • Maintain a clear distinction between urban development and nature/ agricultural areas at the entrances to settlements.
New Development Actions	Significant new mixed use development	• Support the development of a "innovation precinct" or "smart city" in Klapmuts South. • Support private sector led institutional arrangements to enable joint planning and development.

KLAPMUTS CONCEPT

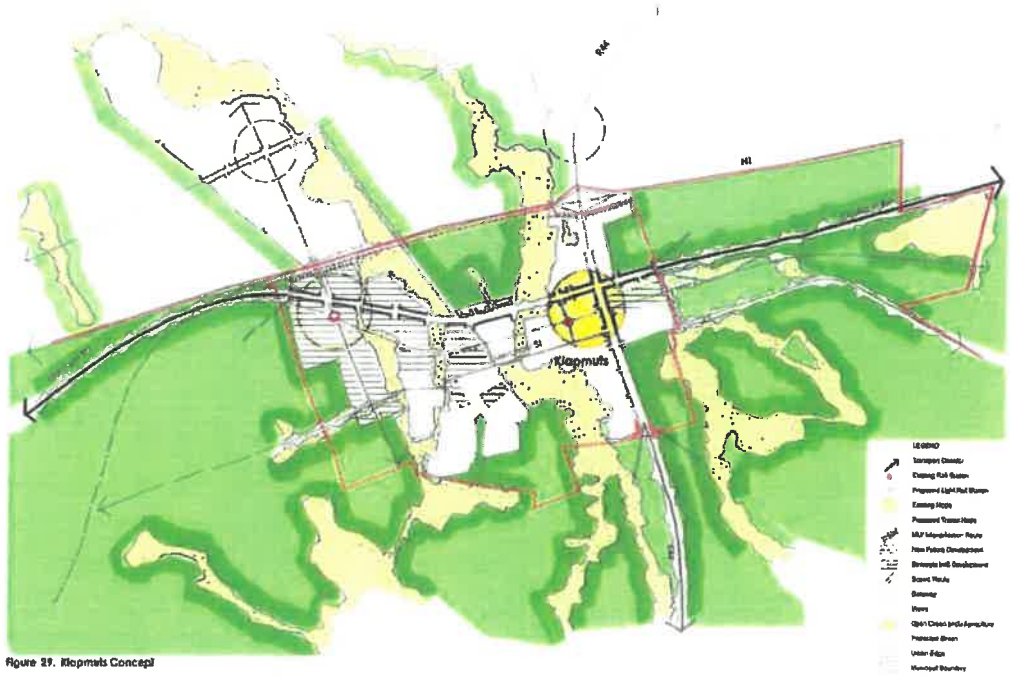


Figure 29. Klapmuts Concept

Figure 4: Concept Plan for Klapmuts (Source SM SDF 2019)

The Plan elements and proposals for Klapmuts include Protective, Change and New Development Actions which include the following with regards the scenic resources:

Protective Actions:

Scenic landscapes, scenic routes, special places	• Retain the strong sense of transition between agriculture and human settlement at the entrances to the town.

New Development Actions:

Significant new mixed use development	• Support the development of Farm 736/RE in Klapmuts North to unlock the development potential of Klapmuts (with an emphasis on job creation). • Support the development of a "innovation precinct" or "smart city" in Klapmuts South.	• Support private sector led institutional arrangements to enable joint planning and development.

The SM SDF Plan for Klapmuts is illustrated below in Figure 5

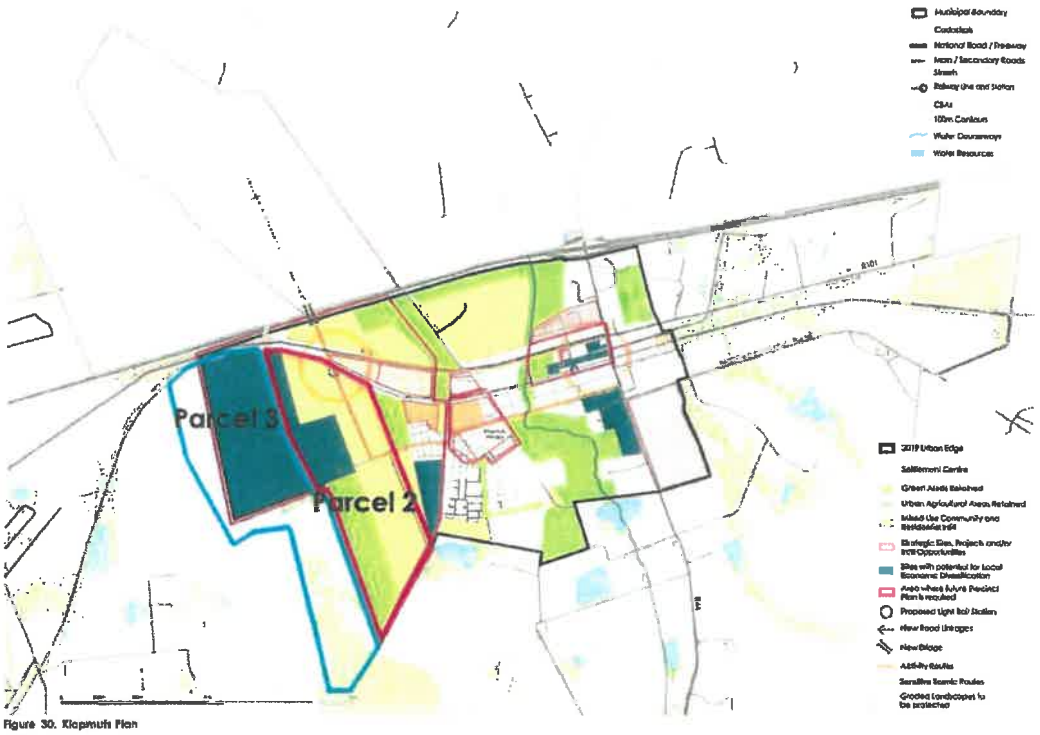


Figure 30. Klapmuts Plan

Figure 5: The proposed SM SDF Klapmuts Plan (Source SM SDF 2019) with proposed Stellenbosch Bridge Parcels 2 and 3 boundaries superimposed.

Of relevance on the Klapmuts Plan, to this report are:

- the identified Scenic Routes;
- The Graded (Heritage) Landscape to the south east of the proposed Stellenbosch Bridge development which borders the Parcels of lands in that area;
- The natural green areas to be retained on the proposed Stellenbosch Bridge parcels; and
- the proposed Stellenbosch Bridge Parcels 2 and 3, as illustrated on Figure 6, extend beyond the western and southern Urban Edge line of Klapmuts as illustrated in Figure 5.

The SM SDF has provided a checklist of questions to assist in aligning day-to-day land use and building development management decision-making and detailed planning – public and private – with the MSDF. Relevant to scenic landscape and scenic routes:

SCENIC LANDSCAPES, SCENIC ROUTES AND SPECIAL PLACE OF ARRIVAL	
Does the proposal impact on a scenic landscape, scenic routes, or special place of arrival?	
Can associated impacts be managed and minimised without diminishing the integrity of the scenic landscape, scenic routes, or special place of arrival?	

An attempt will be made to address this question in the latter part of this report.

5.2. Draft Revised Heritage Inventory of the Tangible Heritage Resources in The Stellenbosch Municipality: Phase 3 Report, 8 May 2018 (Cape Winelands Professional Practices in Association)

This report, and its implications on the proposed Stellenbosch Bridge development, has been well presented in Draft Heritage Impact Assessment undertaken by Cindy Postlethwait. That section is presented below.

The Heritage Inventory of the tangible heritage resources in the Stellenbosch Municipality (approved 2018) identifies a cluster of heritage resources in the original Klapmuts village settlement area, described as the Klapmuts Core. The low income residential Mandela City area to the east of the overall Stellenbosch Bridge Innovation Precinct is identified as Not Conservation Worthy. "Within the larger context of Klapmuts, these new housing developments are seen as an intrusive feature as it neglects the fine grain of the town of Klapmuts and sprawl into the larger open fields". The Scenic Route of the R44 stops short of Klapmuts.

The property concerned is situated in a landscape graded IIIB – although portion of Farm 1515 Klapmuts is regarded as being more significant as a landscape than portion of Farm 742/5 and Remainder Farm 742. This relates to its direct association with the more intact agricultural landscape west of Klapmuts Kop.

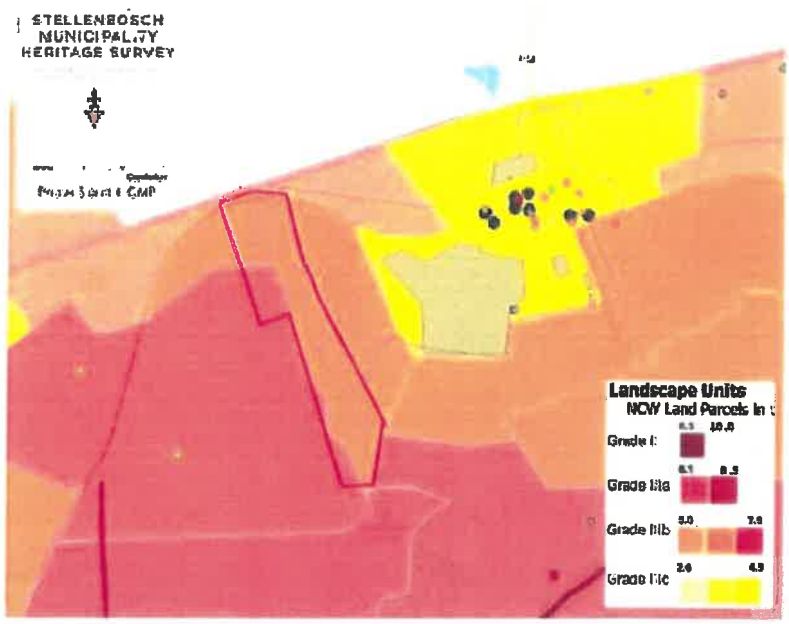


Figure 11: Heritage Inventory 2018 (it is to be noted that the Urban Edge has been subsequently amended (see 9.2 below). Approximate site boundaries outlined in red

Landscape functional areas in Klapmuts include the Klapmuts Core, Belt (in which portion of Farm 742/5 and Remainder Farm 742 are situated), and Outskirts. The 'Belt' functions to hold Klapmuts within a larger natural structure. The gateway to the west forms part of this belt system. The outskirts are not a particular area with a specific character, rather a grouping of random and fragmented landscapes with different land uses caused by the number of roads that cut through this landscape.

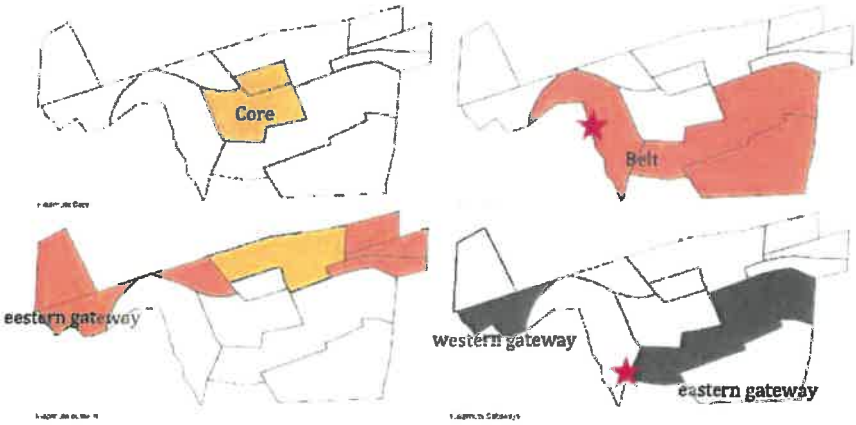


Figure 12: Klapmuts Functional Areas (Heritage Inventory 2018)

Figure ..: View across to Klapmuts towards Klapmutskop from east

"The northern footslopes of Klapmutskop gently slopes down from the crest, which feature a clump of trees and remnant Renosterveld which comprise a distinct critical biodiversity area in a natural condition. The majority of soils in the unit are moderately suitable for agriculture (viticulture), with a section immediately west of the Klapmuts being highly suitable. A large round reservoir is located in the upper reaches of the unit and a number of trails emanate from this point. The unit is elevated from the rest of the valley, which makes it highly visible and thus plays an important role in establishing the agricultural or pastoral character of Klapmuts. The northern footslopes are also highly visible from the N1 Highway.

Clusters of trees, contour paths and Renosterveld forms part of a beautiful composition, and has scenic and aesthetic as well as ecological and contextual value. This landscape forms part of the 'belt' that holds Klapmuts in place and maintains the character of Klapmuts. This landscape has the ability to fulfill a number of recreational needs of the town of Klapmuts, but urban sprawl will compromise its integrity."

Figure ..: Klapmutskop foot slopes from the east (Heritage Inventory) – which largely comprise development parcels 2 and 3

Figure ..: Remnant Eucalypthus plantation (Heritage Inventory)

To the east, the property concerned also adjoins the Klapmuts Gateway unit, a relatively flat area, "characterised by strong lines of windbreak trees protecting pockets of citrus trees and vineyards. These windbreaks .. distinctly form the western and southern gateway towards Klapmuts and are therefore some of the most important landscape features to retain within the Klapmuts area. A significant feature of this land unit is the fact that it is spans the R44 and therefore not only acts as a well-defined buffer of the Klapmuts node, but also a gateway to the Cape Winelands towards Stellenbosch.

On the western portion of the property, "Farm 1515 forms part of the Muldersvlei and Klapmuts Footslope landscape unit, which comprises "vineyards and fallow fields, service roads and remnant plantations with pockets of fynbos and dams characterise the gentle slopes of Klapmutskop. The use of terracing in the landscape makes it an exceptional cultural landscape with a degree of rarity in the Stellenbosch Municipal area. The area immediately south of Muldersvlei farm (De Meye) is considered an important critical biodiversity and ecological support area, mainly due to the wetland. A railway line and the Elsenburg Road traverse the unit. An intrusive and relatively-recent residential development is located to the west of the Elsenburg Road, seen across a large dam. A chicken farm is located to the south, close to the Muldersvlei station. This landscape unit reads with land unit A09 (to the south) and has a rural character to it. It has largely been spared from development, except for the intrusive housing estate, but is now threatened by an expanding Klapmuts. The exceptional use of terracing on the higher slopes of Klapmutskop forms an important gradation between wilderness and cultivated landscape. The landscape has significance for its rarity, aesthetic and scenic beauty. This pocket should remain rural in character and accessible, and any form of development that compromises the integrity of the cultural landscape should be prohibited." (Heritage Inventory) Development criteria are established for this landscape unit.

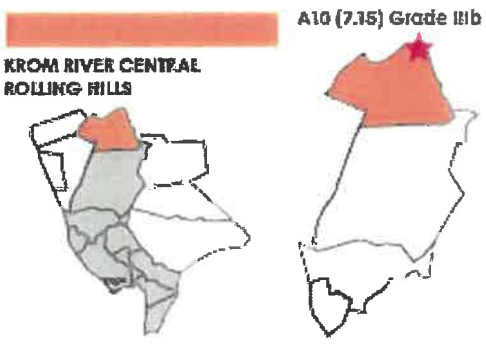


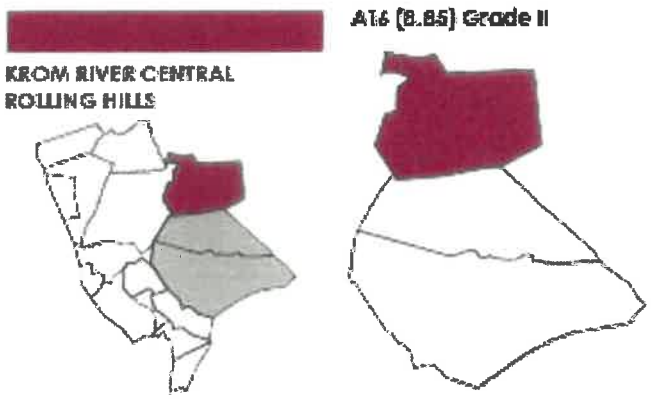
Figure 13: View towards Klapmutskop eastern footslopes showing terracing (Heritage Inventory)

The western gateway area looks across Farm 1515. "Predominantly flat, open fallow land is located between the railway line and N1 highway. The Old Paarl Road (R101) cuts through the unit, dividing it in two. It is characterised by the use of windbreak trees to shelter orchards and vineyards. .... Due to the open character of the surrounding landscape, the unit is very visible from the N1 highway, but also from the Krom River Valley. This unit .. acts as the gateway upon entering Klapmuts with the windbreak trees as defining element. Any insensitive development will impact on the pastoral character of the Krom River Valley.

Figure .. Gateway from the west, the footslopes of Klapmuts as seen from Krom River. Intrusive development in the foreground (Heritage Inventory). The property concerned visible on the ridgeline.

The site at its south-eastern coner abuts the Grade II designated landscape called the Gateway to Krom Rivier.

"Two hills flank the unit: Klapmutskop to the west and Skurweberg to the east. A large part of the landscape unit, especially on the upper slopes of these two hills, features critical biodiversity and ecological support areas.



A broad valley lies between the hills, where the R44 is aligned roughly down the middle and traverses the unit, dividing it roughly in half. The road is considered one of the most beautiful scenic routes in the study area, elegantly displaying natural and cultural features together with dams, plantations and vineyards. On the northern side of the R44, Mitre's Edge, Le Bonheur and Warwick Wine Estates are located amidst rolling vineyards and vegetated drainage valleys. The vineyards do not have a distinguishable pattern. The footslopes of the Simonsberg displays circular surface features (created by the specific plant species growing there) that refer to ancient Terminalia, or termite mounds. These, together with the undeveloped foothills and natural vegetation, gives the unit it a distinct character when entering the scenic route from Klapmuts. One of the oldest and original farms in the area is Natte Valleij. ..

The unit displays some of the more diverse and visually significant landscapes in the study area, with the R44 being considered a highly valued scenic route. The varied landscape features several historic wine farms dotted along the broad valley bottom and footslopes of the two hills flanking the unit."

Figure ..: View over Simonsberg and Klapmutskop from Anura **(Heritage Inventory)**

5.3. Heritage and Scenic Resources, Inventory and Policy Framework for the Western Cape (Oberholzer and Winter, 2013)

The proposed site of development is characterised by the Cape Winelands Scenic Resources described by the Oberholzer and Winter study (2013) as follows:

2.5 The Cape Winelands

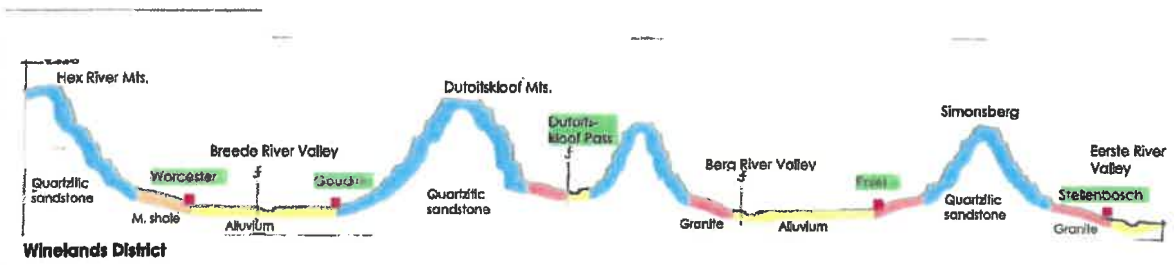
The Cape Winelands is an area of fertile valleys nestled between the Cape Fold Mountains with their rugged sandstone peaks. It is an area high in scenic and heritage significance, its famous vineyards earmarked for declaration as a World Heritage Site.

At the base of the sandstone massifs, the steep scree slopes grade into gently rolling foothills of weathered Cape granites and Malmesbury shales, which have been incised by rivers to form wide alluvial valleys in places, such as those of the Berg and Breede Rivers. Interestingly the pattern of vineyards has a strong correlation with the occurrence of the granites, the unique combination of soil and climate having made this the centre of viticulture and fruit farming.

Towns, villages and farmsteads are strung along the valleys in response to the topography, sources of water and productive agricultural soils, Stellenbosch and Paarl being two of the oldest colonial settlements. Other towns in the District with „Heritage Areas" include Franschhhoek, Wellington, Montagu, Worcester, McGregor and Tulbagh.

The combination of mountain scenery, rural landscapes, colonial architecture and wine routes make this area a prime tourism destination of critical importance to the economy of the region. The area is however also under great threat of fragmentation through creeping urbanization.

The rugged terrain and tapestry of rural landscapes have given rise a network of scenic routes and mountain passes, many of which began as wagon routes to the interior. Passes such as Bainskloof Pass (a



The sections illustrate the pronounced topography of the quartzitic sandstones (blue), as well as the location of settlements on the footslopes with access to water and productive soils of the granites, shales and alluvial valleys. River valleys often tend to follow fault lines.

Figure 6: Extract from Oberholzer and Winter (2013) Heritage inventory describing the Cape Winelands Scenic Resources

The report identifies threats, as well as key management issues and challenges.

3.2 Threats to the Resources

There are numerous threats to heritage and scenic resources within the Western Cape. Key threats are listed and expanded on in Table 6 below.

RESOURCE	THREAT	EFFECTS
NATURAL LANDSCAPES	• Unconsolidated pattern of 'protected areas'. • Patterns of cultivation extending into visually sensitive wilderness landscapes. (E.g. Constantia). • Infrastructural developments (power lines, wind and solar facilities) within visually sensitive wilderness (and rural) landscapes. • Development on visually sensitive mountain slopes and ridgelines.	• Loss of scenic qualities of wilderness landscapes.
RURAL LANDSCAPES	• Development pressure and pattern of suburban sprawl on edges of major urban areas, E.g. Cape Winelands'. • Introduction of industrial activities and intrusion of large scale infrastructure in agricultural areas, (E.g. tunnel farming, wind farms). • Gentrification of rural landscapes through lifestyle 'rural' estates and relocation of farm labour to "off-farm" housing settlements.	• Incremental erosion and fragmentation of rural landscapes, E.g. Cape Winelands sprawl. • Agriculture reduced to 'islands'. • Visual cluttering of the landscape by non-agricultural development. • Loss of rural authenticity, character and scenic value.

Figure 7: Extract from Oberholzer and Winter (2013) Heritage inventory describing threats to Scenic Resources

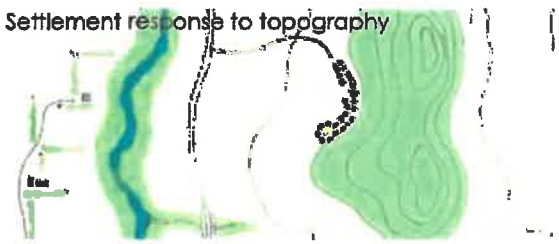
The report outlines principles to provide an overarching framework for the heritage and scenic guidelines. They are derived from international best practices as contained in various International Charters on Conservation and a number of local adaptations. The principles apply to the regional scale.

- Landscape significance - acknowledging the overall natural and cultural landscape, and the layered pattern of settlements in response to the natural landscape over time.
- Landscape integrity – retaining the essential character and intactness of wilderness, rural and urban areas in the face of fragmentation through unstructured urbanisation and commercial agriculture.
- Landscape connectivity – retaining the continuity and interconnectedness of wilderness and agricultural landscapes, including ecological corridors and green linkages.
- Landscape setting – maintaining the role of the natural landscape as a „container" within which settlements are embedded, the landscape providing the dominant setting or backdrop.
- The logic of landscape – recognising the intrinsic characteristics and suitability of the landscape and its influence on land use, settlement and movement patterns, in response to geology, topography, water, soil types and microclimate.
- Sense of place – responding to the unique topographical, geological and cultural features inherent in remote, cultivated and urban landscapes, each with their own sense of place.
- Sense of fit – maintaining a sympathetic relationship between settlement and topography - treading lightly on the landscape.
- Sense of timelessness – new development remaining sensitive to the context, and expressing a sense of rootedness in the local landscape.

The extract below from tables in the report set out policies and guidelines for the natural and cultural landscape resources and scenic routes

Policies and Guidelines for Natural Landscapes of Significance

NATURAL LANDSCAPES	POLICY	GUIDELINES
Granite and shale hills and outcrops.	**N.3** Conserve prominent granite or shale hills and outcrops, such as Paarl Mountain, for their scenic value and visual sensitivity.	• Extend existing nature reserves, or create new provincial or municipal reserves to protect these landforms, which are vital for the Western Cape's tourism economy and water security. • Avoid development or infrastructure, such as wind turbines and powerlines, on crests or ridgelines because of their high visibility and the visual sensitivity of the skyline. • Avoid development or infrastructure on land steeper than 1:4 for environmental and visual reasons. Visual problems include erosion and scarring, and unsightly cut/fill. (E.g. upper slopes of Constantia). • Avoid development on elevated exposed slopes because of their high visibility from the surroundings. Impose no-go zones for development above a certain contour. (E.g. the 150m contour in parts of the Cape Peninsula). • Limit cultivation on upper mountain slopes to protect scenic resources and water catchments, and to minimise visual scarring and erosion.
Geological features	**N.5** Conserve important geological features for their scenic and scientific interest.	• Identify all special geological features, such as rock outcrops, cliffs, caves, waterfalls etc. at the district and local level. • Include these resources in municipal nature reserves or other forms of protection for these features. (E.g. coastal limestone formations and caves at Macassar, Die Kelders and Arniston). • Provide educational, interpretive and tourism information on geological features.
Productive soils - granites, shales and alluvial valleys	**N.6** Conserve fertile agricultural areas because of their relative scarcity, the need for food security, and for the scenic and cultural value of traditional farming areas.	• Use local soil surveys to identify and protect areas of highly productive soils, particularly those on the granites, shales and alluvium of the Western Cape. • Avoid building development and extensive earthworks, such as landfills, cement works and quarries or borrow pits, in areas with productive soils.
Rivers, estuaries and vleis	**N.7** Conserve rivers, estuaries and wetlands for their water resources in a largely water-stressed region, as well as for their ecological, scenic and recreational value.	• Extend existing nature reserves where possible or create additional reserves and conservancies, providing a linked system of blue-green corridors, to protect important habitats and provide opportunities for recreation. (E.g. the Bot River, Klein River and Keurbooms estuaries). • Impose development setbacks from these water resources to provide protection from flooding as well as creating scenic corridors. (A min. setback of 30m is generally recommended, but depends on site-specific conditions). • Optimize the scenic and recreational opportunities provided by water impoundments. (E.g. Theewaterskloof, Voelvlei, Steenbras and Berg River dams).
Protected natural areas, public open spaces and patterns of access.	**N.9** Place emphasis on achieving a network of conservation areas and corridors by linking mountains, coastlines, rivers and wetlands.	• Prevent fragmentation and provide continuity within conservation networks, ensuring long term viability of ecosystems and areas of high scenic value. (E.g. Outeniqua Mountains and Garden Route lakes area). • Prevent privatisation of natural places forming part of the historical public open space resource network. (E.g. harbours and coastal estuaries). • Facilitate public access, education and interpretation to places of natural amenity by means of recreation trails and tourism facilities. (E.g. Hermanus cliff path). • Allow for sustainable, traditional use of natural places for recreational, spiritual and resource-collection purposes. (E.g. Traditional fishing and recreational activities along the coastline and use of the mountain areas as places of retreat).



Conservation of Natural Landscapes

Figure 8: Extract from Oberholzer and Winter (2013) Heritage regarding Guidelines and Policies for Natural Landscapes of Significant

5.2 Policies and Guidelines for Rural Landscapes of Significance

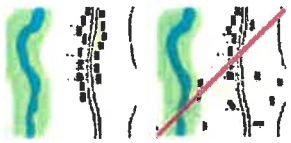
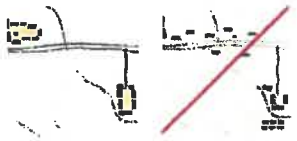
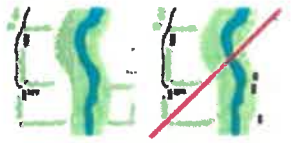
RURAL LANDSCAPES	POLICY	GUIDELINES
Natural visual setting	**R.1** Conserve the green or topographical 'containers' of rural landscapes and settlements.	• Prevent encroachment of development where these erode distinctive visual settings.
Dominance of rural landscapes	**R.2** Create compact rural settlements with well-defined urban edges. 	• Prevent urban sprawl in rural landscapes by clustering new development into distinct, compact footprints related to existing movement routes, embedded within zones of agricultural dominance as opposed to creating continuous swathes of development. • Give preference to the densification/reinforcement of existing settlements and settlement patterns rather than extending development outside the urban edge in an unstructured random manner. • Ensure that new subdivisions respond appropriately to the historical context and pattern of settlement. • Avoid the decentralisation of retail and office centres which contribute to urban sprawl. • Avoid large-scale infrastructure such as wind farms, solar energy facilities and transmission lines in natural and cultural landscapes of high significance.
Productive agricultural landscapes	**R.3** Consolidate and retain productive agricultural areas as viable units. 	• Avoid development on good agricultural soils, which are essential to maintaining productive landscape qualities. • Prevent piecemeal subdivisions and the fragmentation of farmland into unviable units or 'agricultural islands' resulting in farming activities becoming 'incompatible' with surrounding urban or suburban uses. • Prevent the gentrification of productive or working farmland as ornamental green space, as in the case of 'lifestyle rural estates'. • Consider restrictive zoning or overlay zones in historic farming areas, such as the Breede River and Berg River valleys, to conserve the scenic and heritage value of these agricultural valleys.
Rural settlement patterns	**R.4** Maintain the natural ordering system of town, village, hamlet and farmstead evolved in response to the natural environment and movement routes. 	• Ensure that new development is responsive to the historical rural context, and avoid suburban type layouts, particularly "gated" estates, in rural areas. • Ensure that new developments within rural contexts are in sympathy with the topography, drainage patterns and microclimate. • Observe the siting of traditional farmsteads, usually nestled into north-facing hillslopes, near a source of water, in a copse of trees, overlooking the lands. They avoided visually-exposed, wind-swept hillcrests, and frost-prone valley bottoms. • Ensure that new buildings within historical precinct or werf' contexts are in sympathy with the scale, massing, layout and idiom of surrounding buildings.
Cultural features	**R.5** Respect cultural features of significance.	• Ensure that new development responds positively to special cultural features (e.g. farmsteads) by providing them with 'breathing space', respecting their settings and leaving public views uncluttered and unobtrusive.
Planting patterns	**R.6** Conserve traditional patterns of planting in cultural landscapes of significance. 	• Ensure that windbreaks, avenues, copses and place-defining or gateway planting is not needlessly destroyed by new development. • Reinforce or replace traditional patterns of planting where appropriate with suitable species.
Socio-historical places and patterns of access	**R.7** Maintain traditional movement patterns across rural landscapes or to places of socio-historical value.	• Avoid privatization or creation of barriers to traditional access routes. • Retain old roadways, which have been replaced by newer roads, for use as recreation trails.
Protected Landscapes	**R.8** Protect landscapes of cultural significance by means of legislation, zoning and/or guidelines.	• Use the provisions of the NHRA (for National or Provincial Heritage Sites and Heritage Areas), or through zoning schemes (Heritage Overlay Zones), e.g. Idas Valley PHS and Dwars River Valley Heritage Overlay Zone.

Figure 9: Extract from Oberholzer and Winter (2013) Heritage inventory regarding Guidelines and Policies for development in Rural Landscapes

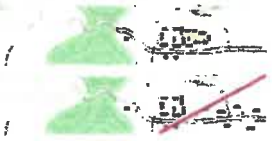
SCENIC ROUTES / PASSES	POLICY	GUIDELINES
Major scenic routes	**S.1** Protect and promote scenic routes and passes of regional, heritage and tourism significance, because of their cultural value and importance to the economy of the Western Cape. 	• Identify important scenic routes, particularly mountain passes / poorts, within each district, using the Provincial inventory contained in Part 1 of this study as a starting point. • Formally protect scenic routes of heritage significance through the provisions of the NHRA (National and Provincial Heritage Sites) or municipal zoning schemes (e.g. Scenic Overlay Zones and City of Cape Town's proclaimed scenic routes, such as Boyes Drive). • Prohibit obstruction of sea and mountain views along proclaimed scenic routes and avoid visual intrusions, such as inappropriate signage (billboards) and infrastructure, including transmission lines. Also, prevent the obstruction of views towards important cultural features. • Use by-laws to establish visual buffer zones with setbacks and height restrictions along scenic routes. (E.g. 100m setbacks for major national / provincial routes, and 30m for secondary routes, but these are dependent on view corridors and other local conditions).
Linking routes, networks and gateways	**S.2** Recognise the importance of linking routes that together with the scenic routes, provide valuable networks and gateways within the region.	• Identify important linking routes within each district and municipality, using the Provincial inventory contained in Part 1 of this study as a starting point. • Ensure that the scenic and linking routes form a coherent system, adding value to the network as a whole. • See the routes as important gateways to towns and other settlements, and to places of scenic or heritage significance, by means of appropriate signage and route markers for tourism purposes.
Landscape setting and design	**S.3** Respect the landscape setting and gateway qualities of important scenic routes and mountain passes, particularly those with a wilderness or rural setting.	• Ensure appropriate design of road verges, stormwater structures, fences, farmstalls and picnic sites, which should be in character with the natural or rural surroundings. (E.g. stone walls and picnic elements of Chapman's Peak Drive, Tradoux Pass and Outeniqua Pass). • Avoid over-engineered construction details, such as concrete kerbs and asphalt parking / pedestrian areas not in keeping with wilderness mountain areas. (E.g. Gydo Pass).
Thematic routes and trails	**S.4** Promote the local region by means of a range of scenic route themes, as well as rail and recreation trails.	• Establish and promote various route themes, such as wine routes, fynbos routes, birding routes, battle-site routes etc. Provide well-designed signage, maps and interpretive information at places of interest. • Consider resurrecting old wagon and rail routes, or historic donkey trails (E.g. Gamkaskloof), and using abandoned mountain pass roads for hiking, horse-riding or mountain-biking trails.

Figure 10: Extract from Oberholzer and Winter (2013) Heritage Inventory regarding Policies for Scenic Routes

5.4. Cape Floral Region World Heritage Site and Cape Winelands Biosphere Reserve

5.5.1 The Cape Floral Region Protected Areas World Heritage Site

The Cape Floral Region Protected Areas World Heritage Site was registered on the World Heritage List of UNESCO in 2004. The World Heritage Site comprises eight clusters in the Cape Floral Region, one thereof being the Boland Mountain Complex which includes part of the Stellenbosch Municipal area, particularly the Upper Mountain areas. The proposed site of development is not within these SM areas.

5.5.2 Cape Winelands Biosphere Reserve

"The essence of the biosphere reserve model is about the combination of three complementary functions: conservation (of landscapes, ecosystems, species and genetic variation); sustainable development (fostering economic development which is ecologically and culturally sustainable); and logistic support (promoting research, monitoring, education and training). These functions need to be implemented within a defined landscape, delimited according to a zonation system along a progression from preservation to sustainable resource use in the form of an inner core area, adjoining buffer zones and an outer transition zone."

The site of development falls within a transition area with the south western section, around Klapmutskop, being a Municipal Conservancy with ecological support areas on site.

5.6. Guideline for the Management of development on mountains, hills and ridges of the Western Cape

Key decision making criteria regarding development on mountains, hills and ridges, relevant to this VIA, are:

- to avoid inappropriate development (i.e. intrusive and consumptive development) on mountains, hills and ridges taking into account the character of the existing environment;
- to ensure that where development does take place, that its layout and design takes account of sensitive features and environmental constraints, thereby promoting environmentally sensitive development of projects on mountains, hills and ridges where development is authorized;
- to preserve landform features through ensuring that the siting of facilities is related to environmental resilience and visual screening capabilities of the landscape;
- to ensure that the scale, density and nature of the developments are harmonious and in keeping with the sense of place and character of the area.

Criteria to be evaluated in this VIA include:

- Density of development;
- Aesthetics (design, scale, layout);
- Location;
- Value in terms of 'sense of place';

- Character and nature of adjacent land use;
- Character of the general area; and
- Cumulative environmental impacts.

Environmental characteristics such as steep slopes (steeper than 1:4) and development on the crest of a mountain, hill or ridge will serve as key indicators of environmental sensitivity. The development pattern/s and the character of the area within which the proposed development will be situated must be described.

6. THE PROPOSED DEVELOPMENT

6.1. Site Location

The proposed development is on a number of farm portions namely:

- Parcel 1, on Portions 2 and 8 of Farm Weltevreden No. 744, (Paarl District), (proposed Light Industrial Development).
- Parcel 2, on Portion 6 of Klapmuts River Farm No. 742 (Paarl District), (the subject of a previous Environmental Application in 2008, for which authorisation was granted.) (Proposed higher density residential development and mixed use development in the northern extent)
- Parcel 3, on Portions Rem. of Klapmuts Rivier Farm No. 742 (Paarl District), Rem. Farm No. 742/5 (Paarl District)and a portion of Farm No. 1515 (Stellenbosch District), (proposed Stellenbosch Bridge Precinct development)

The proposed site is to the west of Klapmuts village and the Klapmuts River, south of the N1, Old Paarl Road and Wellington railway line.

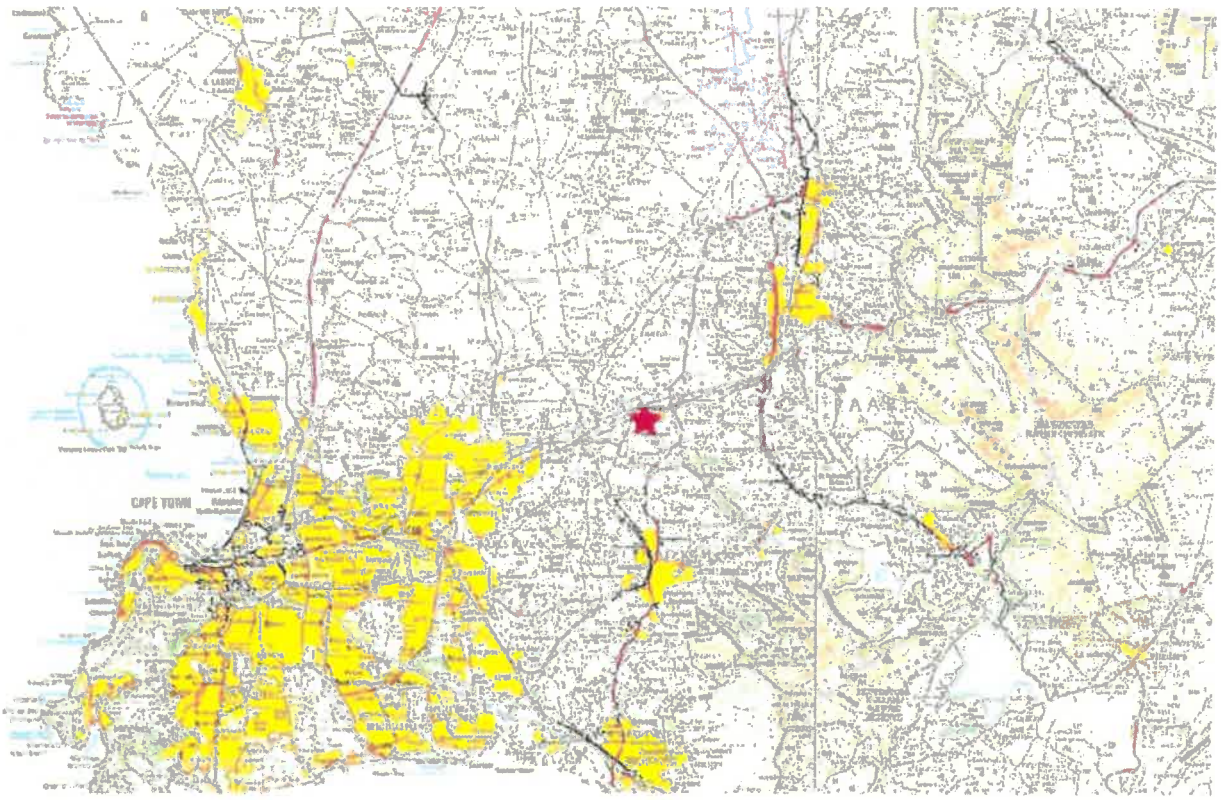


Figure 12: The site of proposed development indicated on a 1:250 000 topographical map

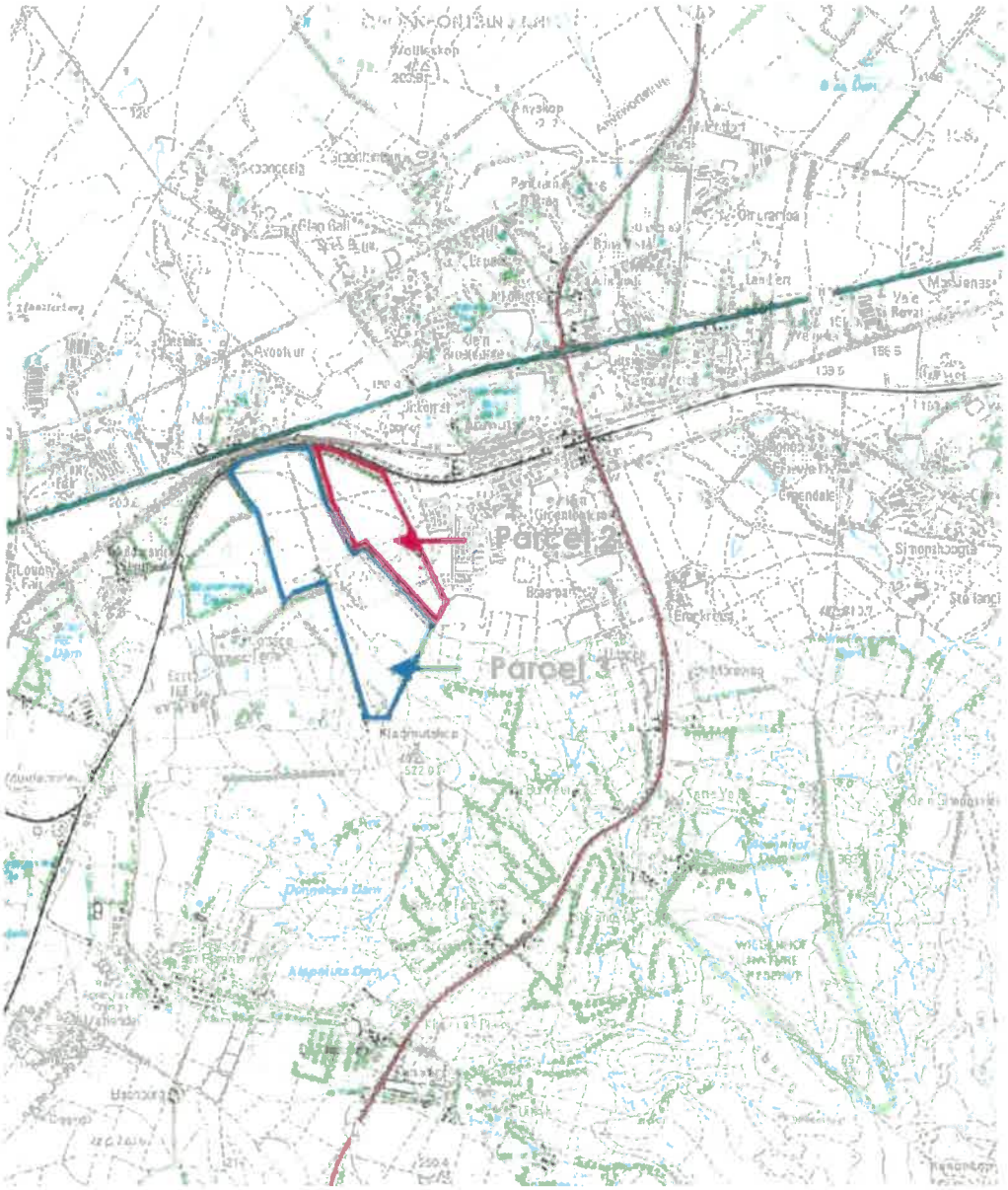


Figure 13: Location of the proposed site of development indicated on a 1:50 000 topographical map

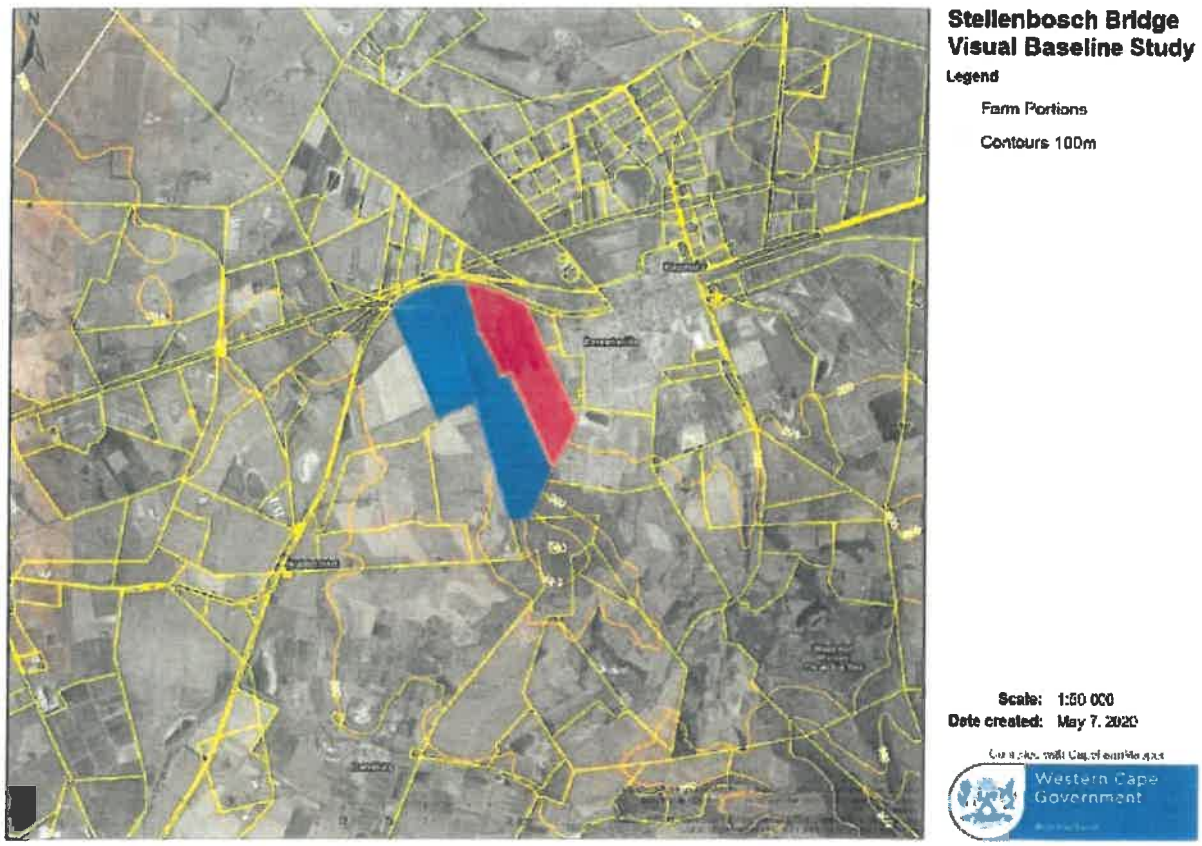


Figure 14: The site of the proposed Parcels 2 and 3 indicated on an aerial photograph indicating surrounding landuse and contours at 20m intervals (Source: CFM)

7. DEVELOPMENT DESCRIPTION

7.1 Preferred Alternative - Mixed Use Development

The current proposal is for a mixed use development:

Figure 15: Proposed Stellenbosch Bridge Mixed Use development on Parcels 2 and 3

7. VISUAL ASSESSMENT OF THE SITE AND PROPOSED DEVELOPMENT

7.1. Description of the Affected Area and the Scenic Resources

The scenic resources of the landscape in which the proposed Stellenbosch Bridge Development parcels of land are situated will be evaluated through identifying the underlying geology and the resulting landforms from weathering thereof, classifying the landuse patterns and vegetation cover, identifying prominent landscape features, scenic routes and ultimately Scenic Resources.

Geology and Topography - Landscape Types:
The older geological components are of the Malmesbury shales and these are the lower lying, gently rounded, rolling hills present to the north and west of the site predominantly and include the Tygerberg Hills. The intrusive Cape Granites are prominent rounded landforms which rise out of the shales to form Perdeberg, Paarl Mountain, Skurweberg, Bottelaryberg, Lions Head and Devil's Peak. The Klipheuwel Deposits are more resistant to weathering and form Klapmutskop, Joostenberg and Klipheuwel. Sandstone series form the high rugged Cape Fold Mountains including Table Mountain, Drakenstein Mountains, Simonsberg and Groot Drakenstein Mountains. The tertiary Sands, are a result of either erosion or by wind blown sands and are generally low lying and flat.

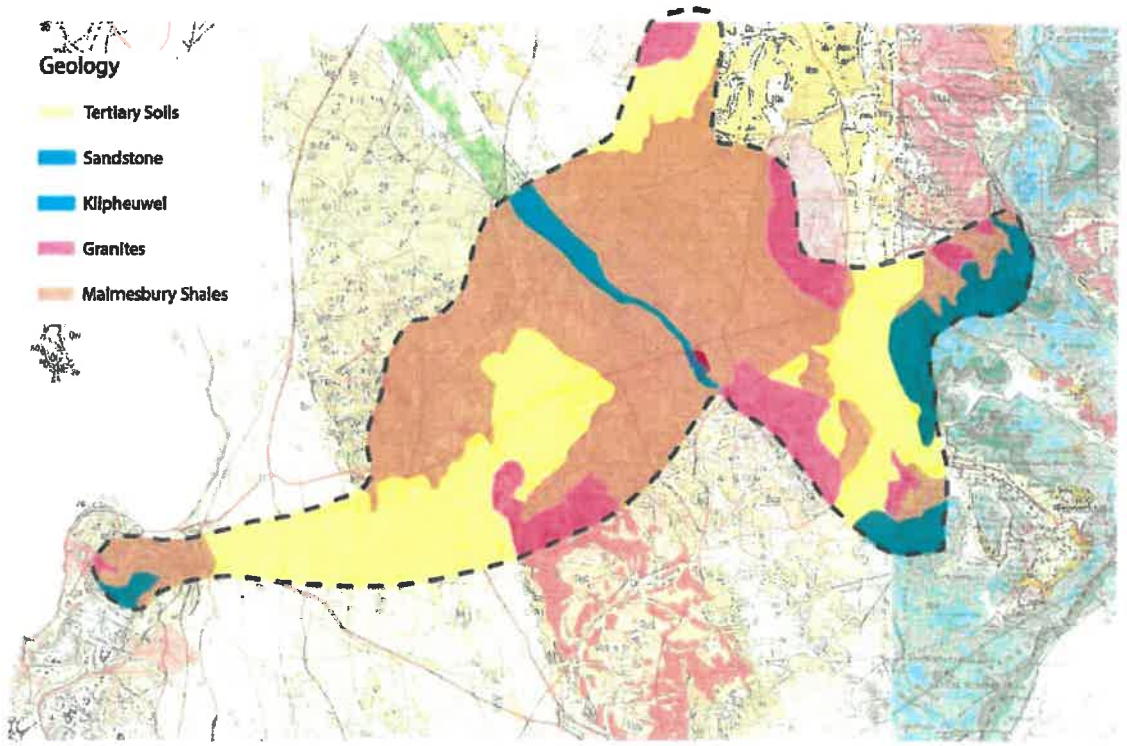


Figure 16: The geological formations that, together with weathering processes, define the landforms, and landscape of the study area

The proposed Stellenbosch Bridge Development is situated on the lower slopes of the Klapmuts Kop, which is the southern extent of the Klipheuwel Group of deposits. These deposits formed rocks that are more resistant to weathering and form the series of 'koppies' including Joostenberg and Klipheuwel, which run to the north west of Klapmuts.

Photo Plate 1 - Klapmutskop and Joostenberg are of Klipheuwel Deposits, more resistant to weathering resulting in "koppies" and related ridgelines in the landscape

Photo Plate 2 - View north from the slopes of Kanonkop, with Joostenberg rising above the adjacent weathered shales

To the north and west of the site, the landscape is characterised by gently rolling hills comprised of the older Malmesbury shales. Higher lying landforms, Tygerberg, Kanonkop and Rondebossie Berg, define the area and landscape in the west. Lower hills such as Wolvieskop, and Anysberg to the north east of the site and some un-named hills to the west and south west of the site, provide landforms that are significant enough to play a role in the Zone of Visual Influence discussed in 7.2.2.

Photo Plate 3 - View north west from the slopes of Kanonkop, with Tygerberg, Kononkop and Rondebossieberg in the distance

Photo Plate 4 - View north east from the slopes of Klapmutskop, showing Wolvieskop and Anysberg

The Cape Granite Suite of intrusive rocks rise above the valleys, plains and hills, to further characterise and define landscape. These rocks form prominent features surrounding the sites to the south, east and north and include Bottelaryberg to the south west, Skurweberg and Klein Simonsberg to south east, Paarl Rock to the west and Perdeberg to the far north.

Photo Plate 5 - View south west from the slopes of Kanonkop, showing Bottelaryberg

Photo Plate 6 - View south east from the site showing Skurweberg on right and Klein Simonsberg in centre

Photo Plate 7 - View north and north east from the site showing Perdeberg (left) and Paarl Mountain (right)

Further away, the sandstone mountains of Simonsberg and Stellenboschberg to the south, Drakensteinberg to the east and Table Mountain to the west form massive backdrops to the scenery.

Photo Plate 8 - Simonsberg south east of site

Photo Plate 9 - Drakenstein Mountains east of site

The Klapmuts, Mosselbank and Plankenburg River and their tributaries have eroded their courses through these hills further shaping the landforms.

The Klapmuts River and valley is to the east of the site, draining the eastern slopes of Klapmutskop, the northern slopes of the Skurweberg and western slopes of Klein Simonsberg. It forms steep sided valleys in the granite slopes before reaching the wider, upper valley, flood plain between Klapmutskop and Klein Simonsberg, below the site. Thereafter it flows perennially between the relatively flat but gently rounded shale hills till its confluence with streams from Perdeberg, thereafter flowing into the Mosselbank River near Klipheuwel.

Photo Plate 10 - Klapmuts River valley, east of site, with slopes of Klapmutskop in background

The north western slopes of Klamutskop drain into the upper Mosselbank River reaches which flows northwards across the gently sloping hills. The western slopes drain south westward into non-perennial streams, whose courses are interrupted but identified by farm dams, eventually spilling into the Plankenberg River which in turn flows into the Eerste River at Stellenbosch.

Prominent landscape features in the landscape are the higher lying hills and mountains (Klapmutskop, Skurweberg [and associated Kanonkop], Bottelaryberg, Paarl Mountain, Perdeberg, Tygerberg [and associated Kanonkop], Rondebossieberg and Joostenberg). These are of scenic interest.

The landscape in the study area, with the exception of the 'koppies' and mountains which remain mostly natural, have mostly been transformed by agriculture and development.

Immediately east of Klapmutskop lies the village of Klapmuts/Bennetsville, surrounded by rural development.

Photo Plate 11 - Rural Village of Klapmuts at toe of Klapmutskop

To the south, south west and east, vineyards and orchards are cultivated on the granite hills, and are protected by windrows of tall trees.

Photo Plate 12 - Vineyards and orchards

To the north, annual crops are cultivated on the shale hills with chicken batteries, piggeries, sheep and beef farming evident.

Photo Plate 13 - Annual crops, chicken batteries and stock farming to the north

Clusters of farmstead buildings are scattered across the rural landscape protected by large tree rows and clumps with small farm dams at regular intervals along the streams.

Photo Plate 14 - Clusters of farmsteads. Trees and farm dams

The upper, steeper slopes of Perdeberg, Paarl Mountain, Skurweberg, Klein Simonsberg, Bottelaryberg, Joostenberg and Klapmutskop are uncultivated and naturally vegetated with some areas being formally protected. Theses protected areas include Paarlberg Nature Reserve on top of Paarl Mountain, Wiesenhof Private Nature Reserve on the northern slopes of Skurweberg, Koopmanskloof Private Nature Reserve on the north western slopes of Bottelaryberg and Klapmutskop Conservancy around the Klapmuts Kop. Two smaller Nature Reserves are found in lower lying areas north of the site and N2, surrounded by cultivation namely Joostenburg Nature Reserve and JN Briers Louw Nature Reserve. The whole Stellenbosch Municipality falls within the Cape Winelands Biosphere Reserve with parts thereof within the Boland Mountain Complex of the Cape Floral Kingdom World Heritage Site .

Photo Plate 15a and 15b - left - the upper slopes of the Simonsberg and Skurweberg mountains are conserved as Nature Reserves, right - the upper slopes and peak of Klapmuts Kop is a conservancy

To the west, glimpses of the City of Cape Town's urban development can be seen at a distance of about 10kms away, through lower lying saddles between hills.

Photo Plate 16 - Glimpses of the City of Cape Town in the distance

The ***scenic resources*** of the **surrounding area,** are defined by the:

- naturally vegetated, **rugged mountains and koppies**, usually conserved;
- cultivated and sometimes intensively farmed **rural landscape** on the lower foothills and rolling landscapes;
- **rural settlements** including farmsteads and Klapmuts village, the latter's aesthetic historic core has been more recently compromised by unsympathetic residential development (although this is still contained); and
- **roads and railways,** some roads or parts thereof rated as **Scenic Drives**, others as major transport corridors.

These scenic resources are rated as ***High to very High*** *(rural and wilderness).*

The **scenic resources** of the **Parcel 2 site** can be described as **natural, rural and rural village and is highly rated**

The **scenic resources** of the **Parcel 3 site** can be described as **natural, rural and rural village and is highly - Very Highly rated**

7.2. Visibility of the proposed development

7.2.1. View Catchment

The geographical area from which the project will theoretically be visible, known as the view catchment area, is dictated primarily by topography.

Parcel 2 of the proposed development is situated on a predominantly east to north east facing slopes of Klapmutskop.

Parcel 3 is on higher lying slopes of Kanonkop, above Parcel 2, with the western portion of the site straddling the ridgeline into the adjacent valleys, resulting in this parcel of land having a greater viewshed.

The viewshed of Parcel 2 is defined by the higher lying hills that form the eastern catchment line of the Klapmuts River between 5 kms east and 25km's to the north. Klapmutskop and Skurweberg form the viewshed to the south and south east at 1km and 7kms respectively. The ridgeline from Klapmutskop running north westward creates the Viewshed to the west at 500m - 10 kms.

Figure 17: Viewshed of Parcel 2 (circles are 5km radii from site)

The Viewshed of Parcel 3 is the same as that of Parcel 2 in the south, south east, east and north, namely 2kms to south, 7kms to south east, 5kms to the east and 25 kms to the north but extends 40kms to the west and 15kms to the south west, because the upper western edge of the site straddles the Klapmutskop northern running ridgeline.

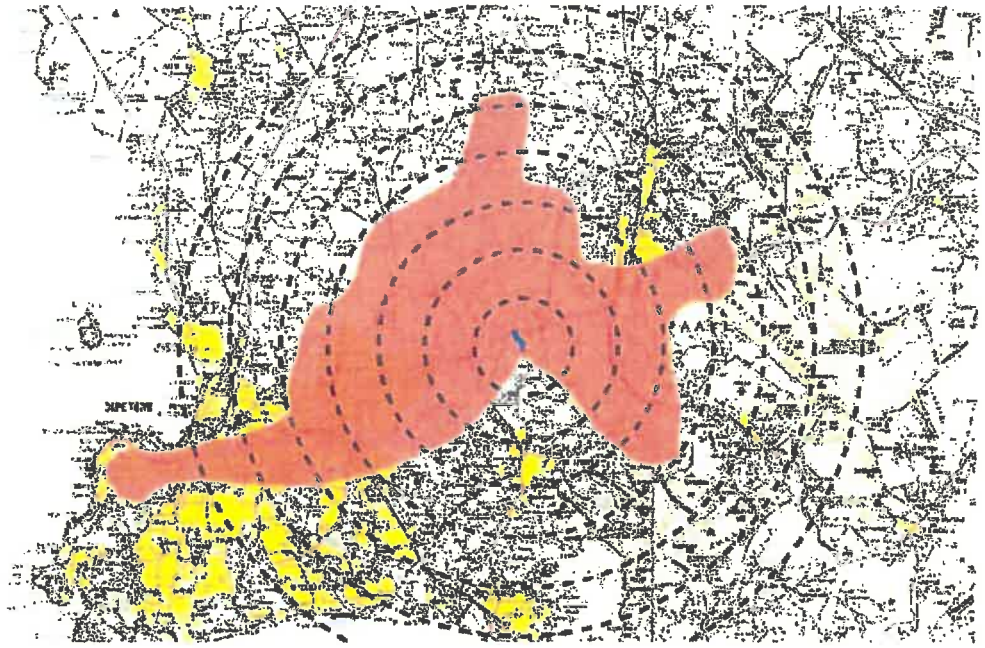


Figure 18: Viewshed of Parcel 3 (circles are 5km radii from site)

7.2.2. Zone of Visual Influence

Distance, vegetation, landforms and buildings will reduce the area from which the site will be seen. This reduced area is the zone of visual influence (ZVI).

The ZVI of Parcel 2 is reduced by distance, ridgelines, hills and "koppies" as follows:

- 1 km in the south and west, by Klapmutskop and it's northern ridgeline;
- Up to 7kms in the south east along the Skurweberg ridgeline
- 5 kms in the east along the Klein Simonsberg and associated ridgeline;
- 9 kms in the northeast to Paarl Mountain; and
- 7,5kms to Joostenberg in the north.

The ZVI of Parcel 3 will be

- 1 km in the south to Klapmutskop;
- Up to 7kms in the south east along the Skurweberg ridgeline
- 5 kms in the east along the Klein Simonsberg and associated ridgeline;
- 9 kms in the north east to Paarl Mountain;
- 7,5 kms to Joostenberg in the north; and along ridge lines to
- 6,5 kms in the southwest - to a hill top

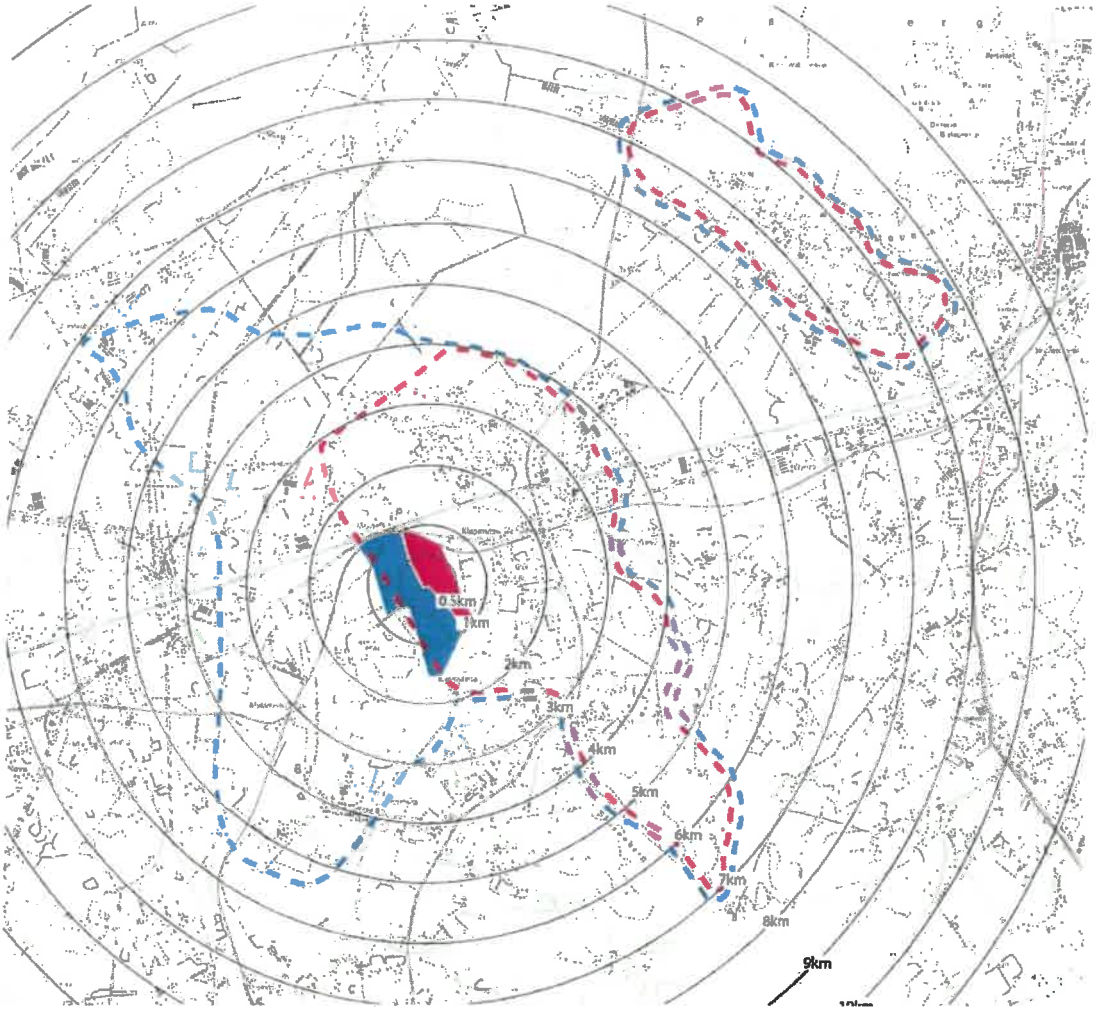


Figure 19: The ZVI of the proposed development on Parcel 2 and Parcel 3.

Within these areas, parts of the site will be obscured by trees or landforms or buildings or any combination thereof.

*The ZVI for the proposed development on Parcel 2 is restricted to the upper Klapmuts River Valley and **local** area, ranging from 500 m's to approximately 9,5 km's*

*The ZVI for the proposed development Parcel 3 is greater and possibly **local to regional** as it straddles into the Mosselbank and Plankenburg upper river valleys, with distances ranging between 2 and 9,5 kms*

7.2.3. View Corridors

Numerous roads pass the site or have sight of the site in the vicinity thereof. Some have been proclaimed Scenic Routes in terms of the recent SDF reports (Stellenbosch and Drakenstein). These include the R44, between Stellenbosch, past Klapmuts to Wellington, the N1 between Paarl and Kuilsriver, the Old Paarl Road (R101) and Simondium Road. The Wellington - Bellville/ Stellenbosch railway line, is also a View Corridor from which the proposed sites and development on Parcels 2 and 3 will be seen.

The R44, R301 and Simondium Road, being sensitive scenic routes, have been studied here as well as the N1 route, which carries commuter and tourist traffic.

7.2.3.1 R44

The proposed sites, or parts thereof, will be seen from a 10,5 km section of the R44 as it passes Klapmuts. 3 km's south of Klapmuts and 7,5 km's north of Klapmuts.

Five viewpoints (VP 1 – 5), positions indicated on Figure 20 below, illustrate the visibility of the proposed site of development parcels along this corridor.

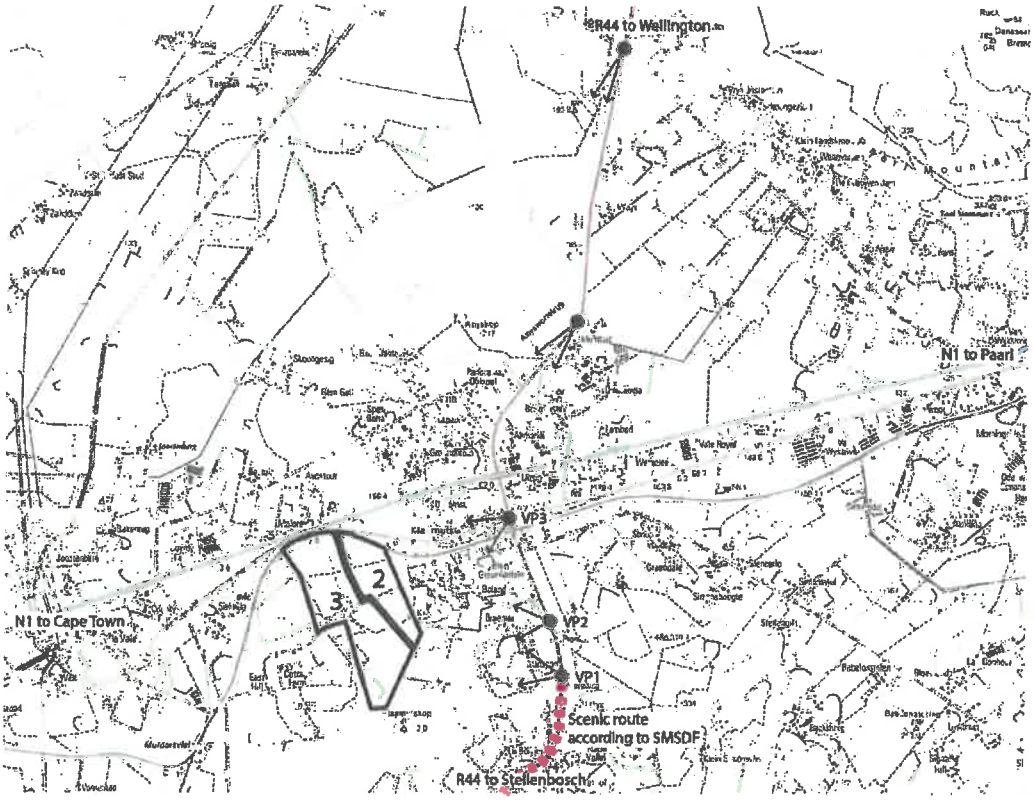


Figure 20: Identified viewpoints along R44 View Corridor (VP1-VP5) of the site.

***Viewpoint 1 (VP1)*: From the R44 at the Gravel Junction entrance, approximately 3km south east of the site.**

Views to the north west will see the upper portions of Parcel 2. Trees will obscure the proposed development on the lower slopes.

Views to the north west will see the full extent of Parcel 3 that is on the east facing slopes and ridgeline of the Klapmutskop.

Photo Plate 18: The eastern portions of the site will be visible from the R44 south of Klapmuts, approximately 3kms to the south east of the site.

***Viewpoint 2 (VP2)*:** from the R44 at the approximately 3 kms east of the site. From here, the sites and proposed development on Parcels 2 and 3 will be seen.

Photo Plate 19: View of the proposed site of development, 3 kms south of the site, at the Purple Kitchen entrance road. The southern portion of Parcel 2 will be seen and a small part of Parcel 3 will be seen

***Viewpoint 3 (VP3)*:** From the intersection of the R44 and R101 (Old Paarl Road), at the entrance to Klapmuts Village. This point is 2 kms from the borderline between Parcels 2 and 3. Looking west from this point:

- a very small part of the proposed Parcel 2 site and development, on the upper slopes of the northern extent will be visible. Klapmuts village street trees in the fore - midground will obscure most of the proposed development.

- more of the proposed Parcel 4 site and development will be visible. Klapmuts village street trees in the fore - midground will obscure parts of the proposed development.

Photo Plate 20: Small parts of the proposed development on Parcel 2 will be seen, most will be obscured by the trees in the foreground, while more of the proposed site and development Parcel 3 will be visible, particularly on the ridgeline

Viewpoint 4 (VP4): from the R44, approximately 5 kms from from the borderline between Parcels 2 and 3.

Looking south west from this point:

- much of the southern extent of the proposed site and development of Parcel 2 will be visible, with a small part of the northern extent.
- the south eastern extent of the proposed Parcel 3 site and development will be visible. The ridge line is clearly visible.

Photo Plate 21: Small parts of the proposed development on Parcel 2 will be seen, most will be obscured by the trees in the foreground, while more of the proposed site and development Parcel 3 will be visible, particularly on the ridgeline (photo to be updated)

Viewpoint 5 (VP5): from the intersection of the R44 and road going past Landskroon, Fairview and other wine farms, approximately 9 kms from the borderline between Parcels 2 and 3.

Looking south west from this point:

- much of the southern extent of the proposed site and development of Parcel 3 will be visible, with a small part of the northern extent.
- most of the proposed site and development of Parcel 3 will be visible. The ridge line is particularly visible.

Photo Plate 22: Most of the southern portion of the proposed site and development on Parcel 2 will be seen, with little of the northern portion visible. All the proposed Parcel 3 site and development on the eastern slopes and ridgeline will be visible.

7.2.3.2 N1 National Road

The proposed sites, or parts thereof, will be seen from most of a 9 km section of the N1 as it passes Klapmuts. 4 km's east of the R44 off/on ramps and 5 km's west of the R44 on/off ramps. Six viewpoints (VP 6 – 11), positions indicated on Figure 21 below, illustrate the visibility of the proposed site of development parcels along this corridor.

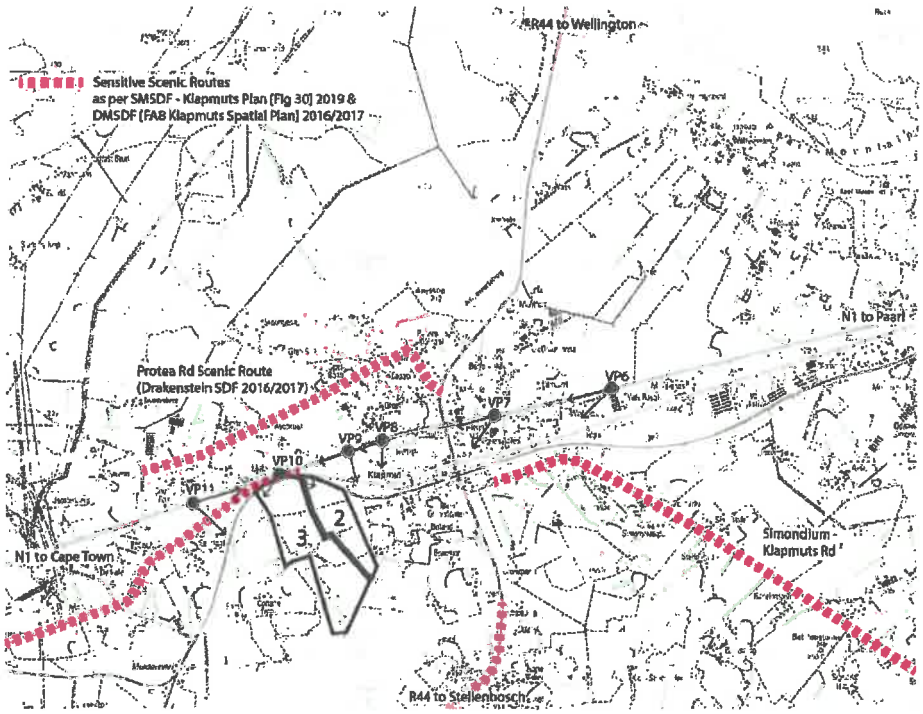


Figure 21: Identified viewpoints along N1 View Corridor (VP6-VP11) of the site.

Viewpoint 6 (VP6): from the N1, approximately 5 kms east of the borderline between Parcels 2 and 3, east of the R44 off/on ramp

Looking west from this point:

- none of the proposed site and development of Parcel 3 will be visible.
- Only the south eastern extent of the proposed Parcel 4 site will be visible. Currently no development is proposed on this portion of land

Photo Plate 23: (VP6) The south eastern extent of the proposed Parcel 3 site will be visible. No development is currently proposed on this portion.

Viewpoint 7 (VP7): from the N1, approximately 3 kms east of the borderline between Parcels 2 and 3, east of the R44 off/on ramp

Looking west from this point:

- Most of the proposed site and development of Parcel 2 will be visible.
- Most of the proposed Parcel 3 site and development will be visible, with the exception of the proposed development on the western slopes of Klapmuts.

Photo Plate 24: (VP7) Taken from the N1, approximately 3 kms east of the site, looking west

Viewpoint 8 (VP8): 1km west of the R44 intersection, and approximately 1,5 kms from the borderline between Parcels 2 and 3. Looking west from this point:

- Probably very little to none of the proposed Parcel 3 site and development will be visible,
- The north eastern portion of the proposed Parcel 4 site and development will be visible, including the ridgeline.

Photo Plate 25: (VP8) Photograph taken from the N1 1,5 kms north east of the proposed parcels of land.

Viewpoint 9 (VP9): looking south west from the N1, within 1km of the proposed parcels and development:

- Probably very little to none of the proposed Parcel 2 site and development will be visible,
- Most of the proposed Parcel 3 site and development will be visible, including the ridgeline.

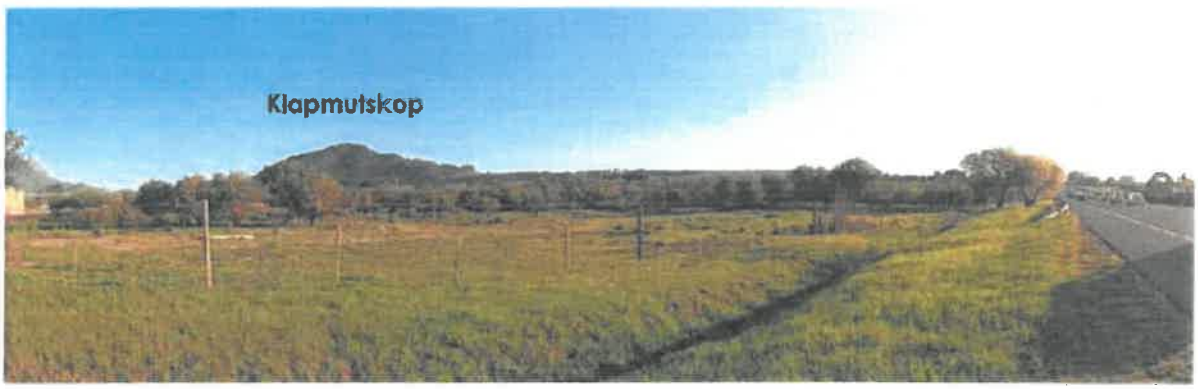


Photo Plate 26: (VP9) Photograph taken from the N1 within 1km of the site, looking south east to proposed Parcel 4 site and ridgeline

Viewpoint 10 (VP10): from the N1, on the ridgeline adjacent to the proposed site, within 100m's of the site.

- none of the proposed Parcel 2 site and development will be visible,
- the proposed Parcel 3 site and development on the upper north eastern slopes of the site, will be visible. The ridgeline is visually prominent.

Photo Plate 27: (VP10) View south from the N1, looking across the R101 (Old Paarl Road) and railway line to the proposed Parcel 3 site and development. Simonsberg in the background, Klapmutskop centre.

Viewpoint 11 (VP11): from the N1, west of the proposed Parcel 3 site of development. Looking south east, approximately 1km from the site. The proposed development on the western upper slopes of the Parcel 4 site will be visible from the N1

Photo Plate 28: (VP11) Photograph taken from the N1 west of the site, looking south east, approximately 1km from the Parcel 4 site.

7.2.3.3 R101, Old Paarl Road and Simondium Road

The proposed Parcels 2 and 3 sites, or parts thereof, will be seen from parts of a 7 km section of the R101 as it passes the site. This section comprises 2 km's east of the site and 5 km's west of the site.

The proposed Parcels 2 and 3 sites, or parts thereof, will be seen from an approximate distance of 1,5kms of the Simondium Road as it approaches the R44 and Klapmuts from the east.

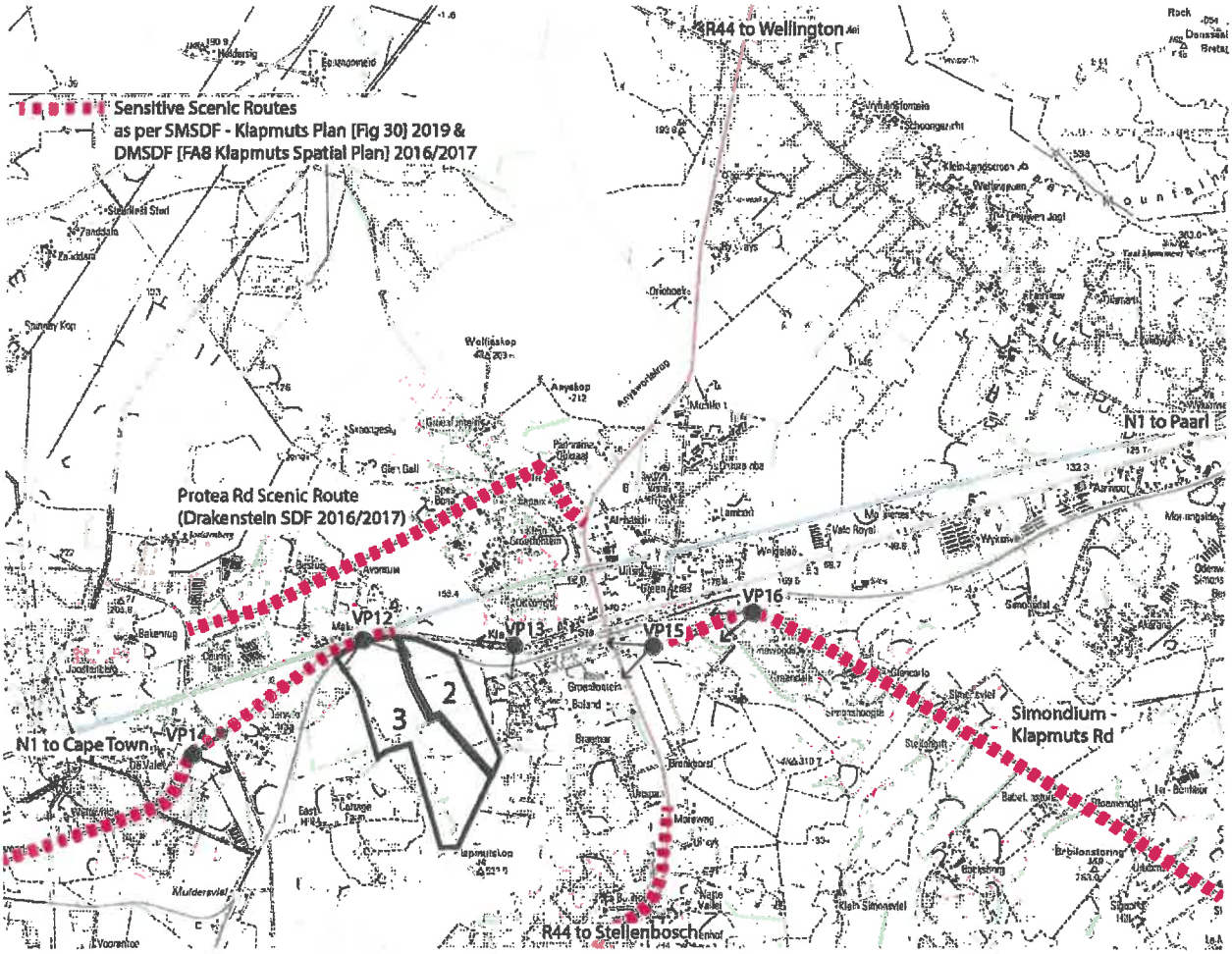


Figure 22: Identified viewpoints along R101 and Simondium Road View Corridors (VP12-VP16) of the site.

Viewpoint 12 (VP12): from the R101, immediately adjacent and north of the site of Parcel 3. Looking south from this point:

- none of the proposed site and development of Parcel 2 will be visible.
- the northern extent of the proposed Parcel 3 site will be visible.

Photo Plate 28: Photograph taken from the R101 immediately north of the site, looking south at the Parcel 3 site, beyond the railway line.

Viewpoint 13 (VP13): from the R101, east of the site of Parcels 2 and 3.

Looking west from this point:

- higher lying parts of the northern section of the proposed site and development of Parcel 2 will be visible.
- the areas on the east facing slopes and the ridgeline of the proposed Parcel 3 site will be visible.

Photo Plate 29: from the R101, east of the site, on the western extent of the existing Klapmuts Village, looking west

Viewpoint 14 (VP14): from the R101, west of the site of Parcels 3.

Looking east from this point:

- No parts of the proposed site and development of Parcel 2 will be visible.
- the areas on the west facing slopes and the ridgeline of the proposed Parcel 3 site will be visible.

Photo Plate 30: looking east from the R101 towards the proposed site of development - the west facing slopes and ridgeline are visible from this point

7.2.3.4 Simondium Road, as it approaches Klapmuts from the east

The proposed Parcels 2 and 3 sites, or parts thereof, will be seen from a distance of approximately 1,5kms of this road as it approaches the R44 and Klapmuts from the east. Only 1km of this section, i.e. the section further east, is a Scenic Route

Viewpoint 15 (VP14): from Simondium Road, at the intersection with the R44, east of the proposed site of Stellenbosch Bridge

- higher lying parts of the of the proposed site and development of Parcel 2 will be visible.
- the areas on the east facing slopes and the ridgeline of the proposed Parcel 3 site will be visible, although some parts screened by trees and signage in the foreground.

Photo Plate 31: Photograph taken east of the proposed Stellenbosch Bridge site, from Simondium Road at the intersection with the R44, looking at the southern portions of Parcel 2 and Parcel 3 sites.

Viewpoint 16 (VP14): from Simondium Road, 4kms east of the proposed Stellenbosch Bridge site.

- the southern and central areas of the proposed site and development of Parcel 2 will be visible.
- the southern and central areas on the east facing slopes, and the ridgeline, of the proposed Parcel 3 site will be visible.

Photo Plate 32: Photograph taken from Simondium Road, 4kms east of the proposed Stellenbosch Bridge site, looking at the southern and central portions of Parcel 2 and Parcel 3 sites.

7.3. Receptors

The level of visual impact considered acceptable is dependent on the type of receptors.

- ***High sensitivity – e.g. residential areas, nature reserves and scenic routes or trails;***
- ***Moderate sensitivity – e.g. sporting or recreational areas, or places of work;***
- ***Low sensitivity – e.g. industrial or degraded areas.***

Highly sensitive receptors include:

- Residential areas:
    - farmsteads and small holdings to the west, north and east of the site will be highly sensitive receptors of the parcels of land, these include wineries that are tourist destinations;
    - the residential settlement of Klapmuts and Benneton; and
    - the Grade II Cultural Landscape.

- Scenic routes:
    - R101 till the common boundary of Parcels 2 and 3, (north eastern corner of Parcel 3 and north western corner of Parcel 2), is a scenic route in terms the SM SDF;
    - R44 from the Klapmutskop - Skurwerberg saddle till 1,5kms to the R44/R301 intersection; and
    - the western extent of Simondium Road (to be verified on site)

- Nature Reserves:
    - Winelands Biosphere Reserve
    - Wiesenhof Private NR,
    - Paarlberg NR; and
    - Greater Simonsberg Conservancy including Klapmutskop.

Moderate sensitivity receptors include:

- Places of work on adjacent farms,

Low sensitivity receptors include:

- Industrial areas within the study area e.g. Klapmuts Industrial Area;
- Substation and Refuse Transfer station
- Powerline servitudes

*The receptors within the ZVI are inclusive of those rated as **low** to **highly** sensitive.*

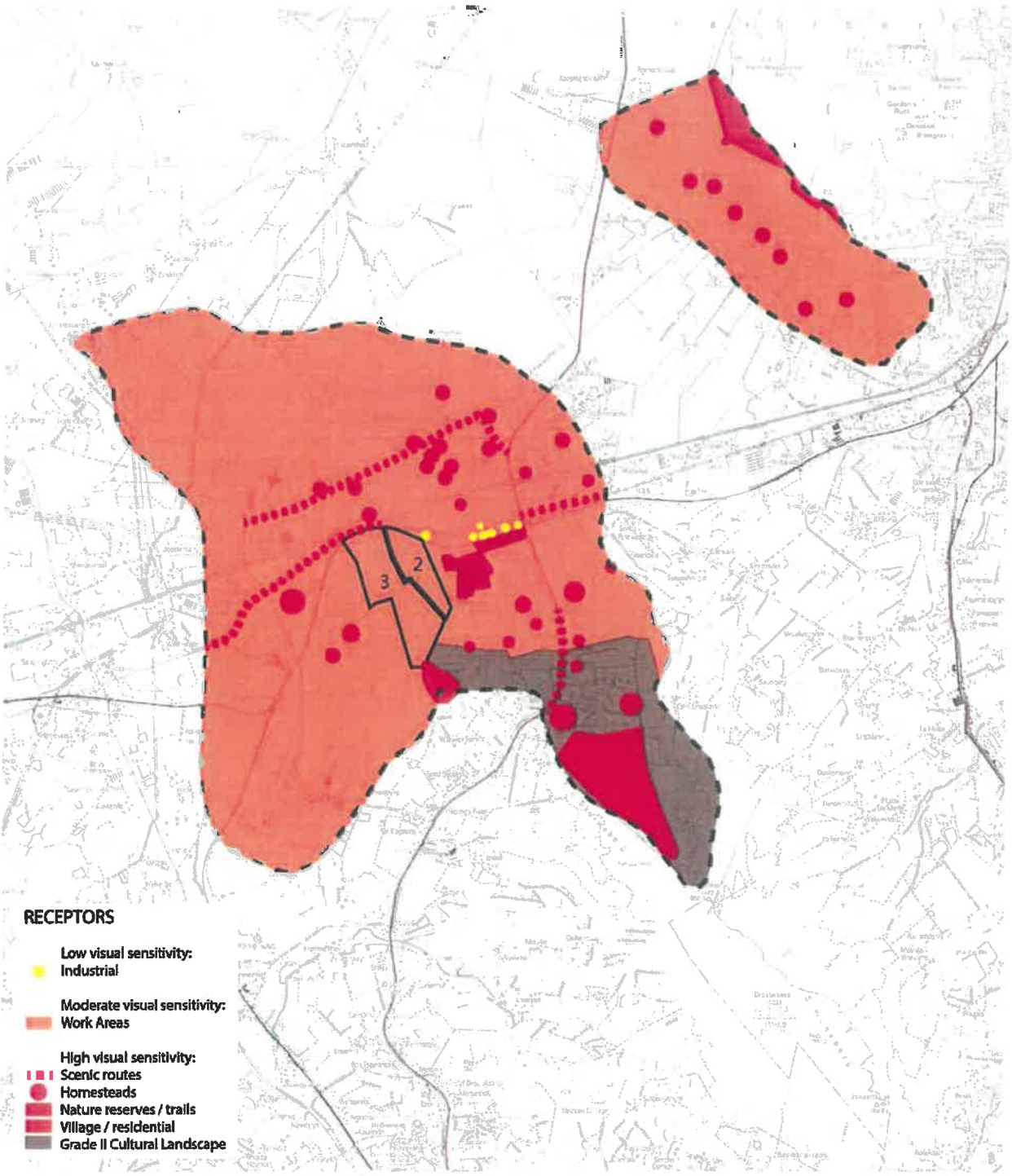


Figure 23: Receptors around the site

7.4. Visual Absorption Capacity

Visual Absorption Capacity is the potential of the landscape to conceal the proposed project

- ***High VAC* – e.g. effective screening by topography and vegetation;**
- ***Moderate VAC* - e.g. partial screening by topography and vegetation;**
- ***Low VAC* - e.g. little screening by topography or vegetation.**

Much of the site of development of Parcel 2 is situated on the lower slopes of Klapmutskop and is partially to mainly screened by trees and buildings on adjacent areas.
***The VAC of the Parcel 2 site is Moderate* e.g. partial screening by topography and vegetation.**

Parcel 3 is on a ridgeline and upper slopes and visible from a relatively wide area with minimal screening being provided. This hilltop/ridgeline provides screening of most of the Parcel 2 and minimal areas of Parcel 3, from the west. Little screening is provided by clusters of Eucalyptus trees on and around the site.
The VAC of the Parcel 3 site is low e.g. little screening by topography and vegetation.

7.5. Visual Intrusion

Visual Intrusion is defined as the level of compatibility or congruence of the project with the particular qualities of the area, or its 'sense of place'. This is related to the idea of context and maintaining the integrity of the landscape or townscape.

- ***High visual intrusion* – results in a noticeable change or is discordant with the surroundings;**
- ***Moderate visual intrusion* – partially fits into the surroundings, but clearly noticeable;**
- ***Low visual intrusion* – minimal change or blends in well with the surroundings.**

The proposed mixed use development on Parcel 2 is situated on the lower east facing slopes close to existing residential and mixed use development. It will both blend in well /partially fit into the surroundings. ***Moderate to Low visual intrusion***

The proposed mixed use development on Parcel 3 is situated on the upper east facing slopes , ridgeline and upper west facing slopes and will be highly noticeable.
The proposed development results in a noticeable change on the eastern slopes and will be discordant with the rural surroundings on the ridgeline and western slopes.

***High visual intrusion* – results in a noticeable change to the east and is discordant with the rural surroundings to the west, south and north.**

8. VISUAL SENSITIVITY OF THE PROPOSED SITE

The Visual Sensitivity of the site is based on the inherent site sensitivity namely topography, landforms, slope grades, land use, vegetation and special features.

The surrounding landscape is rural and natural with scenic resources that are very highly rated. So highly rated that they have protection status in terms of the Cape Winelands Biosphere Reserve and parts thereof are Grade II suggested in the Draft Cape Winelands Heritage Landscape. These are overarching aspects that add to the sites sensitivity.

8.1 Topography

The existing topography (contour levels/height above mean sea level) of the site can be described as being either Highly, Moderately or Less Visually Sensitive depending on the elevation above the surrounding landscape. The Figure below illustrates the 3 levels of sensitivity. Those areas below 200m are generally less visually sensitive as they are relatively low lying. Those areas between 200m and 230/240m are moderately visually sensitive as they are relatively higher lying and more visible. Those areas above approximately 230/240m are highly visually sensitive as they are elevated and highly visible and include the upper slopes of Klapmutskop.

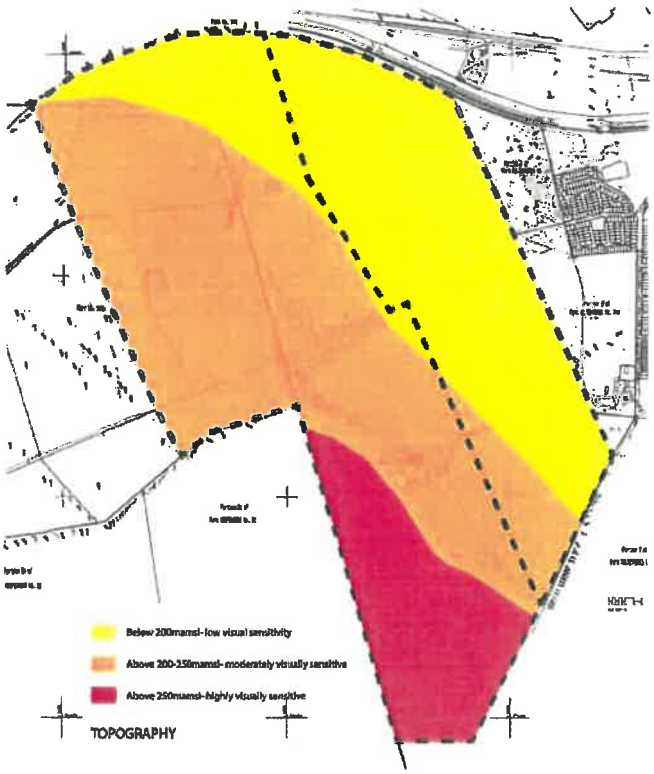


Figure 24: Visual Sensitivity of the Site - Topography

8.2 Landforms

The existing landforms of the site are either visually exposed, such as ridgelines, moderately exposed such as hillsides or visually enclosed like valleys or flat surfaces.

Figure 25 below illustrates the 3 levels of site sensitivity resulting from Landforms.

The small valley and low lying flat land are both visually enclosed providing some level of visual screening - these areas are generally less visually sensitive.

The hill slopes are moderately visually sensitive as they are relatively visually exposed and more visible.

The ridgeline from Kanonkop northwards is visually exposed as there is no 'background' to these areas and are highly visible and therefore highly visually sensitive.

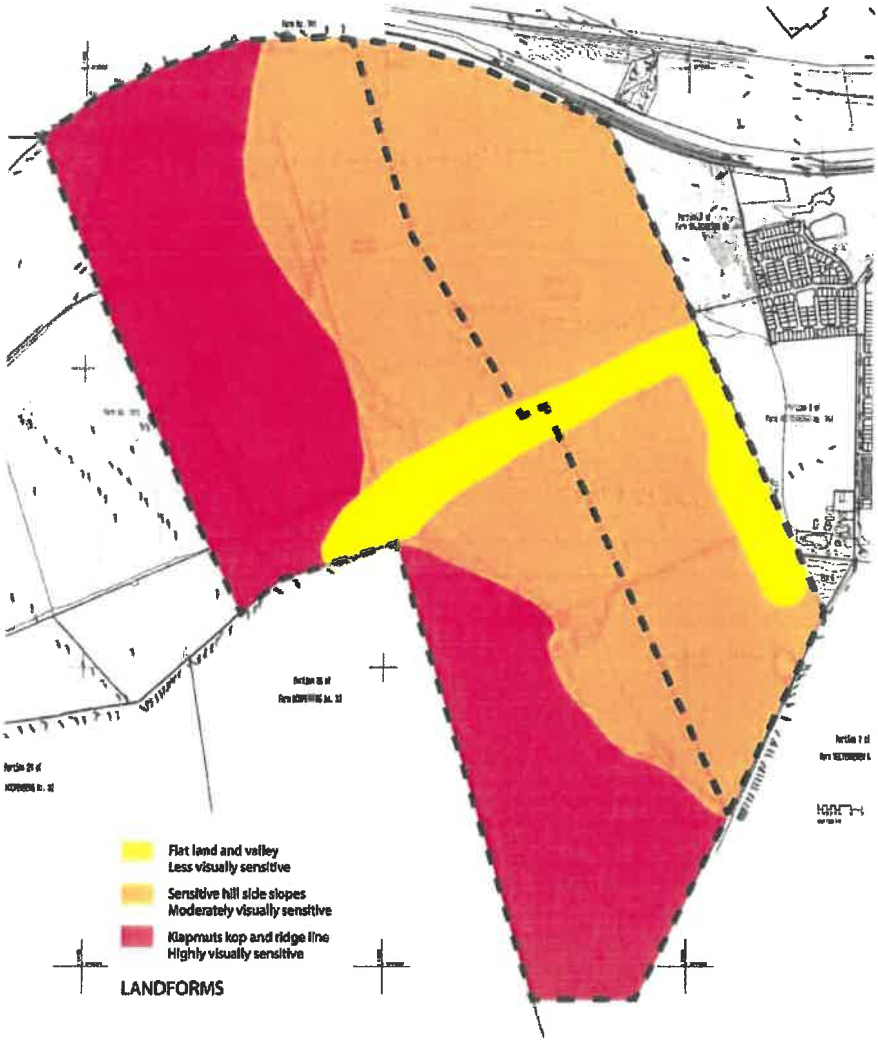


Figure 25: Visual Sensitivity of the Site - Landforms

8.3 Slope Gradients

The slope gradients are analysed as either:

- Flat - where the grade is less that 1:10 and will be less visible and visually sensitive as the land is generally flat and won't require large cuts or fills for development:
- Moderate - where the grade is between 1:10 and 1:4 and will be moderately visible and visually sensitive. The land is gently sloping and will require moderate terracing for development with resulting cut or fill slopes that will be able to be mitigated.
- Steep - where they are steeper than 1:4 and will be highly visible if developed on as large scale terracing with resulting cut and fill slopes which will be highly visible and therefore Highly Visually Sensitive

The slope grades have been calculated from the survey plan provided, which does not cover the south western portion of the site. The 1:50 000 topographic map contours have been used to calculate the slope grades here.

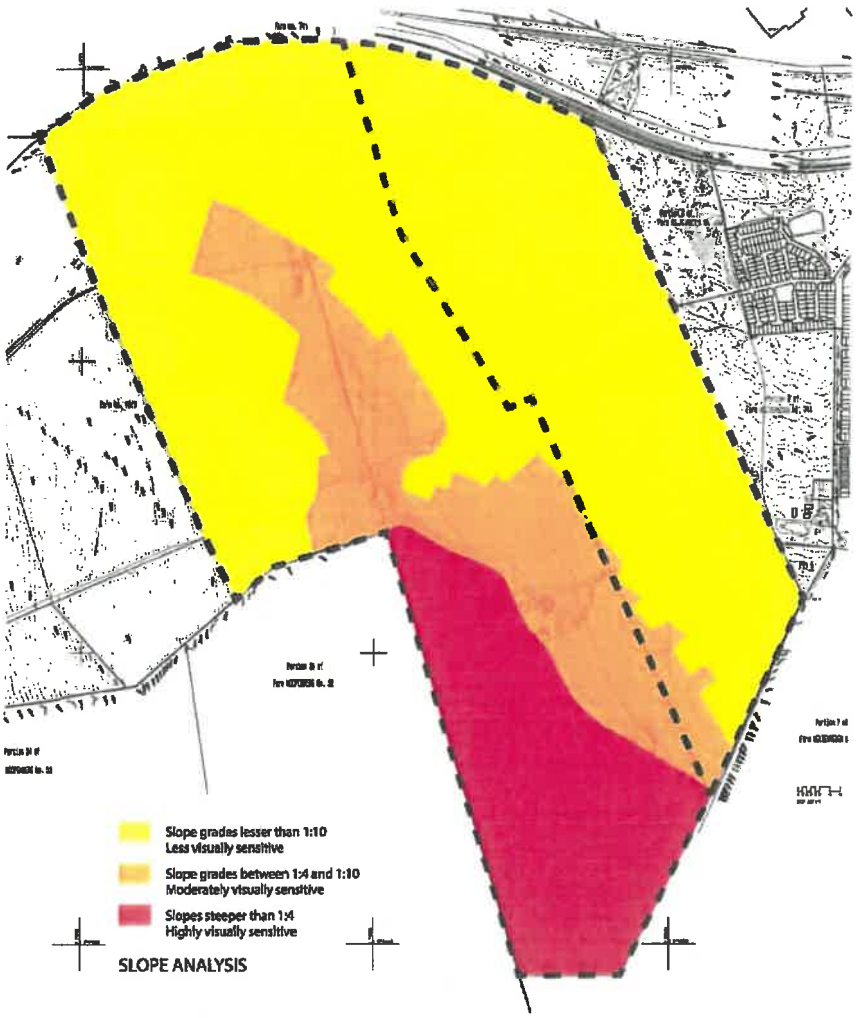


Figure 26: Visual Sensitivity of the Site - Slope Analysis

8.4 Landuse

The adjacent landuse provides visual enclosure or exposure:

- The landuse to the north east is residential and industrial in nature (Refuse Management Facility and proposedLight Industry) and provides visual enclosure resulting in that portion of the site being less visible and therefore it will have a low visual sensitivity;
- The landuse in the north is predominantly transport corridors and result in the site being more visible, with the exception of the elevated railway line in the north east, and therefore moderately visually sensitive; and
- The landuse to the west, south and south east is rural and natural with some degree of protection provided eg. Grade II Cultural Landscape and Klapmuts (Municipal) Conservancy. These areas of the site will be highly visible and therefore highly visually sensitive.

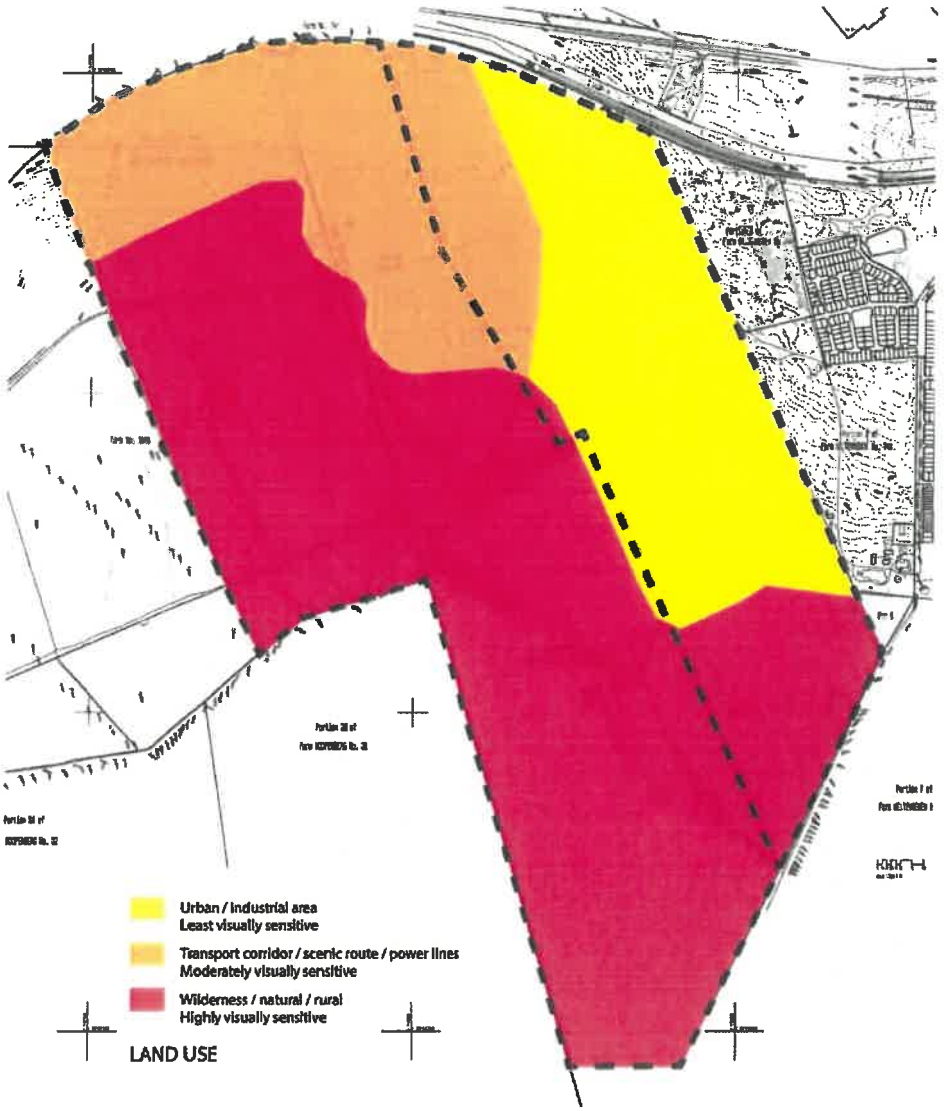


Figure 27: Visual Sensitivity of the Site - Adjacent Landuse

8.5 Vegetation

The vegetation on the site can provide screening if of a good height or if low in height will result in the site being highly visible (it must be noted that the vegetation in this section is evaluated in terms of it's height and screening capabilities and not in terms of its ecological value):

- A number of rows and clumps of trees are found on site which will provide visual screening and result in the adjacent areas of the site being less visible and therefore will have a low visual sensitivity;
- Areas in close proximity to these screened areas will have some screening and will be moderately visible in the landscape and therefore moderately visually sensitive; and
- Areas of the site covered in grass, annual crops or low growing natural vegetation will be highly visible as the height of the vegetation does not provide any screening and therefore result in those areas being highly visually sensitive.

Figure 28: Visual Sensitivity of the Site - Vegetation

8.6 Special Features

Special Features such as scenic routes, waterbodies, natural vegetation, cliffs, rocky outcrops and tree rows/clumps add visual interest to a site and are therefor highly visually sensitive. These features result in the site having areas of high, moderate and low visual sensitivity as indicated on the Figure below.

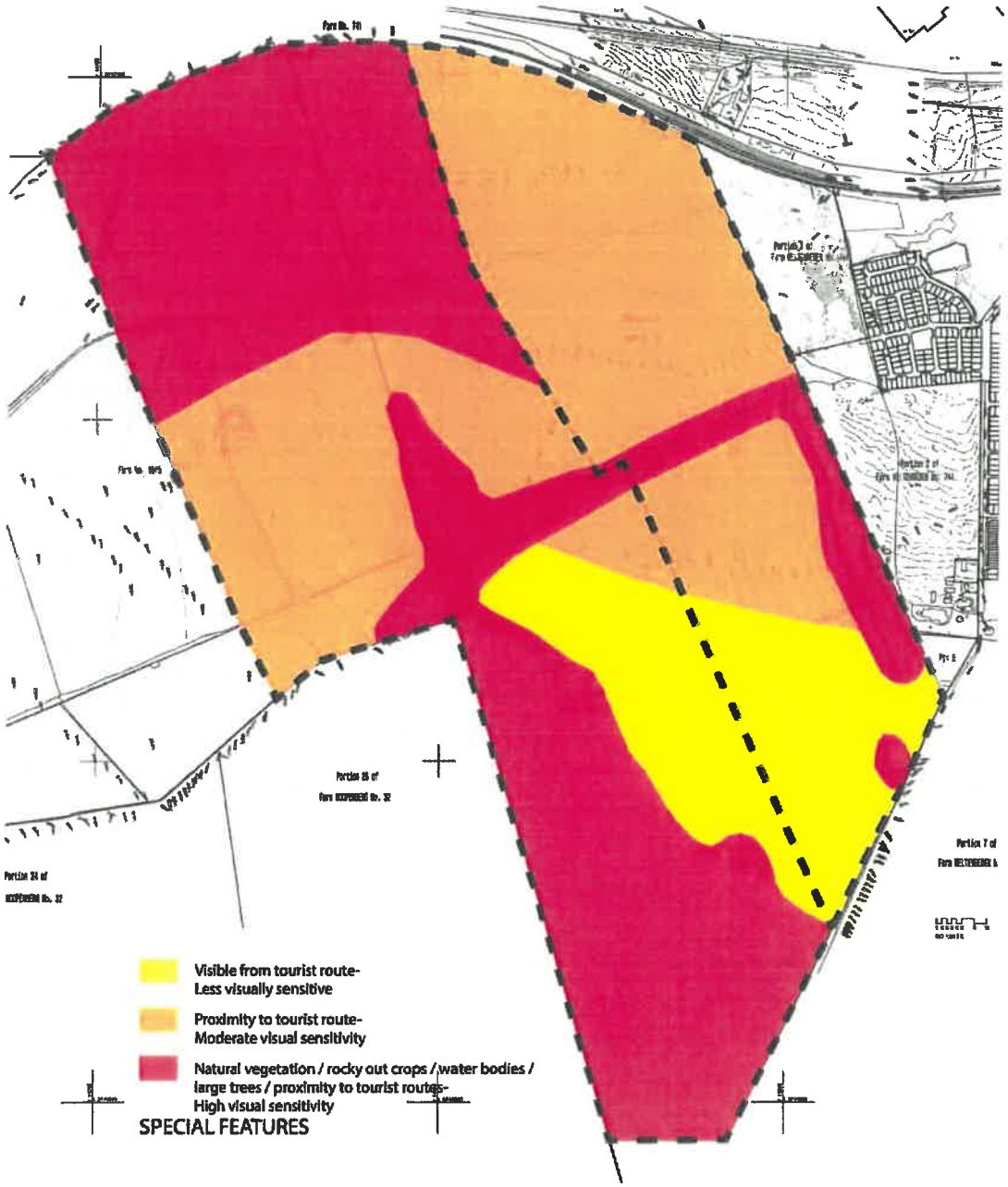


Figure 29: Visual Sensitivity of the Site - Special Features

8.7 Visual Sensitivity of the Site

The above layers are superimposed and the areas become rated as having a Very High, High, Moderate or Low Visually Sensitivity

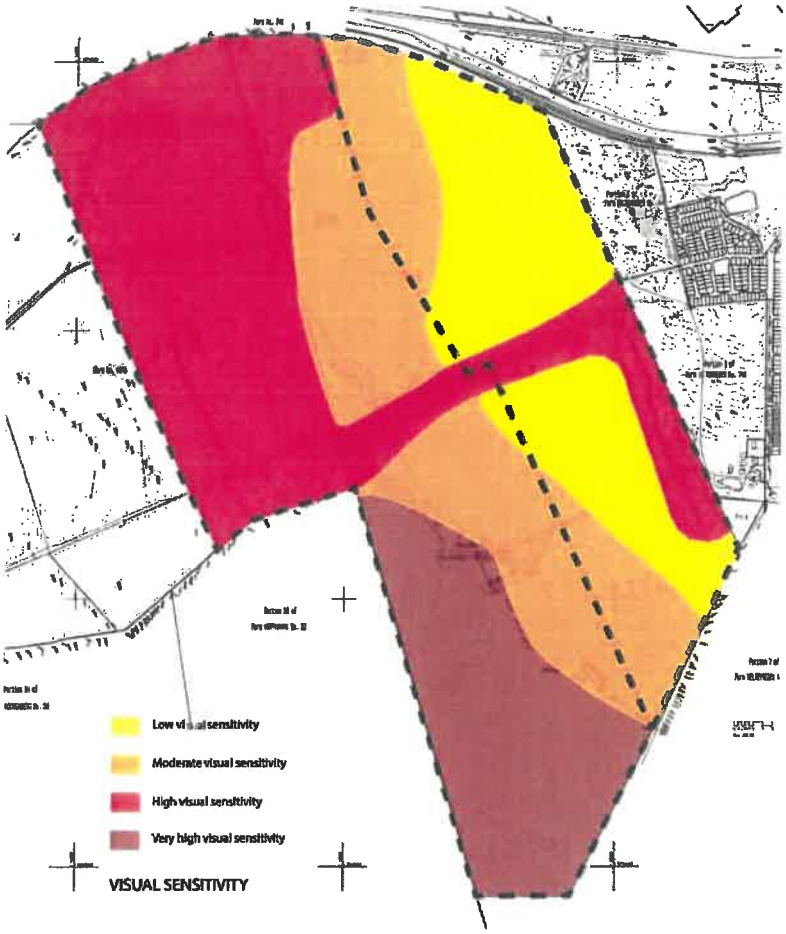


Figure 30: Visual Sensitivity of the Site

As seen in the Visual Sensitivity Figure above, the site has 4 levels of sensitivity namely:

i) Very High Visual Sensitivity - The upper slopes and ridgeline of Kanonkop, containing natural features and is an ecological support area - a NO-GO development area

ii) High Visual Sensitivity - areas that are higher lying, on or close to the ridgeline, have slope's that are steeper than 1:4, have no screening vegetation, are adjacent to Scenic Routes, Conservation areas or cultural Landscapes, are special features such as streams, wetlands, ponds, tree rows etc.

iii) Moderate Visual Sensitivity - upper hill slopes with slope grades of between 1:4 and 1:10, with some visual screening from large trees

iv) Low Visual Sensitivity - lower lying slopes with gradients less than 1: 10, adjacent to existing or proposed development.

9. VISUAL OPPORTUNITIES AND CONSTRAINTS OF THE PROPOSED SITE

The Visual Opportunities and Constraints of the proposed Stellenbosch Bridge Parcels 2 and 3 in Klapmuts are discussed below, having been informed by this visual framework study and current policies in place for the area.

9.1 Parcel 2 - Opportunities and Constraints

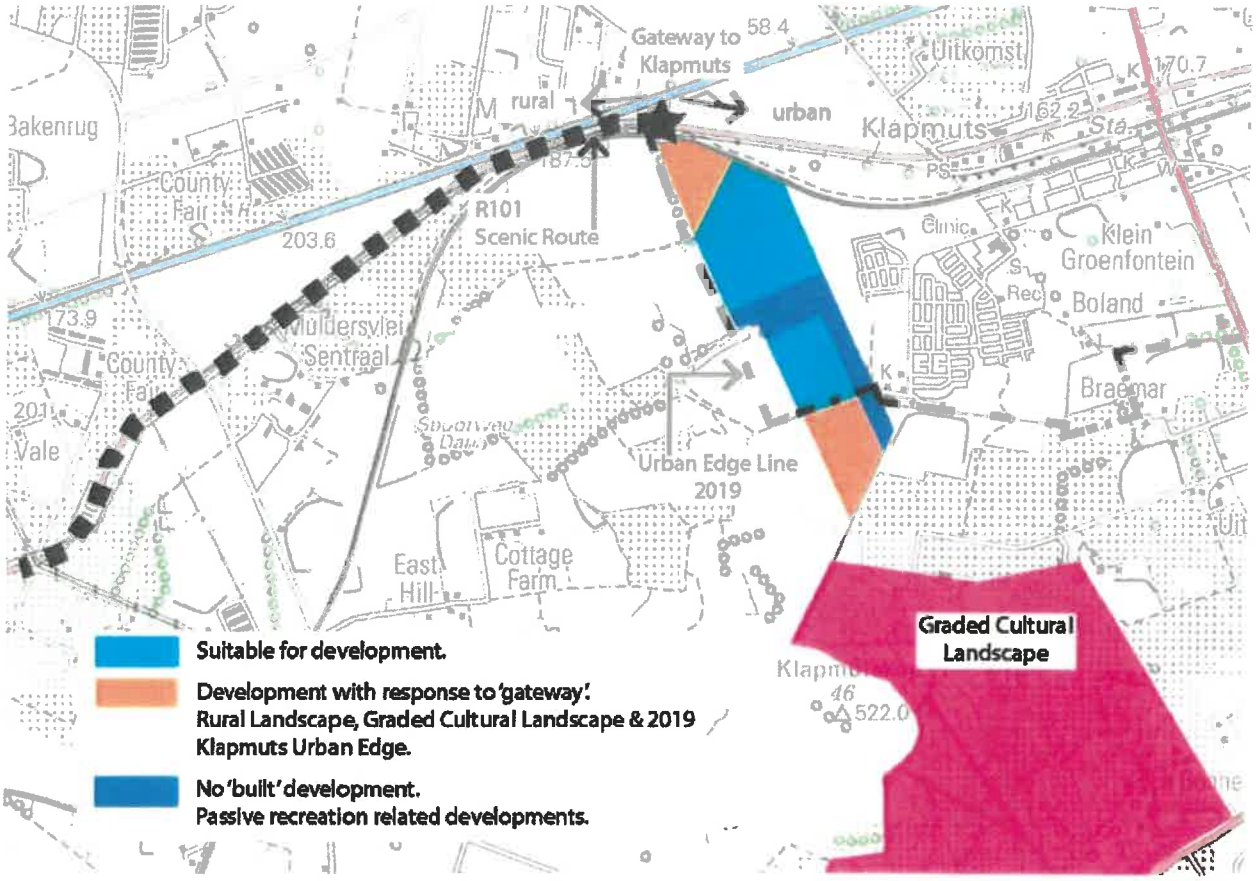
Parcel 2 is less visible and visually sensitive and has good Opportunities because:

- it is situated on lower lying foothill slopes of the Klapmutskop, adjacent to the Klapmuts River plain;
- the slopes are gently sloping, less steep than1:10 and therefore easier to develop without major earthworks and resulting large cut and fill slopes;
- it is adjacent to existing and or proposed residential and Light Industrial development in the north east and east;
- the site is adjacent to the R101 where it is identified as an intensification route as opposed to a Scenic Route.

Parcel 2 has some visual constraints in the following:

- there are some Special Features on the site that add visual value to it such as the stream that runs from west to east across the centre of the site and the low lying wetland/pond on the eastern border - while these have constraints to development, there are opportunities for passive recreation;
- the south and south eastern boundary is adjacent to a rural landscape with a Graded Cultural Landscape area close to the southern tip of the site. Development on this section of the parcel of land should be sympathetic to these land uses;
- the same south and south eastern portion of land, as discussed in the point above, is outside of the 2019 Klapmuts Urban Edge Line (however Stellenbosch acknowledge the proposed studies for development and require a Precinct Plan for approval);
- the 'Entrance' to the town where 'a strong sense of transition between agriculture and human settlement' is to be retained

Figure 31: Parcel 2 - Visual Opportunities and Constraints



9.2 Parcel 3 - Opportunities and Constraints

Parcel 3 is more visible and has a visual sensitivity that is moderate at best, with appropriate development in areas where the visual sensitivity is High and some visual buffer areas where the visual sensitivity is Very High. The areas with some Visual Opportunities are:

- the lower portion of the northern and southern areas of the Parcel 3 site where, although the area is visible and adjacent to rural and cultural landscapes, it is on disturbed land that has slopes less than 1:10 in the north and between 1: 4 and 1:10 in the south.
- these areas are set 'below' the prominant ridgeline with development possibly not breaking this ridge line
- these areas are set back from the R101 Scenic Route although will be visible from a couple of kilometres of the R44 and Simondium Scenic Routes.

The areas with Visual Constraints where appropriate development should take place to omit High Visual Impacts are:

- along the ridgelines where buildings will break the skyline and become highly visible as well as visually intrude on the rural landscape to the west;
- adjacent to the R101 scenic route where buildings will visually intrude onto the scenic route and Gateway and potentially block views of the Klapmutskop;
- along and adjacent to the stream which is a visual feature - development for passive recreation would be suitable and ecological restoration;
- it is outside of the current SM SDF (2019) indicated Urban Edge of Klapmuts; and
- It is on the rural side of the 'Entrance' to the town where 'a strong sense of transition between agriculture and human settlement' is to be retained, i.e. it will not be providing a sense of agriculture.

The area of Very High Visual Sensitivity should be conserved and undeveloped - NO GO area:

- the ridgeline and slopes are close to the Klapmutskop Peak (although Peak is off site to south) and well elevated above the surrounding areas, highly visible to these same areas;
- the mountain slopes are steep;
- the area is predominantly naturally vegetated or uncultivated;

- there are scenic rock outcrops and cliffs that are special visual features;
- it is adjacent to the Klapmutskop Conservancy, if not part thereof, so should be left undeveloped unless for hiking trails, and managed as a natural area;
- it is adjacent to the Graded Cultural Landscape to the east; and
- It is outside of the current SM SDF (2019) indicated Urban Edge of Klapmuts.

It is adjacent to the proposed western 'Gateway' into Klapmuts, (refer to SM SDF) which is east of the Klapmutskop ridgeline in the Klapmuts River Valley. This 'Gateway' along the R101 scenic route is a point where one leaves the rural landscape to enter the village of Klapmuts.

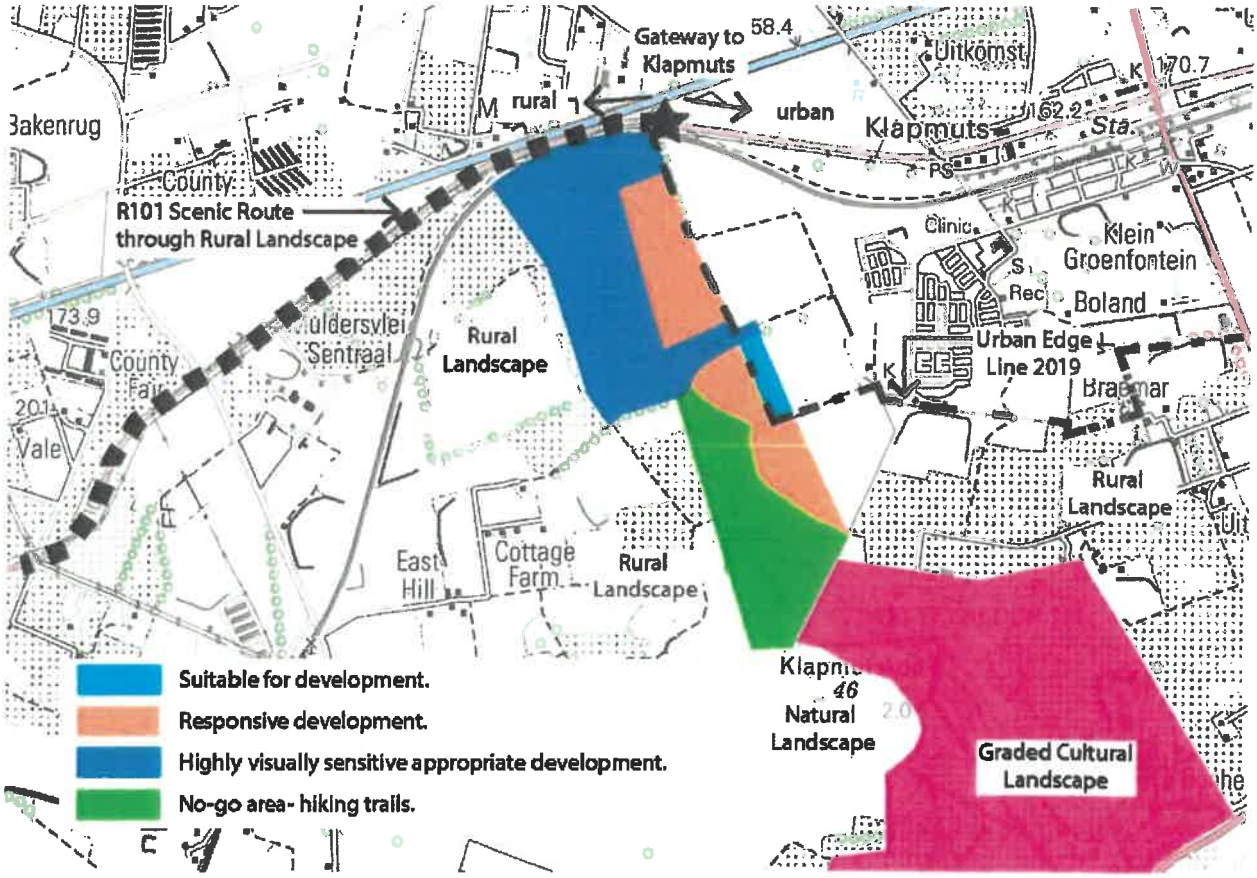


Figure 32: Parcel 3 - Visual Opportunities and Constraints

10 CONCLUSION OF THE VISUAL FRAMEWORK STUDY

Parcel 2 of the proposed Stellenbosch Bridge Development falls predominantly within the SM SDF (2019) Klapmuts Urban Edge, with the exception of the southern section, which falls outside thereof.

Approval was granted for residential development in 2008 but due to higher density and mixed use development in the northern extent of this parcel of land, a Substantive Amendment will be submitted with a comparison of the impacts between the authorised development and the proposed Stellenbosch Bridge Development.

With the exception of:

- the stream and water feature in the central portion of this site;
- the southern section indicated outside of the Urban Edge Line; and
- The proximity of the 'Entrance Gateway' in the north western corner of this site;

the site of Parcel 2 has a low visual sensitivity and is conducive to development.

Development in the southern section which falls outside of the 2019 Klapmuts Urban Edge Line and that is adjacent to rural landscapes and in close proximity of the Graded Cultural Landscapes, should respond to these rural landscape characteristics. These could be larger erven, less dense development or some urban agricultural development adjacent to the boundary.

Parcel 3 of the proposed Stellenbosch Bridge Development falls predominantly outside of the SM SDF (2019) Klapmuts Urban Edge, with the exception of the central portion near the stream, which falls within the Urban Edge of Klapmuts.

This Parcel of land is highly visible as it:

- is on the higher lying hill slopes;
- straddles a ridge line which makes development highly visible;
- is visually intrusive on the rural landscape to the east and west;
- is adjacent to the R101 Scenic Route section with development potentially blocking views of Klapmutskop;
- is on the rural side of the 'Entrance' transition site; and
- is adjacent to a Conservancy Area and Graded Cultural Landscape.

While Klapmuts has been identified as an economic growth point and primary node in the Stellenbosch Municipality's Spatial Development Framework (2019), this village is situated in an area, recognised both locally, nationally and internationally as being conservation worthy and has thus been included in international programmes as the Cape Winelands Biosphere Reserve.

Similarly, the Cape Winelands is also highly rated in terms of its unique cultural resources with a number of areas being protected under the Heritage legislation and by way of the SM SDF.

While development is being promoted, and while parts of these areas are indicated as being of little agricultural significance at the municipal scale, the Landscape Character of the proposed sites is crucial to the natural, cultural and scenic value of the valley and Stellenbosch Municipality.

Development on the ridgeline exceeds a visual threshold whereby it will intrude into the Krom River Valley, whose visual characteristic is rural and highly rated and once developed, the visual scenery becomes eroded. This development must ensure that it is sympathetic to the rural landscape of the Cape Winelands area and enhances the scenic landscape and does not detract from it.

To this end, Highly Visually sensitive areas must be developed so as to be a part of the scenic, cultural landscape and not try to compete, erode or degrade it.

In conclusion and to answer the Checklist Questions provided by the SM SDF:

Does the proposal impact on a scenic landscape, scenic route or special place of arrival?

Parcel 2 There is potential for visual impact on the R101 Scenic Route and 'Entrance' place to Klapmuts, with respect to transitioning from rural to urban as well as eroding the rural setting and scenery of Klapmuts.

Parcel 3 YES - there could be a significant visual impact on the Rural Scenic Landscape and R101 Scenic Route

Can associated impacts be managed and minimised without diminishing the integrity of the scenic landscape, scenic route or special place of arrival

Parcel 2 Yes

Parcel 3 Maybe

11 APPENDICES

Appendix 1: Expertise – list of projects

SELECTED PROJECT LIST SPECIFIC TO VISUAL IMPACT ASSESSMENTS

Visual Impact Assessments undertaken include for a variety of developments including industrial, energy (wind and solar farms), residential and mixed use at different scales and predominantly in the Western Cape with some projects in Mozambique and Uganda.

Capetel, Wemmershoek Mast, Level 2 VIA for Municipal authority.
La Motte Affordable Housing, Franschhoek, VIA for HIA, 2015
Elandskloof Community Re-settlement VIA for HIA, 2015
La Motte, S24 Visual Statement, 2014
Zanddrift Residential Development, South Paarl, VIA, 2014.
Cedar Park Residential Development, Sir Lowry's Pass, 2014
R44 between Somerset West and Stellenbosch, Upgrade of 3 Intersection, 2014
Philippi Urban Edge Amendment, Visual Statement, 2014
Val De Vie, Paarl, Residential Development, 2014
Preekstoel Residential development, Stilbaai, 2014
Zandrif Residential Development, Paarl, 2014
Philippi Urban Edge Amendment, Cape Town, 2014
Louisvale Winery, Stellenbosch, 2014
Elandskloof Historic settlement, Citrusdal, 2014
NBG: Bettys Bay, Worcester, Kirstenbosch and Niewoudtville – New Admin Buildings, 2014
Vredenheim Mixed Use Development, Stellenbosch, 2014
Proposed Boutique Lifestyle Centre, Stellenbosch, 2013
Namaqualand Mall, Springbok, 2013
Stellenbosch Mediclinic Development, Extension to building, 2013
Bosjesmansdam Valley, Worcester, Accommodation, chapel and wine tasting facility, 2013
Natures Path Lifestyle Village, Keurboomstrand, 2013
Brakkekloof and Donkergats Rivier Solar Farms, Atlantis, West Coast (2012)
Erf 2003 Melkbosstrand, Cape Town Mixed use development, 2011
Proposed wind energy farm at Clover Valley Farm, Darling on West Coast Plain (2011)
Jacobsbaai Tortoise Reserve – residential resort development on the west coast of West Cape (2011)
Proposed Development of a Wind Energy Project at Langefontein Farm near Saldanha Bay (2011)
Four proposed windfarms in the Garden Route area (2010 – 2011)
The Hill, Sedgefield – VIA of proposed housing development on dunes north of N2, Sedgefield (2009)

Leukenberg, Gordons Bay - VIA of proposed mixed use development on urban edge (2009)
Seawinds, Saldanha Bay – VIS of proposed new industrial Area at Blouwaterbaai, Saldanha (2008)
Skoongesig, St Helena Bay – VIA of proposed new electricity line and sub-station (2008)
Tullow Oil, Uganda, 2007
The Point, Kalk Bay – Visual sensitivity assessment to inform development (2001)
Erf 24, St Helena Bay – VIA of proposed housing development on hillside above west coast town (2005)

2012 VIAs

Paarl Boys High School, Paarl – sport fields development
Plattebosch, Stilbaai – residential development – VIA review
Rheebokskloof Farm, Paarl – proposed residential development
Groot Parys, Paarl - Residential development

2011 VIAs

Proposed Overberg Windfarm (2010 – 2011)
County fair chicken farm, Fisherhaven – (2011)
Visual statement for Kalbaskraal Solar Project
Somerset College, Somerset West – new sports facilities

2010 VIAs

Ascot Residential Development, Port Elizabeth
Caledon Residential Development
Constantia Nek Residential Development
Erf 29 + 30, Clifton, apartments development
3 Vodacom masts – Hermanus, Villiersdorp and Klipdale
De Hoek, power transmission lines

2009 VIAs

Klipland, Paarl – VIA of proposed housing development on N1 adjacent to Paarl
Salmonsvlei, Paarl – VIA of proposed housing development on N1 adjacent to Paarl
Swartland Mall – VIA of proposed mixed use development on urban edge of country town of Malmesbury

2008 VIAs

Dassenberg, Noordhoek – VIA of proposed housing development on hillside adjacent to Ou Kaapse Weg and TMNP

Dewaldorf, Stellenbosch – VIA of proposed mixed use development along R44 and on urban edge

Gevonden, Stellenbosch - VIA of proposed mixed use development on urban edge

Gordons Bay Mall – VIA of proposed commercial development outside urban edge

Klapmuts, Winelands – VIA of proposed mixed use development on urban edge

Stellenbosch Wine and Country Estate – VIA of proposed upgrading of an agricultural unit to create a Wine Estate development with residential and tourism opportunities

Paarl Waterfront - VIA of proposed mixed use development on Berg River, Paarl

The Estates, Stellenbosch – VIA of proposed wine tasting and restaurant facility on the R44

Voelklip, *Hermanus – VIA of housing development on Main Road, Hermanus*

Voortrekker Camp, Wemmershoek – VIA of proposed conference and camp facility development

Oudemolen Development – VIA of redevelopment for mixed use purposes, Pinelands

McGregor, WC - VIA of proposed housing development

2007 VIAs

Glencairn Erf 1 – residential development

Glencairn Erf 3410 – residential development

Herolds Bay – residential development

Rheebokskloof – resort development

Hawston – Afdaksrivier – residential development

2006 VIAs

Brandwacht farm No. 1049, Stellenbosch – Visual spatial analysis of historic farm 'werf' and proposed development

Proposed Eskom Mast, Perdekop, Farm 215, Baardskeerdersbos – Visual Impact Assessment of proposed Eskom Mast

Flaminkberg Vodacom Tower – VIA of proposed tower adjacent to N7 on mountain top in Knersvlakte

2000 – 2005 VIAs

Berg River Farm 913 - Visual impact assessment of proposed development of farm on Berg River, (2005)

La Cotte – Visual impact assessment of proposed development of historic farm, Franschhoek (2003)

Xai Xai Export Facility (harbour) visual Assessment, Mozambique (2003)

Linden Farm, Hout Bay – VIA of proposed development on historic farm (2003)

Siemens Communication mast – Kirstenbosch (2003)

Somerset West Vodacom Tower – Visual assessment of three options (2001)

Bloubergstrand East-West Arterial Road – VIA of four alternative proposed routes. (1999)

Blaauberg City - roads and housing development, 2000

Sonop Winery, Paardeberg – Visual Review of Development (2000)

'Die Dam' Vodacom tower – visual impact assessment (2000)

Versfeld Park, Piketberg – visual impact assessment of conference facility and housing development (2000)

Worcester Casino – Visual Impact Assessment of Proposed Development (2000)

Hout Bay Main Road – Visual Scoping of proposed alternative routes (2000)

R300 Ring Road – Visual sensitivity of proposed route (2000)

Die Dam - Vodacom mast along Overberg coastline, West Cape (2000)

Paapekuilsfontein – Struisbaai, Visual Impact Assessment of Proposed residential and commercial development in this coastal Village in Western Cape (2000),

Dido Park, Simonstown, Cape Town - VIAs for further development of this coastal area (2000)

Pringle Cove Abalone Farm – Visual Assessment for scoping phase of proposed development (2000)

Pre 2000 VIAs

Cape Metropolitan Area - visual sensitivity/significance mapping, 1999 – 2000, 2002

Coega IDZ, Port Elizabeth - supplementary VIA of Coega harbour, 1998

Soetwater and Millers Point – visual resource mapping for development opportunities, 1999

Blaaumountain - tourist development, 1998 – visual sensitivity mapping of the area to inform development

Capricorn Landmark - proposed landmark, 1998

Kenilworth Race Course housing developments (1998)

Milnerton Golf Hotel - proposed hotel development on Woodbridge Island, 1998

Vredekloof – Vodacom mast VIA of proposed mast (1998)

Farm 234 – Milnerton, VIA of the proposed housing development on Diep River (1997)

Fish Hoek By-Pass – Visual Assessment of proposed road (1990)

Outeniqua Pass Road – visual assessment of proposed upgrade (1990)

Du Toit's Kloof – Visual Assessment of Proposed upgrade (1989)

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ANNEXURE L

MEMO

DIRECTORATE: INFRASTRUCTURE SERVICES
DIREKTORAAT: INFRASTRUKTUURDIENSTE

TO	:	**The Director: Planning and Development**
FOR ATTENTION	:	**Bulelwa Mdoda**
FROM	:	**Manager: Development (Infrastructure Services)**
AUTHOR	:	**Tyrone King**
DATE	:	**17 December 2020**
RE.	:	**Farm 742/5: Stellenbosch Bridge Development (Application 1): Conversion of existing development rights to 1577 Residential units and 28 000m² GLA**
YOUR REF	:	**LU/10577**
OUR REF	:	**2104 CIVIL LU**

Details, specifications and information reflected in the following documents refer:

- The abovementioned application and motivation report by Anton Lotz and A Roux dated November 2020;
- Proposed Subdivision and Zoning Plan, Plan No 18096-001 Rev F dated 2020-09-14 by Anton Lotz and A Roux;
- Transport Impact Statement by ICE, dated 12 Aug 2020 (Ref iCE/S/493A) and addendum dated 26 November 2020;
- Preliminary Civil Engineering Services Report – Application 1, dated August 2019, by WEC Consult;
- GLS water and sewer capacity analysis report dated 16 October 2020;
- Stellenbosch Bridge Development Framework: Table 2: Service Thresholds – September 2020

These comments and conditions are based on the following proposed development parameters – as per e-mail from Anton Lotz to Tyrone King dated Thu 2020/11/05 11:59:

- Residential Units = 794 (flats) + 624 (Medium density < 250m2) + 159 (Single res < 500m2) = 1 577 units
- Total GLA: 28 000m^2 GLA (Business)

Any development beyond these parameters would require a further approval and/or a recalculation of the Development Charges from this Directorate.

It is further acknowledged that this application is for the re-allocation of existing, approved development rights for 1577 residential units.

This document consists of the following sections:

A. Definitions
B. Recommendation to decision making authority
C. Specific conditions of approval: These conditions must be complied with before clearance certificate, building plan or occupation certificate approval; whichever is applicable to the development in question.
D. General conditions of approval: These conditions must be adhered to during implementation of the development to ensure responsible development takes place. If there is a contradiction between the specific and general conditions, the specific conditions will prevail:

A. Definitions

1. that the following words and expressions referred to in the development conditions, shall have the meanings hereby assigned to except where the context otherwise requires:

   (a) *"Municipality"* means the STELLENBOSCH MUNICIPALITY, a Local Authority, duly established in terms of section 9 of the Local Government Municipal Structures act, Act 117 of 1998 and Provincial Notice (489/200), establishment of the Stellenbosch Municipality (WC024) promulgated in Provincial Gazette no. 5590 of 22 September 2000, as amended by Provincial Notice 675/2000 promulgated in Provincial Gazette;

   (b) *"Developer"* means the developer and or applicant who applies for certain development rights by means of the above-mentioned land-use application and or his successor-in-title who wish to obtain development rights at any stage of the proposed development;

(c) *"Engineer"* means an engineer employed by the *"Municipality"* or any person appointed by the "*Municipality*" from time to time, representing the Directorate: Infrastructure Services, to perform the duties envisaged in terms of this land-use approval;

2. that all previous relevant conditions of approval to this development application remain valid and be complied with in full unless specifically replaced or removed by the *"Engineer"*;

B. Recommendation:

3. **The development is recommended for approval, subject to the conditions as stated below.**

C. Specific conditions of approval

4. **Background/Context:** It is understood that this application is in essence to create the "basket of rights" in terms of which the development will be implemented. This application does therefore not go into the detail of the buildings to be developed, as such details will be provided at a later stage namely precinct plans, subdivision plans and SDP approval (par 4.2 of motivation report). Such further detail might lead to new or revised conditions by the Infrastructure Services department when such applications are received and assessed. The requirements regarding the internal services and/or link services will also be addressed in more detail at the SDP approval stage.

5. It should further be noted that this Application forms part of the larger Stellenbosch Bridge development and should not be considered in isolation. It is also not possible to predict the sequence of the implementation of the larger development, which is why a "services threshold" approach has been selected to identify when infrastructure upgrades are triggered. The "services threshold" approach means that regardless the sequencing of construction, the cumulative service demand of the overall development will determine which upgrades are triggered.

6. **Development thresholds triggering bulk service upgrades (Annexure: Services Thresholds):** The Services Thresholds table indicates at which stage of the overall Stellenbosch Bridge Development the various upgrades are triggered. In order to identify when such a trigger occurs, each subsequent development application i.e. SDP application, must indicate the cumulative demand that will realize due to that application. Therefore, each

subsequent application must be accompanied by a Traffic Impact Study, an Engineering Services Report, a Water and Sewer capacity analysis report by the municipality's master planning specialist, as well as an updated Service Threshold Table, to analyze the impact of each specific application and to identify which of the upgrades are triggered. **No taking up of proposed rights including subdivision clearance or building plan approval (whichever comes first) will be allowed before the identified upgrades have been completed.**

7. Following the SDP approval, detail engineering drawings for the identified bulk upgrade items must be submitted for approval. These drawings must comply with the municipality's minimum standards and specifications and any additional and specific requirements regarding detail design will be identified at this stage.

8. Should the "Developer" wish to discuss the possibility of proceeding with building work parallel with the provision of the bulk services listed above, he must present a motivation and an implementation plan to the "Engineer" for his consideration and approval. The implementation plan should include items like programmes for the construction of the internal services and the building construction. Only if the programme clearly indicates that occupation is planned after completion of the bulk services, will approval be considered. If such proposal is approved, it must still be noted that no occupation certificate will be issued prior to the completion and commissioning of the bulk services. Therefore should the proposal for proceeding with the development's construction work parallel with the provision of the bulk services be agreed to, the onus is on the "Developer" to keep up to date with the status in respect of capacity at infrastructure listed above in order for the "Developer" to programme the construction of his/her development and make necessary adjustments if and when required. **The Developer is also responsible for stipulating this condition in any purchase contracts with the buyers of the properties. Proof of this may be required before building plans are approved;**

9. **Public Transport:** If public transport is not adequately addressed, the reliance on private transport will increase and have a negative effect on the surrounding road and traffic networks. Therefore, the establishment of a multi modal public transport facility must be investigated in conjunction with the Municipality, and the roles and responsibilities between the various stakeholders for the planning and construction of such a facility must be identified. Recommendations must be identified in the TIS for SDP applications. Further conditions regarding public transport may be set at SDP approval stage.

10. **Stormwater Network:** The consulting engineer, appointed by the "*Developer*", must analyse the existing stormwater systems and determine the expected stormwater run-off for the proposed development, for both the minor and the major storm event. Should the existing municipal stormwater system not be able to accommodate the expected stormwater run-off, the difference between the pre- and post-development stormwater run-off must be accommodated on site, or the existing system must be upgraded to the required capacity at the cost of the "*Developer*" and to the standards and satisfaction of the Directorate: Infrastructure Services. The aforementioned stormwater analysis is to be submitted concurrent with the SDP applications;

11. **Solid Waste:** Prior to occupation of the development, the Developer must make arrangements with the Municipality (Solid Waste Department) wrt providing a solid waste removal service.

12. **Bulk infrastructure projects not on municipal budget:** Any of the upgrades required, that are not currently on the Municipality's approved budget will be the Developer's responsibility to implement. Where upgrades may be offset against the Development Charges, and should the Development Charges be sufficient, the "Developer" may enter into a Services Agreement with the "Municipality" to do these upgrades in-lieu of Development Charges. Should the Development Charges not be sufficient, the Developer may decide to cover the shortfall. If the Developer is not in a position to cover the shortfall, then the implementation of the development must be re-planned around the availability of the bulk services in question.

Development Charges

13. that the "*Developer*" hereby acknowledges that Development Charges are payable towards the following bulk civil services: water, sewerage, roads, stormwater, solid waste and community facilities as per Council's Policy;

14. that the "*Developer*" hereby acknowledges that the development charges levy as determined by the "Municipality" and or the applicable scheme tariffs will be paid by the "*Developer*" towards the provision of bulk municipal civil services in accordance with the relevant legislation and as determined by Council's Policy, should this land-use application be approved;

15. that the "*Developer*" accepts that the Development Charges will be subject to annual adjustment up to date of payment. The amount payable will therefore be the amount as calculated according to the applicable tariff structure at the time that payment is made;

16. that the "*Developer*" may enter into an engineering services agreement with the "*Municipality*" to install or upgrade bulk municipal services at an agreed cost, to be off-set against Development Charges payable in respect of bulk civil engineering services;

17. that the Development Charges levy to the amount of **R 114 467 591. 40** (Excluding VAT) as reflected on the DC calculation sheet, dated **11 November 2020**, and attached herewith as **Annexure DC**, will be payable by the "*Developer*" towards the provision of bulk municipal civil services in accordance with the relevant legislation and as determined by Council's Policy. These Development Charges are indicative at this stage and based on the entire "Basket of Rights" as per this application. It will be recalculated per individual SDP application when these applications are received;

18. Once recalculated , the Development Charges will be paid by the "*Developer*" per phase –
    - prior to the approval of any building- and/or services plans in the case of a Sectional title erf in that phase or where a clearance certificate is not applicable and/or;
    - prior to the approval of Section 28 Certification (subdivision clearance) in terms of the Stellenbosch Municipal Land Use Planning By-law – where individual erven with new development rights have been created;
    - if one the above does not apply, then prior to the erf or portion thereof being put to the approved use;

19. that the development shall be substantially in conformance with the Site Development Plan submitted in terms of this application. Any amendments and/or additions to the Site Development Plan, once approved, which might lead to an increase in the number of units i.e. more than **1577 units [794 (flats) + 624 (Medium density < 250m2) + 159 (Single res < 500m2)]**, or which might lead to an increase in the Gross Leasable Area i.e. a GLA of more than **28 000 m²**, will result in the recalculation of the Development Charges;

20. Bulk infrastructure Development Charges and repayments are subject to VAT and are further subject to the provisions and rates contained in the Act on Value Added Tax of 1991 (Act 89 of 1991) as amended;

Site Development Plan: the following general principles will be applicable. More detail must be provided at the precinct plan / SDP submission stage.

21. that provision be made for a stacking distance of 6m (< 15 units served); 12m (15-40 units served); site specific requirements (> 40 units served or a business premises). The stacking distances shall be measured from the edge of the closest sidewalk or cycle lane to the entrance gate. The guiding principle is that vehicle and pedestrian traffic should not be obstructed by stacking vehicles;

22. that sufficient entrance and exit widths will be created at the vehicle access points: 2.7m minimum and 4,0m maximum width for a single entrance or exit way; 5,0m min and 8,0m maximum for a combined entrance and exit way. To accommodate emergency vehicles, at least one lane should be 4, 0 metres wide and have a minimum height clearance of 4.3 m.

23. that, where access control is being provided, a minimum of 2 to 3 visitor's parking bays be provided on site, but outside the entrance gate, for vehicles not granted access to the development;

24. that provision be made for a 3-point turning head in front of the entrance gate, to the satisfaction of the Directorate: Infrastructure Services in order to enable a vehicle to turn around;

25. that provision be made for a refuse room as per the specification of the standard development conditions below;

26. that if the "Developer" wishes to remove the waste by private contractor, provision must still be made for a refuse room should this function in future revert back to the "Municipality";

27. that provision be made for a refuse embayment off the roadway/sidewalk to accommodate refuse removal. (Embayment to be minimum 15m x 2.5m). This must be clearly indicated on the engineering drawings when submitted for approval. The specifications of such embayment shall be as per the standard development conditions below;

28. that the layout be amended to accommodate continuous forward movement by service trucks and all cul-de-sacs have a minimum of 11 m radius turning circle, to ensure continuous forward movement;

29. that any amendments to cadastral layout and or site-development plan to accommodate the above requirements will be for the cost of the "*Developer*" as these configurations were not available at land-use application stage;

Ownership and Responsibility of services

30. Where private roads and established, all services along such roads and/or on the said private development will be regarded as private services and will be maintained by the "*Developer*" and or Owner's Association;

31. Any public roads and services will be maintained by the Municipality;

32. More detail must be provided at the precint plan/SDP submission stage;

Internal- and Link Services

33. that the "*Developer*", at his/her cost, construct the internal (on-site) municipal civil services for the development, as well as any link (service between internal and available bulk municipal service) municipal services that need to be provided;

Bulk Water Meter

34. that the "*Developer*" shall install a bulk water meter conforming to the specifications of the Directorate: Engineering Services at his cost at the entrance gate of **each individual erf** and that clearance will only be issued if the bulk watermeter is installed, a municipal account for the said meter is activated and the consumer deposit has been paid;

Solid Waste

35. For large spoil volumes from excavations, to be generated during the construction of this development, will not be accepted at the Stellenbosch landfill site. The Developer will have to indicate and provide evidence of safe re-use or proper disposal at an alternative, licensed facility. This evidence must be presented to the Manager: Solid Waste (021 808 8241; clayton.hendricks@stellenbosch.gov.za), before building plan approval and before implementation of the development. Clean rubble can be utilized by the Municipality and will be accepted free of charge, providing it meets the required specification.

Servitudes

36. **The property contains an 8m wide pipeline servitude, which crosses in an east-west direction. The servitude must be accommodated within the future development layout. It is acknowledged that the servitude is indicated on the subdivision plan.**

37. Servitudes must be registered wherever private services crosses municipal property. It is acknowledge that such servitudes are indicated on the subdivision plan.

Damage to municipal services

38. that the "*Developer*" will be held liable for any damage to municipal infrastructure incl roads, caused as a direct result of the development of the subject property. The "*Developer*" will therefore be required to carry out the necessary rehabilitation work, at his/her cost, to the standards of the Directorate: Infrastructure Services, before any clearances, building plan or occupation certificate are issued;

Electricity

39. Electrical Engineering comments:
    a. No conditions.
    b. Outside Stellenbosch are of supply.
    c. All Electrical requirements to be directed to ESKOM.

40. The development resides in an Eskom area of supply. As such the Developer must liaise with Eskom regarding the available capacity of Electricity supply and the cost thereof.

41. In terms of SPLUMA section 49(3), the Developer must satisfy the Municipality that adequate arrangements have been made for the provision of electricity. The developer must supply written proof to this effect.

D. General conditions of approval: The following general development conditions are applicable. If there is a contradiction between the specific and general development conditions, the specific conditions will prevail:

42. that the "*Developer*" will enter into an Engineering Services Agreement with the "*Municipality*" in respect of the implementation of the infrastructure to be implemented in lieu of DCs if the need for such infrastructure is identified at any stage by the Municipality;

43. that should the "*Developer*" not take up his rights for whatever reason within two years from the date of this memo, a revised Engineering report addressing services capacities and reflecting infrastructure amendments during the two year period, must be submitted to the Directorate: Infrastructure Services by the "*Developer*" for further comment and conditions. Should this revised Engineering report confirm that available services capacities is not sufficient to accommodate this development, then the implementation of the development must be re-planned around the availability of bulk services as any clearances for the development will not be supported by the Directorate: Infrastructure Services for this development if bulk services are not available upon occupation or taking up of proposed rights;

44. that the "*Developer*" indemnifies and keep the "*Municipality*" indemnified against all actions, proceedings, costs, damages, expenses, claims and demands (including claims pertaining to consequential damages by third parties and whether as a result of the damage to or interruption of or interference with the municipalities' services or apparatus or otherwise) arising out of the establishment of the development, the provision of services to the development or the use of servitude areas or municipal property, for a period that shall commence on the date that the installation of services to the development are commenced with and shall expire after completion of the maintenance period.

45. that the "*Developer*" must ensure that he / she has an acceptable public liability insurance policy in place;

46. that, if applicable, the "*Developer*" approach the Provincial Administration: Western Cape (District Roads Engineer) for their input and that the conditions as set by the Provincial Administration: Western Cape be adhered to before Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law will be issued;

47. that the "*Developer*" informs the project team for the proposed development (i.e. engineers, architects, etc.) of all the relevant conditions contained in this approval;

48. that the General Conditions of Contract for Construction Works (GCC) applicable to all civil engineering services construction work related to this development, will be the SAICE 3rd Edition (2015);

49. that the "*Developer*" takes cognizance and accepts the following:

a.) that no construction of any civil engineering services may commence before approval of internal – and external civil engineering services drawings;

b.) that no approval of internal – and external civil engineering services drawings will be given before land-use and or SDP approval is obtained;

c.) that no approval of internal – and external civil engineering services drawings will be given before the "*Developer*" obtains the written approval of all affected owners where the route of a proposed service crosses the property of a third party;

d.) that no building plans will be recommended for approval by the Directorate: Infrastructure Services before land-use and or SDP approval is obtained;

e.) that no building plans will be recommended for approval by the Directorate: Infrastructure Services before the approval of internal – and external civil engineering services drawings;

f.) that no building plans will be recommended for approval by the Directorate: Infrastructure Services before a Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law is issued unless the *"Developer"* obtains the approval of the *"Engineer"* for construction work of his development parallel with the provision of the bulk services.

Site Development Plan

50. that it is recognized that the normal Site Development Plan, submitted as part of the land-use application, is compiled during a very early stage of the development and will lack engineering detail that may result in a later change of the Site Development Plan. Any later changes will be to the cost of the "Developer";

51. that even if a Site Development Plan is approved by this letter of approval, a further fully detailed site plan be submitted for approval prior to the approval of engineering services plans and or building- and/or services plans to allow for the setting of requirements, specifications and conditions related to civil engineering services. Such Plan is to be substantially in accordance with the approved application and or subdivision plan and or precinct plan and or site plan, etc. and is to include a layout plan showing the position of all roads, road reserve widths, sidewalks, parking areas with dimensions, loading areas, access points, stacking distances at gates, refuse removal arrangements, allocation of uses, position and orientation of all buildings, the allocation of public and private open spaces, building development parameters, the required number of parking bays, stormwater detention facilities, connection points to municipal water- and sewer services, updated land-use diagram and possible servitudes;

52. that if the fully detailed Site Development Plan, as mentioned in the above item, contradicts the approved Site Development Plan, the "Developer" will be responsible for the amendment thereof and any costs associated therewith;

53. that an amended Site Development Plan be submitted for approval prior to the approval of building plans for new buildings not indicated on the Site Development Plan applicable to this application and or changes to existing buildings or re-development thereof;

Internal- and Link Services

54. that the "*Developer*", at his/her cost, construct the internal (on-site) municipal civil services for the development, as well as any link (service between internal and available bulk municipal service) municipal services that need to be provided;

55. that the Directorate: Infrastructure Services may require the "*Developer*" to construct internal municipal services and/or link services to a higher capacity than warranted by the project, for purposes of allowing other existing or future developments to also utilise such services. The costs of providing services to a higher capacity could be offset against the Development Charges payable in respect of bulk civil engineering services if approved by the Directorate: Infrastructure Services;

56. that the detailed design and location of access points, circulation, parking, loading - and pedestrian facilities, etc., shall be generally in accordance with the approved Site Development Plan and / or Subdivision Plan applicable to this application;

57. that plans of all the internal civil services and such municipal link services as required by the Directorate: Infrastructure Services be prepared and signed by a Registered Engineering Professional before being submitted to the aforementioned Directorate for approval;

58. that construction of services may only commence after municipal approval has been obtained;

59. that the construction of all civil engineering infrastructure shall be done by a registered civil engineering services construction company approved by the "*Engineer*";

60. that the "*Developer*" ensures that his/her design engineer is aware of the Stellenbosch Municipality Design Guidelines & Minimum Standards for Civil Engineering Services (as

amended) and that the design and construction/alteration of all civil engineering infrastructure shall be generally in accordance with this document, unless otherwise agreed with the Engineer. The said document is available in electronic format on request;

61. that a suitably qualified professional resident engineer be appointed to supervise the construction of all internal – and external services;

62. that all the internal civil services (water, sewer and stormwater), be indicated on the necessary building plans for approval by the Directorate: Infrastructure Services;

63. that prior to the issuing of the Certificate of Practical Completion, in terms of GCC 2015 Clause 5.14.1, all internal - and link services be inspected for approval by the "*Engineer*" on request by the "*Developer's*" Consulting Engineer;

64. that a Certificate of Practical Completion, in terms of GCC 2015 Clause 5.14.1 be issued before Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law will be issued (prior to transfer of individual units or utilization of buildings);

65. that Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law will only be issued if the bulk watermeter is installed, a municipal account for the said meter is activated and the consumer deposit has been paid;

66. that a complete set of test results of all internal – and external services (i.e. pressure tests on water - and sewer pipelines as well as densities on road structure and all relevant tests on asphalt), approved and verified by a professional registered engineer be submitted to the "Engineer" on request;

67. that the "*Developer*" shall adhere to the specifications of Telkom (SA) and or any other telecommunications service provider;

68. that the *"Developer"* shall be responsible for the cost for any surveying and registration of servitudes regarding services on the property;

69. that the *"Developer"* be liable for all damages caused to existing civil and electrical services of the "*Municipality*" relevant to this development. It is the responsibility of the contractor and/or sub-contractor of the "*Developer*" to determine the location of existing civil and electrical services;

70. that all connections to the existing services be made by the "*Developer*" under direct supervision of the *"Engineer*" or as otherwise agreed and all cost will be for the account of the *"Developer".*

71. that the developer takes cognizance of applicable tariffs by Council in respect of availability of services and minimum tariffs payable;

72. that the "*Developer*", at his/her cost, will be responsible for the maintenance of all the internal (on-site) municipal – and private civil engineering services constructed for this development until at least 80% of the development units (i.e. houses, flats or GLA) is constructed and aoccupied whereafter the services will be formally handed over to the Owner's Association, in respect of private services, and to the Municipality in respect of public services;

Servitudes

73. that the "*Developer*" ensures that all main services including roads to be taken over by the Directorate: Infrastructure Services, all existing municipal – and or private services including roads, crossing private - and or other institutional property and any other services/roads crossing future private land/erven are protected by a registered servitude before Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law will be given;

74. The width of the registered servitude must be a minimum of 3 m or twice the depth of the pipe (measured to invert of pipe), whichever is the highest value. The "*Developer*" will be responsible for the registration of the required servitude(s), as well as the cost thereof;

75. that the *"Developer"* obtains the written approval of all affected owners where the route of a proposed service crosses the property of a third party before final approval of engineering drawings be obtained.

Stormwater Management

76. Taking into account the recent water crisis, and associated increase in borehole usage, it is important that the groundwater be recharged as much as possible. One way of achieving the above is to consider using Sustainable Drainage Systems (SuDS) approach wrt SW management. From Red Book: "SuDS constitute an approach towards managing stormwater runoff that aims to reduce downstream flooding, allow infiltration into the ground, minimise pollution, improve the quality of stormwater, reduce pollution in water bodies, and enhance biodiversity. Rather than merely collecting and discarding stormwater through a system of pipes and culverts, this approach recognises that stormwater could be a resource." The

Developer is encouraged to implement SuDS principles that are practical and easily implementable. Details of such systems can be discussed and agreed with the Municipality and must be indicated on the engineering drawings.

77. that the geometric design of the roads and/or parking areas ensure that no trapped low-points are created with regard to stormwater management. All stormwater to be routed to the nearest formalized municipal system;

78. that overland stormwater escape routes be provided in the cadastral layout at all low points in the road layout, or that the vertical alignment of the road design be adjusted in order for the roads to function as overland stormwater escape routes. If this necessitates an amendment of the cadastral layout, it must be done by the "*Developer*", at his/her cost, to the standards of the Directorate: Infrastructure Services;

79. that the design engineer needs to apply his/her mind to ensure a design that will promote a sustainable urban drainage system which will reduce the impacts of stormwater on receiving aquatic environments;

80. that no disturbance to the river channel or banks be made without the prior approval in accordance with the requirements of the National Water Act;

81. that for larger developments, industrial developments or developments near water courses a stormwater management plan for the proposed development area, for both the minor and major storm events, be compiled and submitted for approval to the Directorate: Infrastructure Services.

82. that the approved management plan be implemented by the "*Developer*", at his/her cost, to the standards of the Directorate: Infrastructure Services. The management plan, which is to include an attenuation facility, is to be submitted concurrent with the detail services plans;

83. that in the case of a sectional title development, the internal stormwater layout be indicated on the necessary building plans to be submitted for approval.

84. that no overland discharge of stormwater will be allowed into a public road for erven with catchment areas of more than 1500m² and for which it is agreed that no detention facilities are required. The *"Developer"* needs to connect to the nearest piped municipal stormwater system with a stormwater erf connection which may not exceed a diameter of 300mm.

Roads

85. that, where applicable, the application must be submitted to the District Roads Engineer for comment and conditions . Any conditions set by the District Roads Engineer will be applicable;

86. that no access control will be allowed in public roads;

87. that the layout must make provision for all deliveries to take place on-site. Movement of delivery vehicles may not have a negative impact on vehicular – and pedestrian movement on public roads and or public sidewalks;

88. The design and lay-out of the development must be such that emergency vehicles can easily drive through and turn around where necessary;

89. that, prior to commencement of any demolition / construction work, a traffic accommodation plan for the surrounding roads must be submitted to the Directorate: Infrastructure Services for approval, and that the approved plan be implemented by the "*Developer*", at his/her cost, to the standards of the Directorate: Infrastructure Services;

90. that visibility splays shall be provided and maintained on each side of the new access in accordance with the standard specifications as specified in the Red Book with regard to sight triangles at intersections;

91. that each erf has its own access (drive-way), *(the new access(es) (dropped kerb(s)) to the proposed parking bays be)* constructed to standards as set out by the the Directorate: Infrastructure Services and in line with the Road Access Guideline;

92. that the access road to the existing facility be kept in an acceptable condition, i.e. maintained to a standard which will result in a comfortable ride for a standard passenger vehicle and to a standard which will not endanger the lives or property of road users;

93. that the parking area be provided with a permanent surface and be clearly demarcated and accessible. Plans of the parking layout, pavement layerworks and stormwater drainage are to be approved by the Directorate: Infrastructure Services before commencement of construction and that the construction of the parking area be to the standards of the Directorate: Infrastructure Services;

94. that no parking be allowed in the road reserve;

Bridge Requirement:

95. that any bridge(s) in the proposed road lay-out be designed and constructed to not impact on the natural flow of water, and to be able to accommodate the 1:50 year flood. The underside of the bridge(s) must be above the 1:100 year flood level;

96. that the bridge(s) be constructed by the *"Developer"*, at his/her cost, to the standards of the Directorate: Infrastructure Services. An adequate level of supervision by a suitably qualified Registered Engineering Professional must be provided for the full duration of the works. The Registered Engineering Professional shall arrange for any tests that may be necessary to determine whether the workmanship and materials conform to the required standards;
97. that a certificate stating that all work has been carried out in accordance with the Directorate: Infrastructure Services's specifications and requirements, signed by the Registered Engineering Professional, must be submitted with the "As Built" drawings on completion of the bridge(s). The certificate must make reference to all material testing, and confirm that the test results meet or exceed the requirements of the specifications;

Culvert Requirement:

98. that the proposed culvert under rail in the proposed road lay-out be designed and constructed by a professional engineer and to the satisfaction of all affected institutions i.e. Provincial Government, Stellenbosch Municipality, Metrorail, PRASA, etc;

99. that the culvert be constructed by the "*Developer*", to the standards of the Directorate: Infrastructure Services. An adequate level of supervision by a suitably qualified Registered Engineering Professional must be provided for the full duration of the works. The Registered Engineering Professional shall arrange for any tests that may be necessary to determine whether the workmanship and materials conform to the required standards;

100. that a certificate stating that all work has been carried out in accordance with the Directorate: Infrastructure Services's specifications and requirements, signed by the Registered Engineering Professional, must be submitted with the "As Built" drawings on completion of the culvert. The certificate must make reference to all material testing, and confirm that the test results meet or exceed the requirements of the specifications;

101. that stormwater in the culvert be addressed without utilizing mechanical pumps to the satisfaction if the "*Engineer*";

Wayleaves

102. that way-leaves / work permits be obtained from the Directorate: Infrastructure Services prior to any excavation / construction work on municipal land or within 3,0m from municipal services located on private property;

103. that wayleaves will only be issued after approval of relevant engineering design drawings;

104. that it is the Developer's responsibility to obtain wayleaves from any other authorities/service provider's who's services may be affected.

Owner's Association (Home Owner's Association or Body Corporate)

105. that an Owner's Association be established in accordance with the provisions of section 29 of the Stellenbosch Municipal Land Use Planning By-law and shall come into being upon the separate registration or transfer of the first deducted land unit arising from this subdivision;

106. that the Owner's Association take transfer of the private roads simultaneously with the transfer or separate registration of the first deducted land portion in such phase;

107. that in addition to the responsibilities set out in section 29 of the Stellenbosch Municipal Land Use Planning By-law, the Owner's Association also be responsible for the maintenance of the private roads, street lighting, open spaces, retention facilities and all internal civil services;

108. that the Constitution of the Owner's Association specifically empower the Association to deal with the maintenance of the roads, street lighting, open spaces, retention facilities and all internal civil services;

109. that the Constitution of the Owner's Association specifically describes the responsibility of the Owner's Association to deal with refuse removal as described in the "Solid Waste" section of this document;

Solid Waste

110. The reduction, reuse and recycle approach should be considered to waste management:

- Households to reduce waste produced
- Re-use resources wherever possible

- Recycle appropriately

To give effect to the above, the following are some typical waste minimization measures that should be implemented by the Developer, to the satisfaction of the Stellenbosch Municipality:

- Procedures should be stipulated for the collection and sorting of recyclable materials;
- Provision should be made for centralized containers for recyclable materials including cardboard, glass, metal, and plastic and green waste;
- A service provider should be appointed to collect recyclable waste. Such service provider must be legally compliant in terms of all Environmental Legislation and/or approved by the Municipality's Solid Waste Management Department;
- Procedures for removal of waste (materials that cannot be reused or recycled) from the site should be stipulated;
- General visual monitoring should be undertaken to identify if these measures are being adhered to;
- Record shall be kept of any steps taken to address reports of dumping or poor waste management within the Development;

Where an Owner's Association is to be established in accordance with the provisions of section 29 of the Stellenbosch Municipal Land Use Planning By-law, the Constitution of the Owner's Association shall incorporate the above in the Constitution and:

- Each party's (Developer/Owner's Association/Home Owner) responsibilities w.r.t. waste management and waste minimization should be clearly defined in such constitution
- A set of penalties for non-compliance should be stipulated in the Constitution

111. that it be noted that the Solid Waste Branch will not enter private property, private roads or any access controlled properties for the removal of solid waste;

112. that the "*Developer*" must apply and get approval from the Municipality's Solid Waste Department for a waste removal service prior to clearance certificate or occupation certificate (where clearance not applicable). Contact person: Senior Manager: Solid Waste (021 808 8241; clayton.hendricks@stellenbosch.gov.za)

113. that should it not be an option for the *"Municipality"* to enter into an agreement with the *"Developer"* due to capacity constraints, the "*Developer*" will have to enter into a service agreement with a service provider approved by the *"Municipality"* prior to clearance certificate or occupation certificate (where clearance not applicable);

114. that if the "Developer" removes the waste by private service provider, provision must still be made for a refuse room should this function in future revert back to the "Municipality";

115. Access to all properties via public roads shall be provided in such a way that collection vehicles can complete the beats with a continuous forward movement;

116. Access shall be provided with a minimum travelable surface of 5 meters width and a minimum corner radii of 5 meters;

117. Maximum depth of cul-de-sac shall be 20 meters or 3 erven, whichever is the lesser. Where this requirement is exceeded, it will be necessary to construct a turning circle with a minimum turning circle radius of 11m or, alternatively – a turning shunt as per the Directorate: Infrastructure Services' specifications. With respect to the latter, on street parking are to be prohibited by way of "red lines" painted on the road surface as well as "no parking" signboards as a single parked vehicle can render these latter circles and shunts useless;

118. Minimum turning circle radius shall be 11 meters to the center line of the vehicle;

119. Road foundation shall be designed to carry a single axle load of 8.2 tons;

120. Refuse storage areas are to be provided for all premises other than single residential erven;

121. Refuse storage areas shall be designed in accordance with the requirements as specified by the Solid Waste Branch. Minimum size and building specifications is available from the Solid Waste Branch;

122. A single, centralized, refuse storage area which is accessible for collection is required for each complete development. The only exception is the case of a single residential dwelling, where a refuse storage area is not required;

123. The refuse storage area shall be large enough to store all receptacles needed for refuse disposal on the premises, including all material intended to recycling. No household waste is allowed to be disposed / stored without a proper 240 ℓ Municipal wheelie bin;

124. The size of the refuse storage area depends on the rate of refuse generation and the frequency of the collection service. For design purposes, sufficient space should be available to store two weeks' refuse;

125. Where the premises might be utilized by tenants for purposes other than those originally foreseen by the building owner, the area shall be sufficiently large to store all refuse generated, no matter what the tenant's business may be;

126. All black 85 ℓ refuse bins or black refuse bags is in the process of being replaced with 240 ℓ black municipal wheeled containers engraved with WC024 in front, and consequently refuse storage areas should be designed to cater for these containers. The dimensions of these containers are:

Commercial and Domestic	:	585 mm wide x 730 mm deep x 1100 mm high

127. With regard to flats and townhouses, a minimum of 50 litres of storage capacity per person, working or living on the premises, is to be provided at a "once a week" collection frequency;

128. Should designers be in any doubt regarding a suitable size for the refuse storage area, advice should be sought from the Solid Waste Department : Tel 021 808-8224

129. Building specifications for refuse storage area:

Floor

The floor shall be concrete, screened to a smooth surface and rounded to a height of 75mm around the perimeter. The floor shall be graded and drained to a floor trap (See: Water Supply and Drainage).

Walls and Roof

The Refuse Storage Area shall be roofed to prevent any rainwater from entering. The walls shall be constructed of brick, concrete or similar and painted with light color high gloss enamel. The height of the room to the ceiling shall be not less than 2.21 meters.

Ventilation and Lighting

The refuse storage area shall be adequately lit and ventilated. The room shall be provided with a lockable door which shall be fitted with an efficient self-closing devise. The door and ventilated area shall be at least 3 metres from any door or window of a habitable room. Adequate artificial lighting is required in the storage area.

Water Supply and Drainage

A tap shall be provided in the refuse storage area for washing containers and cleaning spillage. The floor should be drained towards a 100 mm floor trap linked to a drainage pipe which discharges to a sewer gully outside the building. In some cases a grease gully may be required.

130. Should the refuse storage area be located at a level different from the level of the street entrance to the property, access ramps are to be provided as stairs are not allowed. The maximum permissible gradient of these ramps is 1:7;

131. A refuse bay with minimum dimensions of 15 meters in length x 2, 5 meters in width plus 45 degrees splay entrance, on a public street, must be provided where either traffic flows or traffic sight lines are affected. The refuse bays must be positioned such that the rear of the parked refuse vehicle is closest to the refuse collection area;

132. Any containers or compaction equipment acquired by the building owner must be approved by the Directorate: Infrastructure Services, to ensure their compatibility with the servicing equipment and lifting attachments;

133. Refuse should not be visible from a street or public place. Suitable screen walls may be required in certain instances;

134. Access must be denied to unauthorized persons, and refuse storage areas should be designed to incorporate adequate security for this purpose;

135. All refuse storage areas shall be approved by the Directorate: Infrastructure Services, to ensure that the Council is able to service all installations, irrespective of whether these are currently serviced by Council or other companies;

AS-BUILTs

136. The "*Developer*" shall provide the "*Municipality*" with:

a. a complete set of as-built paper plans, signed by a professional registered engineer;

b. a CD/DVD containing the signed as-built plans in an electronic DXF-file format, reflecting compatible layers and formats as will be requested by the "*Engineer*" and is reflected herewith as Annexure X;

c. a completed Asset Verification Sheet in Excell format, reflecting the componitization of municipal services installed as part of the development. The Asset Verification Sheet will have to be according to the IMQS format, as to be supplied by the "Engineer", and is to be verified as correct by a professional registered engineer;

d. a complete set of test results of all internal – and external services (i.e. pressure tests on water - and sewer pipelines as well as densities on road structure and all relevant tests on asphalt), approved and verified by a professional registered engineer;

e. Written verification by the developer's consulting engineer that all professional fees in respect of the planning, design and supervision of any services to be taken over by the "*Municipality*" are fully paid;

137. All relevant as-built detail, as reflected in the item above, of civil engineering services constructed for the development, must be submitted to the "*Engineer*" and approved by the "*Engineer*" before any application for Certificate of Clearance will be supported by the "*Engineer*";

138. The Consulting Civil Engineer of the "*Developer*" shall certify that the location and position of the installed services are in accordance with the plans submitted for each of the services detailed below;

139. All As-built drawings are to be signed by a professional engineer who represents the consulting engineering company responsible for the design and or site supervision of civil engineering services;

140. Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law shall not be issued unless said services have been inspected by the "*Engineer*" and written clearance given, by the "*Engineer*";

Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law

141. It is specifically agreed that the "*Developer*" undertakes to comply with all conditions of approval as laid down by the "*Municipality*" before clearance certificates shall be issued, unless otherwise agreed herein;

142. that the "*Municipality*" reserves the right to withhold any clearance certificate until such time as the "*Developer*" has complied with conditions set out in this contract with which he/she is in default. Any failure to pay monies payable in terms of this contract within 30 (thirty) days after an account has been rendered shall be regarded as a breach of this agreement and the "*Municipality*" reserves the right to withhold any clearance certificate until such time as the amount owing has been paid;

143. that clearance will only be given per phase and the onus is on the "*Developer*" to phase his development accordingly;

144. **The onus will be on the "Developer" and or his professional team to ensure that all land-use conditions have been complied with before submitting an application for a Section 28 Certification in terms of the Stellenbosch Municipal Land Use Planning By-law. Verifying documentation (proof of payment in respect of Development Charges, services installation, etc.) must be submitted as part of the application before an application will be accepted by this Directorate;**

145. that any application for Certificate of Clearance will only be supported by the "*Engineer*" once all relevant as-built detail, as reflected in the item "AS-BUILT's" of this document, is submitted to the "*Engineer*" and approved by the "*Engineer*".

Occupation Certificate in terms of Section 14 of the the National Building Regulations and Building Standards Act 103 of 1977 (where a subdivision and clearance certificate is not applicable)

146. It is specifically agreed that the "*Developer*" undertakes to comply with all conditions of approval as laid down by the "*Municipality*" before occupation certificates shall be issued, unless otherwise agreed herein;

147. that the "*Municipality*" reserves the right to withhold any occupation certificate until such time as the "*Developer*" has complied with conditions set out in this contract with which he/she is in default. Any failure to pay monies payable in terms of this contract within 30 (thirty) days after an account has been rendered shall be regarded as a breach of this agreement and the

"*Municipality*" reserves the right to withhold any occupation certificate until such time as the amount owing has been paid;

148. **The onus will be on the "Developer" and or his professional team to ensure that all land-use conditions have been complied with before submitting an application for an occupation certificate in terms of the National Building Regulations. Verifying documentation (proof of payment in respect of Development Charges, services installation, etc.) must be submitted as part of the application before an application will be accepted by this Directorate;**

Avoidance of waste, nuisance and risk

149. Where in the opinion of the "*Municipality*" a nuisance, health or other risk to the public is caused due to construction activities and/or a lack of maintenance of any service, the "*Municipality*" may give the "*Developer*" and or OWNER'S ASSOCIATION written notice to remedy the defect failing which the "*Municipality*" may carry out the work itself or have it carried out, at the cost of the "*Developer*" and or OWNER'S ASSOCIATION.

Streetlighting

150. The "*Developer*" will be responsible for the design and construction at his own expense of all internal street lighting services and street lighting on link roads leading to his development (excluding Class 1, 2 and 3 Roads) according to specifications determined by the municipality's Manager: Electrical Services and under the supervision of the consulting engineer, appointed by the "*Developer*";

151. Prior to commencing with the design of street lighting services, the consulting electrical engineer, as appointed by the "*Developer*" must acquaint himself with, and clarify with the municipality's Manager: Electrical Engineering, the standards of materials and design requirements to be complied with and possible cost of connections to existing services;

152. The final design of the complete internal street lighting network of the development must be submitted by the consulting electrical engineer, as appointed by the "*Developer*", to the municipality's Manager: Electrical Engineering for approval before any construction work commences;

153. Any defect with the street lighting services constructed by the "*Developer*" which may occur during the defects liability period of 12 (TWELVE) months and which occurs as a result of defective workmanship and/or materials must be rectified immediately / on the same day the

defect was brought to the attention of the consulting electrical engineer, appointed by the "*Developer*". Should the necessary repair work not be done within the said time the "*Municipality*" reserves the right to carry out the repair work at the cost of the "*Developer*";

154. The maintenance and servicing of all private internal street lighting shall be the responsibility and to the cost of the "Developer" and or Home Owner's Association.

TYRONE KING Pr Tech Eng
MANAGER: DEVELOPMENT (INFRASTRUCTURE SERVICES)

W:\2.0 DEVELOPMENT\00 Developments\2104 (TK) Farm 742-5 Paarl (LU-10577) (Stellenbosch Bridge Application 1)\2104 (TK) Farm 742-5 Paarl (LU-10577) (Stellenbosch Bridge Application 1)_1.doc

ATTACHMENT X

Geographic Information System (GIS) data capturing standards

In drawing up the As-build Plans relating to this development, the consultant must create the following separate layers in ESRI .shp, electronic file format in order for the data to reflect spatially correct.

Layer name	Content
TITLE	Title information, including any endorsements and references
NOTES	All noted information, both from the owner / surveyor and SG
PARENT_PROPLINES	Parent property lines
PARENT_PROPNUM	Parent erf number (or portion number)
PROPLINES	New portion boundaries
PROPANNO	New erf numbers
SERVLINES	Servitude polygons
SERVANNO	Servitude type
STREET_NAMES	Road centre lines with street names
STREET_NUMBERS	Points with street numbers
COMPLEX BOUNDARIES	Where applicable, polygon with complex name (mention whether gated or not and if so, where gates are)
SUBURB	Polygon with suburb name, where new suburb / township extension created
ESTATE	Where applicable, polygon with estate name (mention whether gated or not and if so, where gates are)

When data is provided in a .shp format it is mandatory that the .shx, .dbf, files should accompany the shapefile. The prj file containing the projection information must also accompany the shapefile.

It is important that different geographical elements for the GIS capture process remains separate. That means that political boundaries like wards or suburbs be kept separate from something like rivers. The same applies for engineering data types like water lines, sewer lines, electricity etc. that it is kept separate from one another. When new properties are added as part of a development, a list of erf numbers with its associated SG numbers must be provided in an electronic format like .txt, .xls or .csv format.

For road layer shapefiles; the road name, the from_street and to_street where applicable as well as the start en end street numbers needs to be included as part of the attributes. A rotation field needs to be added to give the street name the correct angle on the map.

In addition to being geo-referenced and in WGS 1984 Geographic Coordinate System, the drawing must be completed using real world coordinates based on the Stellenbosch

Municipality standard as follows:

- Datum : Hartebeeshoek WGS 84
- Projection : Transverse Mercator
- Central Longitude/Meridian 19
- False easting : 0.00000000
- False northing : 0.00000000
- Central meridian : 19.00000000
- Scale factor : 1.00000000
- Origin latitude : 0.00000000
- Linear unit : Meter

STELLENBOSCH BRIDGE: RIGHTS ROLL-OUT & SERVICES THRESHOLDS

ANNEXURE: SERVICE TRESHHOLDS

Threshold	Water Demand		Sewerage	Electricity	Stormwater	Development Rights (up to)	
	AADD	Upgrades	Upgrades	Upgrades		Residential	Non-residential
1	0 to 998kl/day	• SKW1.1, SKW1.2a, SKW1.2b, SKW1.12 (Municipality - currently on municipal budget OR Developer - with DCs) • SKW1.5, SKW1.9a, SKW1.9b, SKW1.10, SKW1.11, SKW1.15, SKW1.16, SKW1.21 & SKW1.27 (Developer – own cost) • SKW.B1, SKW.B3 & SKW.B4 (Municipality - currently on municipal budget OR Developer - with DCs)	• Master plan items SKZ.4, SKZ.5, SKZ.6, SKZ.7, SKZ.8 (Developer – own cost)	• Brick-built switching substation • Primary MV cabling from Eskom 132/11kV step-down substation • Four secondary MV cable bulk supplies	• Stormwater management plan to finalise improvements	1 577 units	28 000m²
2	999kl/day to 1300kl/day	SKW.B5b Phase 1 of New 12 Ml reservoir (Municipality – if approved on municipal budget OR Developer - with DCs)			• Stormwater management plan to finalise	1 577 units	118 500m²
3	1301kl/day to 1547.4kl/day			• 132/11kV step-down substation • new brick-built switching substation, • interlinking primary MV cabling and secondary MV cable rings		2 200 units	320 000m²
4	1547.5kl/day to 4060kl/day	• Further master plan items to be finalised	• SKS1.8, SKS1.13 SKS1.14, SKS5.2 & SKS5.3 • SKS1.7, SKS6.2 & SKS 6.3 • SKS1.12 & SKS 7.3 • New Pump Station • Upgrade Klapmuts WWTW (Municipality – if approved on municipal budget OR Developer - with DCs)	• Brick-built switching substation • Primary MV cabling from 132/11kV step-down substation and • Secondary MV cable rings	• Stormwater management plan to finalise	6 000 units	680 000m²

Threshold	Roads			Development Rights (up to)	
	Peak Hour Trip Generation (*as per TIAs*)	Upgrades (*refer to Figure A*)		Residential	Non-residential
Background	n/a	1) a) Dualling of R44 between Klapmuts-Simondium Rd & N1 (up to and including) (Developer – DCs to a max of 20% of total project value – Provincial Road) 2) a) Upgrade of N1/R44 & N1/R304 interchanges (Developer – own cost – Provincial/National Roads) 3) a) Upgrade of R304/Old Paarl Rd intersection (Developer – own cost – Provincial Roads) 4) Left-turn lanes on two R44-approaches to R44/Klapmuts (Developer – DCs – Provincial/Municipal Roads) –Simondium Rd intersection (Developer – DCs to a max of 20% of total project value – Provincial Roads)	1) b) Groenfontein Rd-interchange on N1 (Developer – own cost – Provincial Roads/National Roads) 2) b) Upgrade of Groenfontein Rd between interchange and Old Paarl Rd (Developer – DCs to a max of 20% of total project value – Provincial Road) 3) b) Roundabout at intersection of Old Paarl Rd/Groenfontein Rd (Developer – DCs to a max of 50% of total project value – Groenfontein Rd is provincial north of Old Paarl Road and municipal south of Old Paarl Road.)		
1 + 2	AM: 2 214 + 461 = 2 675 PM: 1 794 + 461 = 2 255	5) Access road link to Merchant St & roundabout at the Merchant St/access road intersection (Developer – DCs – Municipal Road) 6) Realignment of section of Merchant St & roundabout at the Groenfontein Rd/Merchant St intersection (Developer – DCs – Municipal Road) 7) Underpass-road (dual) (Klapmuts Hills Rd) between Old Paarl Rd and Klapmuts Hills Rd & roundabouts at intersections (Developer – DCs – Municipal Road) 8) Klapmuts Hills single lane road from second industrial access (Precinct C) to underpass road (Developer – DCs – Municipal Road) 9) Dualling of Old Paarl Rd between Groenfontein Rd and underpass road & roundabouts at intersections (Developer – DCs to a max of 20% of total project value – Provincial Road) 10) Dedicated left-turn lane along the Stellengate Boulevard-approach to the R44 intersection (Developer – DCs – Provincial/Municipal Road)		1 577 units	118 500m²
3	*Total including existing rights-trips:* AM: 3 908 PM: 5 482	11) Groenfontein Rd-interchange on N1 and upgrade of Groenfontein Rd (if not yet implemented in 1b) (Developer – own cost – Provincial Roads/National Roads) 12) Dualling of Klapmuts Hills Rd between underpass-road and access road link to Merchant St (Developer – DCs – Municipal Road) 13) Extension of Klapmuts Hills Rd to Precinct B second access (Developer – DCs – Provincial Road)		2 200 units	320 000m²
4	TBD	14) To be completed following Regional Road Network Study prior to submission of Application 4		6 000 units	680 000m²

STELLENBOSCH BRIDGE: RIGHTS ROLL-OUT & SERVICES THRESHOLDS

Notes:

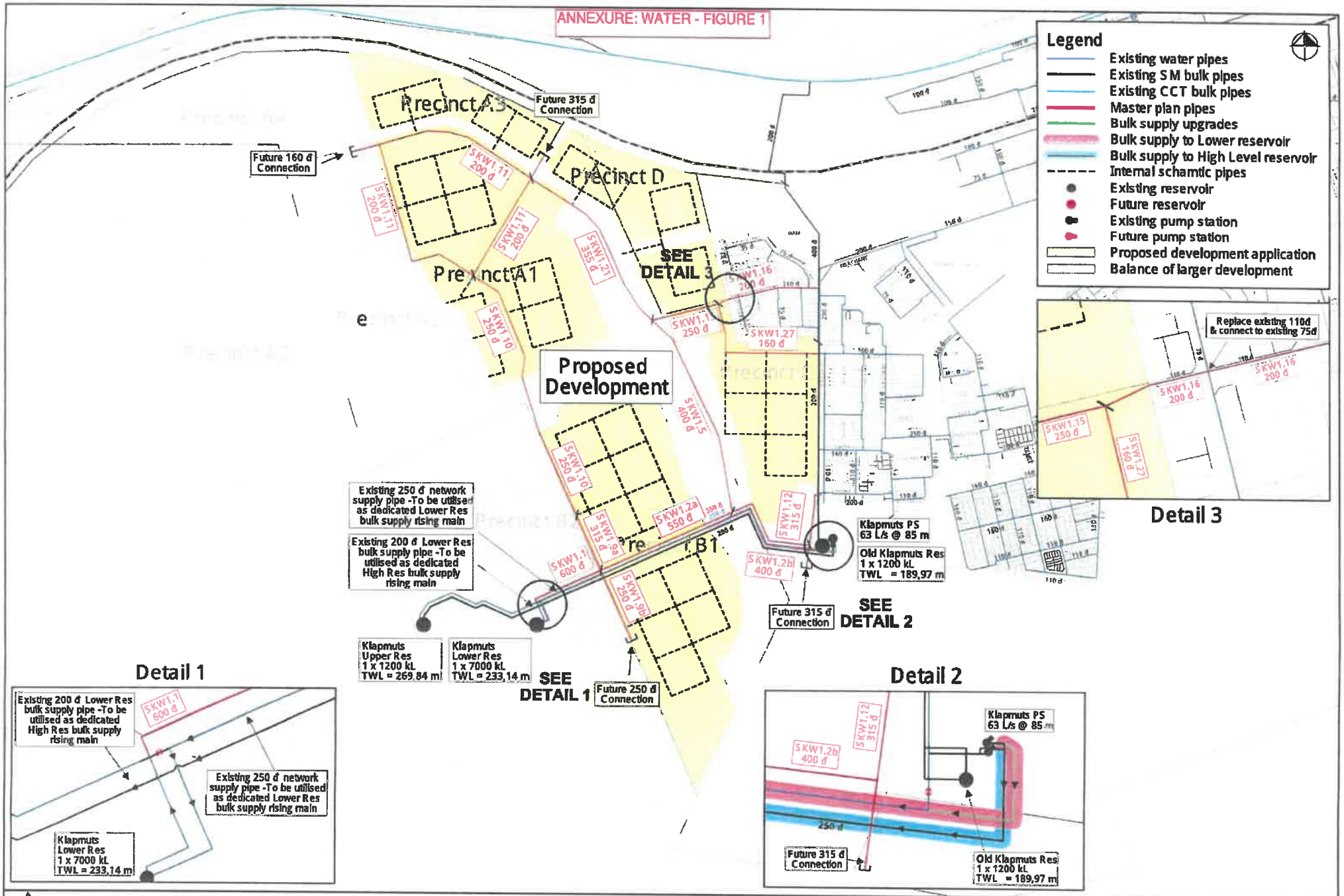
1. Refer to the following Annexures for the locations of the above items:
- **Water: Annexure Water (GLS Figures 1 and 2)**
- **Sewer: Annexure Sewer (GLS Figure 3)**
- **Roads: Annexure Roads (UDS Figure A)**

2. Where an item is not on the Municipality's budget and where DCs have been indicated as "Developer – DCs": The full cost of the upgrade may be offset from DCs. Should the DCs available not be enough to cover the cost, the shortfall will be for the Developer's own cost.

3. Where funding is indicated as "Developer – own cost", this does not exclude the Developer from obtaining external funding sources i.e. from the relevant road authority e.g. Provincial and/or National Government.

4. Principles governing the utilisation of DCs on Municipal / Provincial Roads: Clause 14.6 of 2020/21 Stellenbosch Municipality DC Policy:
   - "Provincial Roads – 20% of the value of upgrades on provincial roads have been allowed for in the determination of the Development Charges tariffs and therefore this percentage will be allowed to be offset from Development Charges. The offsetting of Development Charges against the full cost of provincial road upgrades would result in an under-recovery of Development Charges for municipal roads. Exception is upgrades to intersections between municipal and provincial roads, where the full amount can be offset from Development Charges."
   - National Roads; Intersections of National and Provincial Roads – not included in our DC tariffs – cannot be offset from DCs.

ANNEXURE: WATER - FIGURE 1



September 2020

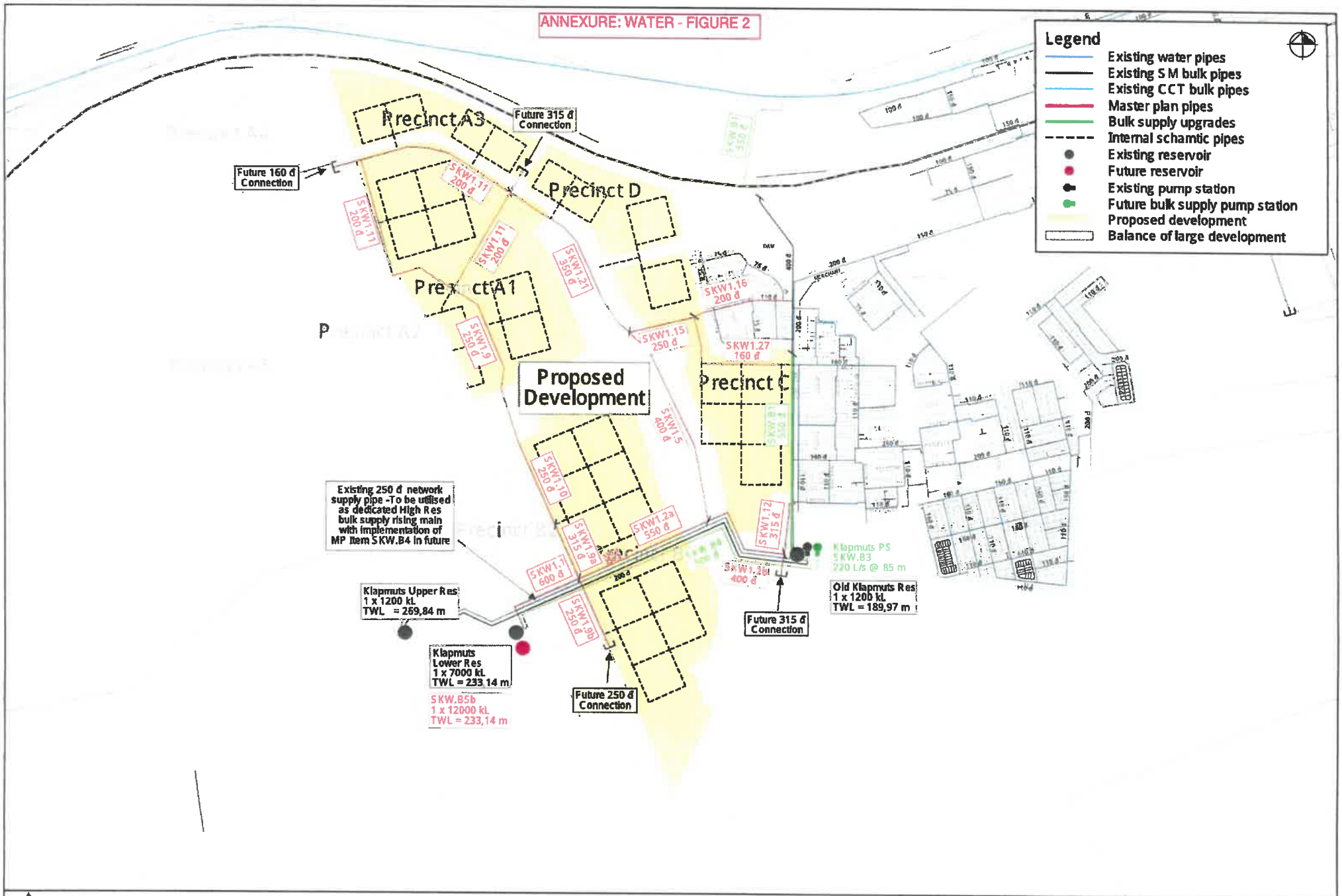
Development of Portion 5 of Farm 742 - Klapmuts (Stellenbosch Bridge development)

gls consulting

Figure 1

Proposed Development
Ptn 5 of Farm 742 - Klapmuts
Water Reticulation System

ANNEXURE: WATER - FIGURE 2

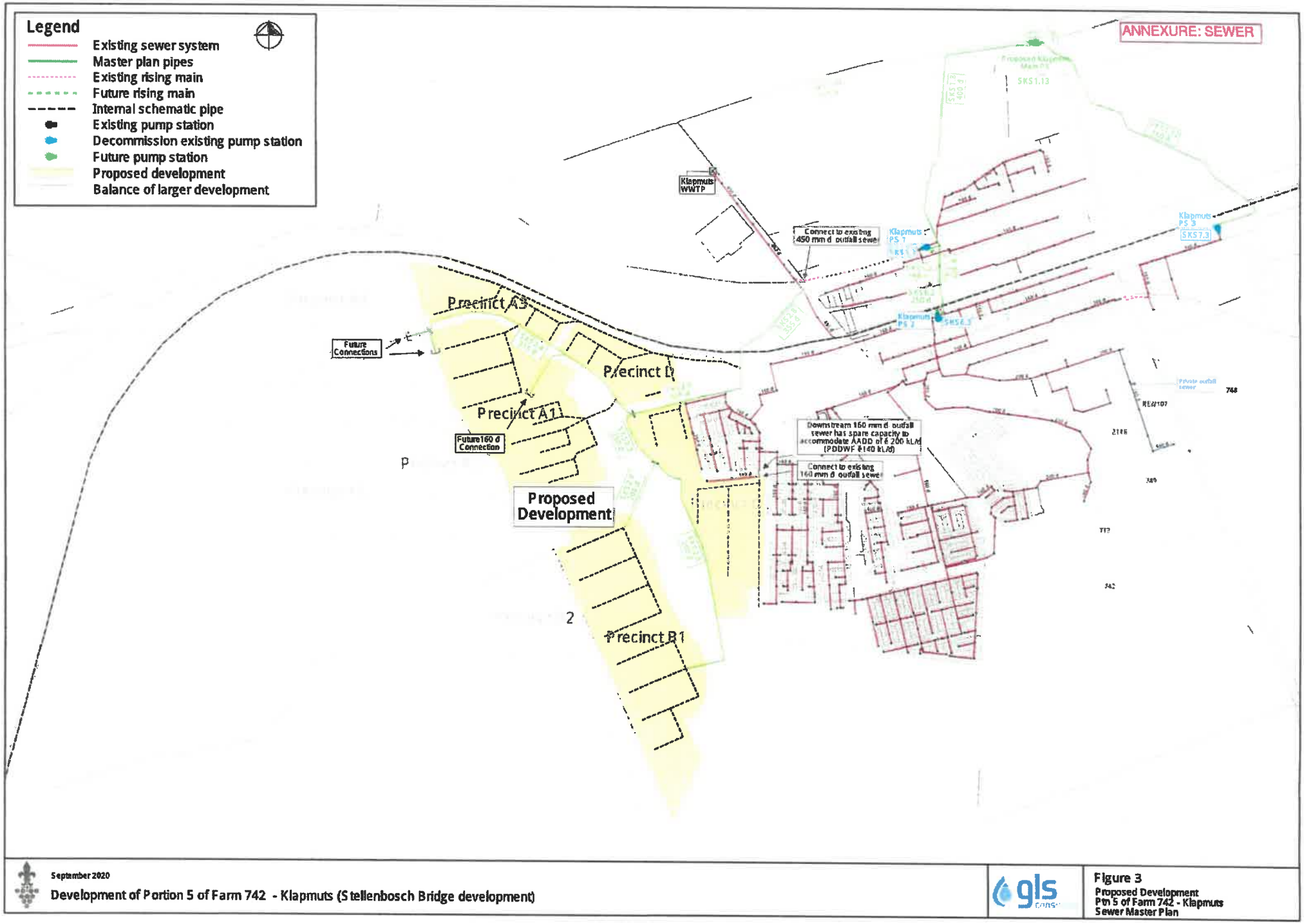


September 2020

Development of Portion 5 of Farm 742 - Klapmuts (Stellenbosch Bridge development)

gls consulting

Figure 2
Proposed Development
Ptn 5 of Farm 742 - Klapmuts
Bulk Water System



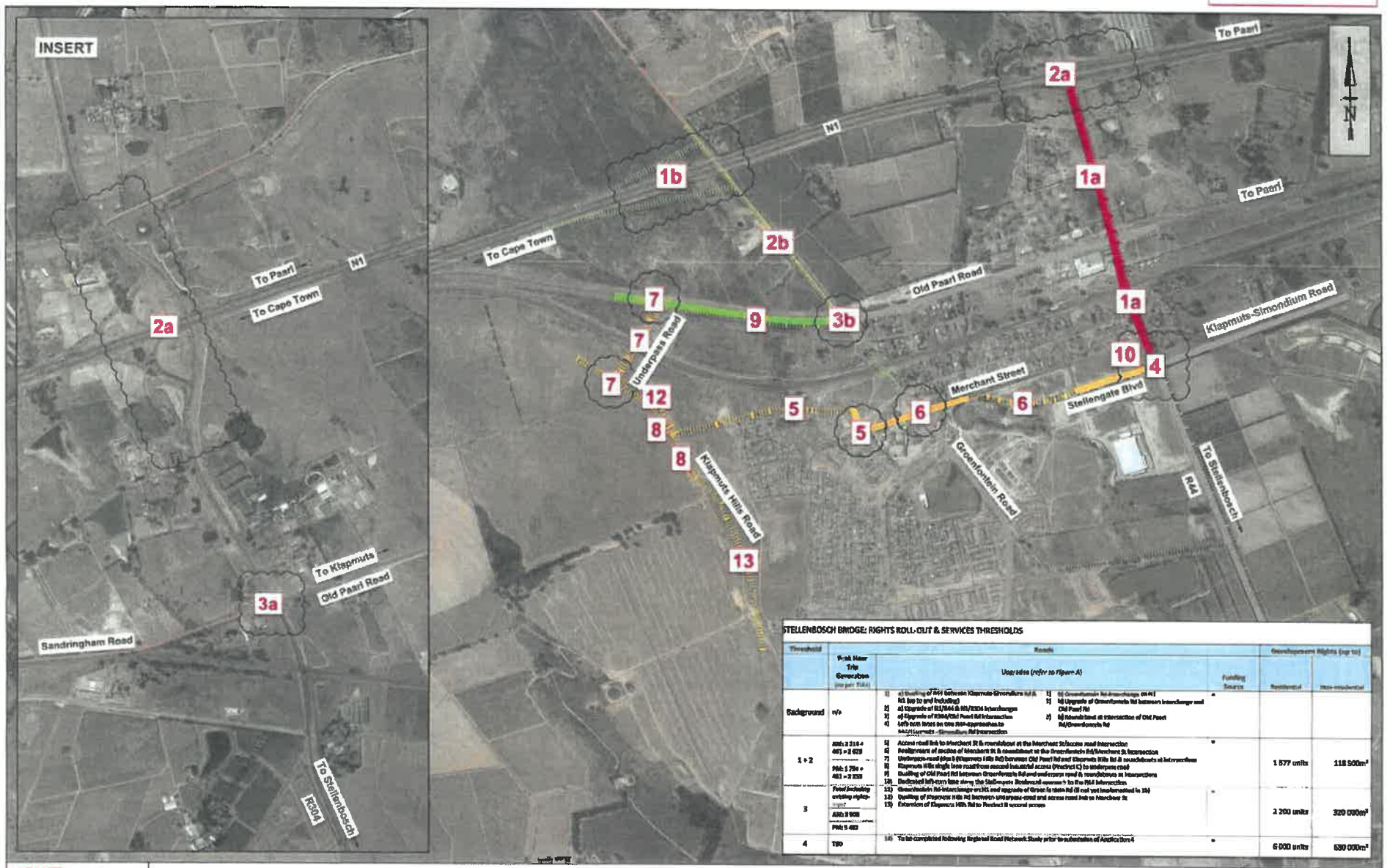
September 2020

Development of Portion 5 of Farm 742 - Klapmuts (Stellenbosch Bridge development)

gls consulting

Figure 3
Proposed Development
Ptn 5 of Farm 742 - Klapmuts
Sewer Master Plan

ANNEXURE: ROADS



STELLENBOSCH BRIDGE: RIGHTS ROLL-OUT & SERVICES THRESHOLDS

Threshold	Peak Hour Trip Generation (per Veh)	Roads: Description (refer to Figure A)	Funding Source	Development Rights (up to): Residential	Development Rights (up to): Non-residential
Background	n/a	1) a) Dualling of R44 between Klapmuts-Simondium Rd & R1 (up to and including) 2) a) Upgrade of R1/R44 & R1/R304 Interchanges 3) a) Upgrade of R304/Old Paarl Rd Intersection 4) Left-turn lanes on two approaches to Klapmuts - Simondium Rd intersection	1) b) Groenfontein Rd Interchange on R1 2) b) Upgrade of Groenfontein Rd between Interchange and Old Paarl Rd 3) b) Stellenbosch Blvd at intersection of Old Paarl Rd/Groenfontein Rd		
1 + 2	AM: ± 210 + PM: ± 294 + MD: ± 210	5) Access road link to Merchant St & roundabout at the Merchant St/access road intersection 6) Realignment of section of Merchant St & roundabout at the Groenfontein Rd/Merchant St intersection 7) Underpass road (plus 3 Klapmuts Hills Rd) between Old Paarl Rd and Klapmuts Hills Rd & roundabouts at intersections 8) Klapmuts Hills single lane roadtrain around industrial access (Precinct C) to underpass road 9) Dualling of Old Paarl Rd between Groenfontein Rd and underpass road & roundabouts at intersections 10) Dedicated left-turn lane along the Stellenpark Boulevard access* to the R44 intersection		1 577 units	118 500m²
3	Peak including existing rights: AM: ± 908 PM: ± 483	11) Groenfontein Rd interchange on R1 and upgrade of Green Is road (if not yet implemented in 2b) 12) Dualling of Klapmuts Hills Rd between underpass road and access road link to Merchant St 13) Extension of Klapmuts Hills Rd to Precinct B second access		2 200 units	320 000m²
4	TBD	14) * To be completed following Regional Road Network Study prior to submission of Application 4		6 000 units	630 000m²

uds africa
HEAD OFFICE:
SUITE 6
WILLIAM GARDNER AVENUE
BOWERBIRD WEST
TEL: 021 201 7160

Stellenbosch Bridge - External Road Upgrades
(not to scale)

Figure A
UDS 318

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ANNEXURE J

TRANSPORT & PUBLIC WORKS: ROADS
Chief Directorate: Road Planning
Email: grace.swanepoel@westerncape.gov.za
Tel: +27 21 483 4669
Room 335, 9 Dorp Street, Cape Town, 8001
PO Box 2603, Cape Town, 8000

REFERENCE: **TPW (Job 19472)**
ENQUIRIES: **Ms G Swanepoel**
DATE: **1 February 2021**

Director: Planning and Economic Development
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Mr U von Molendorff

Dear Sir

PORTION 5 OF FARM 742 PAARL: MAIN ROAD 27 (R44) AND MAIN ROAD 189 (R101 OLD PAARL ROAD): APPLICATION FOR AMENDMENT OF CONDITIONS OF APPROVAL, COUNCIL'S CONSENT AND COUNCIL'S APPROVAL

1. The following refer:

1.1 Undated notice of land development, Stellenbosch Municipality application no. LU/10577, received in this Branch on 2 December 2020 from Mr A Roux of Anton Lotz Town Planning and ARoux Town Planning in association;

1.2 Proposed subdivision and zoning plan for the Stellenbosch Bridge development on Farm 742/5, Drawing no. 18096-001 Rev. F dated 2020-09-14;

1.3 Klapmuts Hills Traffic Impact Assessment (TIA) report dated March 2009;

1.4 Addendum to 2009 TIA (paragraph 1.3 above) dated 15 September 2011;

1.5 Traffic Impact Statement (TIS) dated 12 August 2019 and

1.6 Addendum to 2019 TIS (paragraph 1.5 above) dated 26 November 2020.

2. Portion 5 of Farm 742 Paarl is located to the west of the currently developed area of Klapmuts, south of Main Road 189 (the R101 Old Paarl Road) and the main railway line to Paarl and the interior, but within the urban fringe of Klapmuts as indicated in the 2019 Stellenbosch Spatial Development Framework.

3. The application is for the following:

3.1 Amendment of the conditions of approval for the subject property to relocate land use rights granted in 2011-2017 for Phase 1 to permit the development of 1 577 residential units (flats and group housing), and 28 000m² of non-residential floor area (including business, industrial and institutional uses);

3.2 Consent for a Mixed-Use Zone on Portion 2, permitting a wide range of land uses;

3.3 Consent for Industrial Zone spot-zoning on Portion 2 to permit business premises;

3.4 Consent to permit business premises on Portions 3 and 4 (zoned Industrial);

3.5 Consent to permit flats at ground floor on Mixed Use Zone Portion 2 and

3.6 Approval of the proposed Stellenbosch Bridge Development Framework.

4. While the residential component of the development is unchanged, the non-residential portion of the proposed development is being amended. Where the original proposal had 17 500m² of commercial/office floorspace, 4 700m² of retail and 4 000m² of gym, the amended application is shown as mixed use, with a modestly sized area allocated as industrial spot zone, and with two smaller portions of industrial. In the land use application, the range of potential uses under mixed zone is wide, with trip generation also potentially varying widely. The TIS for the present land use application specifies 3 000m² GLA of commercial/office floorspace, 5 000m² GLA of data centre and a 1 200 learner private school (area/ GLA not specified).

5. The original 2009 TIA listed external road network upgrades required to accommodate the proposed developments on Farm 742/5. These are listed in Section 6.5 of the current land use application report (paragraph 1.1 above). The Traffic Impact Statement (TIS) for the current application (paragraph 1.5 above) indicates a slight decrease in morning peak hour trips generated compared with the original application, and a significant decrease in evening peak hour trips generated by the proposed development in its revised form. However, the TIS does not evaluate how these changes, together with the impact of development, road upgrades already implemented, and traffic growth on the external road network in the interim, may change the external road network upgrades required in terms of the original TIA.

6. The November 2020 Addendum to the 2019 TIS (paragraph 1.6 above) proposes providing a half-diamond interchange on the N1 at the west side of Groenfontein Road. The Addendum indicates that EMME modelling showed this to remove the need to dual Main Road 27 (the R44) between Main Road 23 (Simondium Road)/Merchant Street and Main Road 189 Old Paarl Road as a requirement for the proposed development of Farm 742/5, due to diversion of traffic. It is noted that any proposals to upgrade or implement new interchanges on the N1 would require detailed negotiations between local and provincial authorities and SANRAL and may only be implemented with the approval of SANRAL. This may place limitations on the timing and/or scale of future developments in the Klapmuts area.

7. Numerous other developments in the Klapmuts area, of varying sizes and locations, are currently being considered or planned, and depending on the timing of development, it is likely that these would trigger some of the upgrades identified in the 2009 TIA as being required to accommodate the generated traffic on the external road network (the R44 Main Road 27 and the R101 Main Road 189; Divisional Road 1104 Groenfontein Road and N1 interchanges). Other additional upgrades may, however, be required. It is also

indicated in the Addendum to the 2019 TIS that additional applications are planned to intensify the development on Farm 742/5 and to expand the Stellenbosch Bridge development to include adjacent properties. It is important therefore that the planning process is flexible and that as development takes place, the necessary road infrastructure upgrades are implemented timeously.

8. The application for Farm 742/5 indicates the intention to follow a "Package of Plans" approach, commencing with the Conceptual and Development Frameworks and proceeding consecutively to Precinct Plans, Subdivision Plans, Site Development Plans and finally Building Plans. The current application combines the Conceptual and Development Framework stages and seeks approval of a "basket of rights" (specifying land uses and the number and floor area of these uses) for the development of the site, allowing for flexibility to move these rights between precincts.

9. The basket of rights must require the applicant to submit for the approval of the Municipality and this Branch, any changes in use or scale (area/number of units), including an assessment of the traffic impacts of these changes. For example, mixed use zoning may allow for a variety of land uses, but different uses generate different numbers of trips. This is particularly important, since a data centre generates low traffic volumes, whereas a gym, for example, has a high trip generation rate. A condition of this Branch offering no objection will therefore be a requirement not to exceed the number of trips specified in the TIS and to submit a traffic impact study for any proposed change of use, or of the scale of any particular use.

10. This Branch offers no objection to the land use application for Portion 5 of Farm 742 Stellenbosch, as detailed in the documents referenced in paragraphs 1.1 to 1.6 above, subject to the following:

10.1 The "basket of rights" for the proposed development is limited to 1 577 residential units, 3 000m² GLA offices, 5 000m² data centre and educational facilities for 1 200 learners; in addition, total trip generation shall not exceed 2 214 trips in the AM peak hour and 1 794 trips in the PM peak hour;

10.2 A phasing plan must be submitted, based on a traffic study assessing the traffic demand for each phase and indicating the road improvements required per phase, taking into account recent traffic count data and reasonable background traffic growth forecasts for 5 years after completion of the relevant phases;

10.3 The phasing plan once accepted by Stellenbosch Municipality and this Branch can be changed by mutual agreement between Stellenbosch Municipality, this Branch and the developer;

10.4 Stellenbosch Municipality must ensure that the design of all road improvements is initiated in time for construction to commence before each phase is allowed to commence;

10.5 No development may commence prior to the approval of a precinct plan for the relevant portion of the subject property, for which a traffic impact statement/assessment shall be prepared, in which the impact on proclaimed roads and associated intersections shall be determined and necessary upgrades to accommodate the additional traffic shall be identified. Approval of any such precinct plan will require commitment to the funding and implementation of such upgrades. This Branch cannot commit to providing any funding for these upgrades;

10.6 The Applicant shall submit for approval a traffic impact statement/assessment report for any proposed change of use, or of the scale of any particular use and

10.7 Stellenbosch Municipality will monitor the approval process to ensure that the above conditions are adhered to and the necessary road infrastructure upgrades are implemented.

Yours Sincerely

SW CARSTENS
***For* DEPUTY DIRECTOR-GENERAL: ROADS**

ENDORSEMENTS

1. Stellenbosch Municipality
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6. Mr SW Carstens (e-mail)

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