



# STELLENBOSCH

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Application Number: LU/11252

Our File Reference Number: Farm 744/2, Paarl

Your Reference Number: 18096

Enquiries: Ulrich von Molendorff

Contact No: 021 808 8682

Email address: [Ulrich.Vonmolendorff@stellenbosch.gov.za](mailto:Ulrich.Vonmolendorff@stellenbosch.gov.za)

PER E-MAIL: [REDACTED]

Sir

**APPLICATION FOR REZONING FROM AGRICULTURE AND RURAL ZONE TO SUBDIVISIONAL AREA OVERLAY ZONE, SUBDIVISION INTO 8 PORTIONS AND CONSENT TO PERMIT AN INDUSTRIAL AND BUSINESS DEVELOPMENT: PORTION 2 OF FARM NO. 744, KLAPMUTS, PAARL DIVISION**

1. The above application refers.

2. The Municipal Planning Tribunal on 18 June 2021 resolved as follows:

2.1 The following applications in terms of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015, on Portion 2 of Farm 744, Paarl, namely:

2.1.1 The **rezoning** of Remainder Portion 2 of Farm 744, Paarl, from Agriculture and Rural Zone to Subdivisional Area in terms of Section 15(2)(a) of the said Bylaw to allow for the following uses to develop 90 500m<sup>2</sup> of Industrial and Business floor area as a Basket of Rights:

- a) 3 x erven zoned Industrial Zone (±17.87ha);
- b) 2 x erven zoned Public Roads & Parking Zone (±2.34ha);
- c) 1 x erf zoned Private Open Space Zone (±0.1ha);
- d) 1 x erf zoned Utility Service Zone (±0.05ha);
- e) 1 x erf zoned Transport Facilities Zone (±0.77ha)



As indicated on Plan No: 18096-002, Dated: 2021-05-13, Drawn By: AR & RC, for Anton Lotz Town & Regional Planning, attached as **Annexure B**.

2.1.2 The **subdivision** of Remainder Portion 2 of Farm 744, Paarl, into 8 portions in terms of Section 15(2)(d) of the said Bylaw in accordance with the subdivision plan with Plan No: 18096-002, Dated: 2021-05-13, Drawn By: AR & RC, for Anton Lotz Town & Regional Planning, attached as **Annexure B**, to allow for the following:

- a) Portion 1 ( $\pm 4.4312$ ha) zoned Industrial Zone;
- b) Portion 2 ( $\pm 12.3729$ ha) zoned Industrial Zone;
- c) Portion 3 ( $\pm 1.0774$ ha) zoned Industrial Zone;
- d) Portion 4 ( $\pm 5180$ m<sup>2</sup>) zoned Public Roads & Parking Zone
- e) Portion 5 ( $\pm 1,8256$ ha) zoned Public Roads & Parking Zone;
- f) Portion 6 ( $\pm 964$ m<sup>2</sup>) zoned Private Open Space Zone;
- g) Portion 7 ( $\pm 500$ m<sup>2</sup>) zoned Utility Services Zone;
- h) Portion 8 ( $\pm 7664$ m<sup>2</sup>) zoned Transport Zone.

2.1.3 **Consent** to allow **Business Premises** on **Portions 1** and **2** of the proposed development in terms of Section 15(2) (o) of the said Bylaw.

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

### 3. CONDITIONS OF APPROVAL:

3.1 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.

3.2 An electronic copy (shp,dwg,dxf) of the Subdivision Plan which was preliminary approved by the SG be submitted to the Directorate: Planning and Economic Development.

The following information to be indicated on this plan:

Newly allocated Erf Numbers,

Co-ordinates,

Survey Dimensions,

Street names (If approved by Council).



- 3.3 A phasing plan be submitted for approval by the Directorate: Planning and Economic Development indicating the sequence and timeframe of development.
- 3.4 A detailed subdivision plan clearly indicating the street names and street numbering be submitted for approval in terms of the Stellenbosch Municipal Planning Bylaw for each portion / precinct that is created by the approval.
- 3.5 A site development plan, landscaping plan, and architectural guidelines be submitted for each property that is created by the approval with the subdivision plan for each precinct.
- 3.6 An updated bulk floor space register be submitted with each site development plan to the satisfaction of the Directorate: Infrastructure Services.
- 3.7 All public places and public streets that vested in the Local Authority be clearly defined and indicated and be provided with erf numbers on the approved SG plans and 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.
- 3.8 An Operational Management Plan, inclusive of architectural guidelines and a detailed Landscaping Plan be submitted for approval by the Directorate: Planning and Economic Development for the total development that implements the recommendations made in the Visual Impact Assessment done by Megan Anderson Landscape Architect attached as **Annexure P** before transfer of any property (excluding Portion 3).
- 3.9 Architectural and aesthetic guidelines be submitted for approval by the Directorate: Planning and Economic Development with the subdivision application for each precinct and that these guidelines comply with the Operational Management Plan required above, including specific reference to the interface between the light industrial area and the adjacent residential areas.
- 3.10 The Stellenbosch Municipality Zoning Scheme By-law 2019 or Approved Site Development Plan parameters in terms of parking setbacks, bulk and height of



buildings be applicable to the newly created properties, notwithstanding the fact that 90 500m<sup>2</sup> of bulk has been approved.

- 3.11 The industrial buildings on **Portion 2** located along the common boundary with the proposed residential area to be located on **Portion 8** be setback a minimum of 20m from the common boundary at any point.
- 3.12 The industrial activities in these buildings not accommodate heavy industrial or noxious industrial activities but be light industrial activities which will not have a negative impact on the adjoining residential areas and be defined as a use not include manufacturing that may cause any health nuisances to residents, noise disturbance, air pollution or is dependent on heavy vehicles or freight transfer.
- 3.13 A Service agreement be signed with the Directorate: Infrastructure Service before any property is transferred or any construction takes place and that the agreement contains the relevant conditions of approval as imposed by the Directorate: Infrastructure Service in their memo dated 21 December 2020 and that these conditions be complied with, as attached as **Annexure N**;
- 3.14 Development charges be payable towards bulk civil services as imposed by the Directorate: Infrastructure Services in their memo dated 21 December 2020 as attached as **Annexure N**;
- 3.15 No subdivided portion of land be transferred prior to the construction of the Class 3 access road which will provide direct access for this development to the Old Main Road / R101 via Portion 5 of Farm 742 and the railway line underpass, except for **Portion 3**;
- 3.16 No subdivided portion of land be transferred prior to the construction of the link road across Erf 342 that provide one of the access routes for the development via Merchant Street and the R44, except for **Portion 3**;
- 3.17 No civil construction vehicles or equipment that have a weight that exceeds 3.5 tons make use of Merchant Street to access the subject property during the installation of the civil services, without the approval of the Directorate: Infrastructure Services;





- 3.18 Only 15% of the bulk / floor area be developed for exclusively Business purposes on Portions 1 and 2 of the proposed development. (Plan No: 18096-002, Dated: 2021-05-13, Drawn By: Anton Lotz Town & Regional Planning.)
- 3.19 The total bulk approved for the residential component forms part of the 90 500m<sup>2</sup> of floor area approved for the property;
- 3.20 The internal road layout for the various subdivisions within the precincts makes provision for NMT routes / public transport parking embayment's and pedestrian routes which link the proposed industrial area with the adjoining residential area and public roads. These facilities must be to the satisfaction of the Directorate: Infrastructure Services;
- 3.21 No subdivided portion of land be transferred prior to the submission of the land use application to rezone and subdivide unregistered **Portion 8** of this application to facilitate the development of this portion of the development for Duplexes / Town Houses with a minimum density of 25 units / ha with a Taxi Drop Off Area;
- 3.22 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 K**; and
- 3.23 A socio-economic development implementation plan be submitted for approval by the Municipality before any construction takes place in order to implement the recommendations made in the Socio-economic Impact Assessment done by Multi-purpose Business Solutions.

#### 4. **REASONS FOR APPROVAL:**

- 4.1 The nature of the development will contribute significantly to employment creation in the Klapmuts area.
- 4.2 The property is situated within the urban edge and identified by the MSDF for urban development.
- 4.3 The property is well located for a light-industrial development, being on the periphery of the existing Klapmuts settlement.



- 4.4 The Industrial activities will be limited to light industrial activities that have minimal negative impact on the surrounding area / no heavy industrial uses will be permitted.
- 4.5 The Industrial buildings will be located away from the property boundary that adjoins the new residential area by landscaped parking areas.
- 4.6 The proposal makes provision for sensible integration between the existing residential area and the proposed development as improved access has been provided with a higher density residential component which will form a transitional zone between the existing residential area and proposed industrial area.
- 4.7 A restriction will also be placed on the amount of Bulk / Area of building that may be developed solely for business purposes to ensure that the majority of the buildings are restricted to industrial purposes as applied for.

5. **MATTERS ON THE APPLICATION TO BE NOTED:**

- 5.1 The conditions imposed by the DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING in their letter dated 11 February 2021 (Environmental Authorisation), attached as **Annexure H**.
- 5.2 The conditions imposed by HERITAGE WESTERN CAPE in their letter dated 20 November 2019 (Notice of Intent to Develop), attached as **Annexure J**.

The conditions imposed by the HEALTH DEPARTMENT (WINELANDS DISTRICT) in their letter dated 14 August 2020, attached as **Annexure M**.

- 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 an 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](mailto:landuse.appeals@stellenbosch.gov.za)
9. Any party (applicant or other) 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**

16/07/2021

**DATE:**





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## **ANNEXURE B**

**REVISED SUBDIVISION & ZONING PLAN**





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BRIDGE | BHULLORHO | BRIG

**REVISION HISTORY:**

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

**NOTES:**

- Figure ABCDEFGHIJKL represents Portion 2 of Farm 744, Paarl.
- All distances and areas are provisional and must be verified by cadastral survey.
- Proposed 5m private services servitude.

**TITLE:**

**PROPOSED SUBDIVISION & ZONING PLAN**

**SCALE:**

1:5000 (A3)

**PROPERTY DESCRIPTION:**

**PORTION 2 OF FARM 744, PAARL**

**PROJECT DETAILS:**

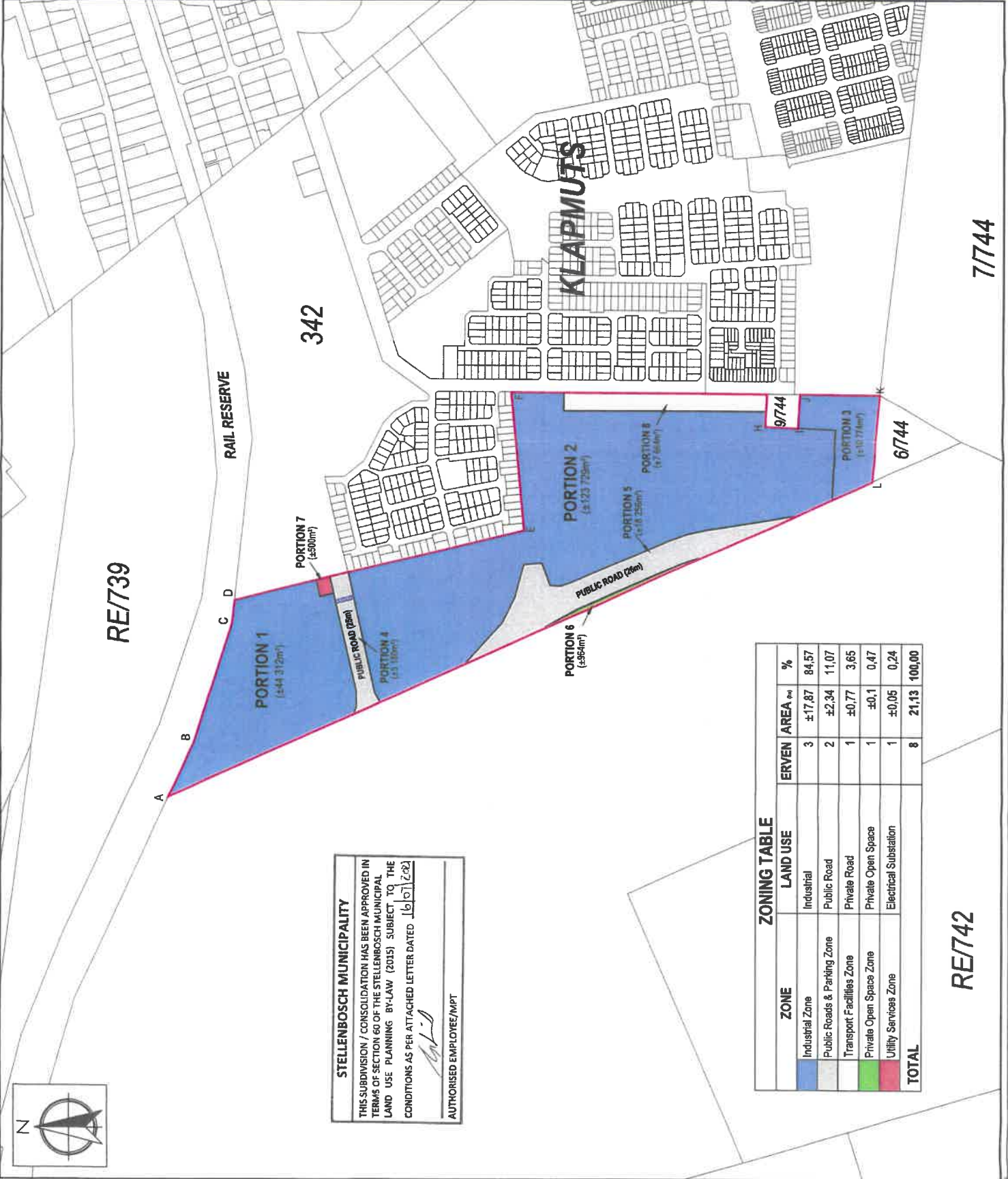
Project Name: Stellenbosch Bridge  
 Project No: 18096  
 Client: Stellenbosch Bridge (Pty) Ltd  
 Municipality: Stellenbosch Municipality

**PLAN DETAILS:**

Plan No: 18096-002  
 Revision: F  
 Date: 2021-05-13  
 Drawn by: AR & RC  
 Checked by: AL



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**STELLENBOSCH MUNICIPALITY**  
 THIS SUBDIVISION / CONSOLIDATION HAS BEEN APPROVED IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015) SUBJECT TO THE CONDITIONS AS PER ATTACHED LETTER DATED 16/01/2024  
 [Signature]  
 AUTHORISED EMPLOYEE/MPT

ZONING TABLE			
ZONE	LAND USE	ERVEN	AREA m <sup>2</sup> %
Industrial Zone	Industrial	3	±17,87 84,57
Public Roads & Parking Zone	Public Road	2	±2,34 11,07
Transport Facilities Zone	Private Road	1	±0,77 3,65
Private Open Spaces Zone	Private Open Space	1	±0,1 0,47
Utility Services Zone	Electrical Substation	1	±0,05 0,24
<b>TOTAL</b>		<b>8</b>	<b>21,13 100,00</b>





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## **ANNEXURE H**

APPROVAL FROM THE DEPARTMENT OF  
ENVIRONMENTAL AFFAIRS AND DEVELOPMENT  
PLANNING



Western Cape  
Government

Department of Environmental Affairs and Development Planning  
Bernadette Osborne  
3 Elandsfontein Campus, 11th Floor  
Fernsboella, Oranjevlei, Stellenbosch, 7129 | Tel: (021) 483 3679

**REFERENCE:** 16/3/3/1/B4/23/1030/20  
**NEAS REFERENCE:** WCP/EIA/0000764/2020  
**ENQUIRIES:** Bernadette Osborne  
**DATE OF ISSUE:** 11 February 2021

### ENVIRONMENTAL AUTHORISATION

**APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014: THE LIGHT INDUSTRIAL DEVELOPMENT AND THE EXTENSION OF MERCHANT STREET ON THE REMAINING EXTENT OF PORTION 2 OF THE FARM WELTEVREDEN NO. 744 AND ERF NO. 342, KLAPMUTS, STELLENBOSCH.**

With reference to your application for the abovementioned, find below the outcome with respect to this application.

#### DECISION

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014, the Competent Authority herewith **grants Environmental Authorisation** to the applicant to undertake the listed activities specified in section B below with respect to the Preferred Layout Alternative 1 described in the Basic Assessment Report ("BAR"), dated 5 October 2020.

The applicant for this Environmental Authorisation is required to comply with the conditions set out in section E below.

#### A. DETAILS OF THE APPLICANT FOR THIS ENVIRONMENTAL AUTHORISATION

Stellenbosch Bridge Properties (Pty) Ltd  
c/o Mr Lorne James Dawson  
Cutheberts Building  
33 Plein Street  
STELLENBOSCH



7600

Tel: (021) 879 2289

E-mail: lome@stb-bridge.co.za

The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as "the holder".

## B. ACTIVITY AUTHORISED

Listed Activity	Project Description
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 12</b>  <i>The development of—</i></p> <p><i>(i) dams or weirs, where the dam or weir, including infrastructure and water surface area, exceeds 100 square metres; or</i></p> <p><i>(ii) infrastructure or structures with a physical footprint of 100 square metres or more;</i></p> <p><i>where such development occurs—</i></p> <p><i>(a) within a watercourse;</i></p> <p><i>(b) in front of a development setback; or</i></p> <p><i>(c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse; —</i></p> <p><i>excluding—</i></p> <p><i>(aa) the development of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;</i></p> <p><i>(bb) where such development activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;</i></p> <p><i>(cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies;</i></p> <p><i>(dd) where such development occurs within an urban area;</i></p> <p><i>(ee) where such development occurs within existing roads, road reserves or railway lines; or</i></p> <p><i>(ff) the development of temporary infrastructure or structures where such infrastructure or structures will be removed within 6 weeks of the commencement of development and where indigenous vegetation will not be cleared.</i></p>	<p>The extension of Merchant Street on Erf No. 342, which will provide access to the site, will be located within 32m of a watercourse.</p>

<p><b>Listing Notice 1 –</b>  <b>Activity Number: 19</b>  <b>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock or more than 10 cubic metres from a watercourse;</b></p> <p>but excluding where such infilling, depositing, dredging, excavation, removal or moving—</p> <ul style="list-style-type: none"> <li>(a) Will occur behind a development setback;</li> <li>(b) Is for maintenance purposes undertaken in accordance with a maintenance management plan;</li> <li>(c) Falls within the ambit of activity 21 in this Notice, in which case that activity applies.</li> <li>(d) Occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or</li> <li>(e) Where such development is related to the development of a port or harbor, in which case activity 26 in Listing Notice 2 of 2014 applies.</li> </ul>	<p>The extension of Merchant Street on Erf No. 342, which will provide access to the site, will cross a watercourse.</p>
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 24</b>  <b>The development of a road—</b></p> <ul style="list-style-type: none"> <li>(i) for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or</li> <li>(ii) with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres;</li> </ul> <p>but excluding a road—</p> <ul style="list-style-type: none"> <li>(a) which is identified and included in activity 27 in Listing Notice 2 of 2014;</li> <li>(b) where the entire road falls within an urban area; or</li> <li>(c) which is 1 kilometre or shorter.</li> </ul>	<p>The access road will have an approximate road reserve of 19.7 metres.</p>
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 27</b>  <b>The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous</b></p>	<p>The development will entail the clearance of more than 1 hectare of indigenous vegetation.</p>

<p>vegetation, except where such clearance if indigenous vegetation is required for –</p> <ul style="list-style-type: none"> <li>(i) The undertaking of linear activity; or</li> <li>(ii) Maintenance purposes undertaken in accordance with a maintenance management plan.</li> </ul>	
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 28</b>  <b>Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development:</b></p> <ul style="list-style-type: none"> <li>(i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or</li> <li>(ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare;</li> </ul> <p>excluding where such land has already been developed for residential, mixed, retail, commercial, industrial, or institutional purposes.</p>	<p>The site has historically been used for agricultural purposes.</p>
<p><b>Listing Notice 3 –</b>  <b>Activity Number: 12</b>  <b>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.</b></p> <p><b>(i) Western Cape:</b></p> <ul style="list-style-type: none"> <li>i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;</li> <li>ii. Within critical biodiversity areas identified in bioregional plans;</li> </ul>	<p>The site contains a few indigenous plant species remaining from a mix of Swartland Alluvium Fynbos and Swartland Granite Renosterveld, which are both classified as critically endangered and Boland Granite Fynbos which is classified as endangered.</p>

- iii. *Within the littoral active zone or 100 metres inland from the high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line or even in urban areas;*
- iv. *On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or*
- v. *On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister.*

The abovementioned activities are hereinafter referred to as **"the listed activities"**.

The holder is herein authorised to undertake the following alternative that includes the listed activities:

- The development of a light industrial development consisting of 10 industrial erven on the Remainder of Portion 2 of Farm Weltevreden No. 744, Klapmuts.
- The development will cover an area of approximately 14,8 ha.
- The development includes a green corridor running through the central section of the site and two detention ponds, which will be developed for stormwater management.
- Merchant Street on Erf No. 342, Klapmuts will be extended to provide access to the site.
- The extended Merchant Street will have a road reserve of 19.7m wide and will be constructed out of culverts where it crosses over the outlet of the existing stormwater detention pond.

**C. SITE DESCRIPTION AND LOCATION**

The listed activities will be undertaken on Portion 2 of Farm No. 744 and Erf No. 342, Klapmuts and has the following co-ordinates:

	Latitude (S)	Longitude (E)
Co-ordinates:	33° 48' 45.73" South	18° 51' 28.29" East

The SG digit codes are: C055000000000074400002; and  
C0550000000000000000342.

Refer to Annexure 1: Locality Map and Annexure 2: Site Plan.

The above is hereinafter referred to as "the site".

**D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER**

Legacy Environmental Management Consulting (Pty) Ltd  
c/o Mr Aubrey Withers  
PO Box 1240  
**DIE BOORD**  
7613  
Tel: (021) 887 4000  
Email: aubrey@legacyemc.co.za

**E. CONDITIONS OF AUTHORISATION**

**Scope of authorisation**

1. The holder is authorised to undertake the listed activities specified in Section B above in accordance with and restricted to preferred Layout Alternative 1 described in the BAR dated 5 October 2020 on the site as described in Section C above. Should the subsequent development of the individual industries within the light industrial development trigger any listed activity not included in this Environmental Authorisation, written authorisation will be required from the competent authority prior to the undertaking of the said activity.
2. The holder must commence with the listed activities on the site within a period of five years from the date issue of this Environmental Authorisation.
3. The development must be concluded within ten years from the date of commencement of the listed activities.
4. The holder shall be responsible for ensuring compliance with the conditions by any person acting on his/her behalf, including an agent, sub-contractor, employee or any person rendering a service to the holder.
5. Any changes to, or deviations from the scope of the alternative described in section B above must be accepted or approved, in writing, by the Competent Authority before such changes or deviations may be implemented. In assessing whether to grant such acceptance/approval or not, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

**Written notice to the Competent Authority**

6. Seven calendar days' notice, in writing, must be given to the Competent Authority before commencement of construction activities.

- 6.1 The notice must make clear reference to the site details and EIA Reference number given above.
- 6.2 The notice must also include proof of compliance with the following conditions described herein:

Conditions: 7, 8 and 12

**Notification and administration of appeal**

7. The holder must in writing, within 14 (fourteen) calendar days of the date of this decision—

- 7.1 notify all registered Interested and Affected Parties ("I&APs") of –
  - 7.1.1 the outcome of the application;
  - 7.1.2 the reasons for the decision as included in Annexure 3;
  - 7.1.3 the date of the decision; and
  - 7.1.4 the date when the decision was issued.
- 7.2 draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeals Regulations, 2014 detailed in Section F below;
- 7.3 draw the attention of all registered I&APs to the manner in which they may access the decision;
- 7.4 provide the registered I&APs with:
  - 7.4.1 the name of the holder (entity) of this Environmental Authorisation,
  - 7.4.2 name of the responsible person for this Environmental Authorisation,
  - 7.4.3 postal address of the holder,
  - 7.4.4 telephonic and fax details of the holder,
  - 7.4.5 e-mail address, if any, of the holder,
  - 7.4.6 the contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the event that an appeal is lodged in terms of the 2014 National Appeals Regulations.

8. The listed activities, including site preparation, may not commence within 20 (twenty) calendar days from the date of issue of this Environmental Authorisation. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided.

**Management of activity**

9. The draft of Environmental Management Programme ("EMPr") submitted as part of the application for Environmental Authorisation is hereby approved and must be implemented.
10. The Maintenance Management Plan ("MMP") accepted as part of the EMPr must be implemented. Future maintenance activities must be undertaken in accordance with the accepted MMP.
11. The EMPr must be included in all contract documentation for all phases of implementation.

**Monitoring**

12. The holder must appoint a suitably experienced environmental control officer ("ECO"), or site agent where appropriate, before commencement of any land clearing or construction activities to ensure compliance with the provisions of the EMPr and the conditions contained herein.
13. A copy of the Environmental Authorisation, EMPr, MMP, audit reports and compliance monitoring reports must be kept at the site of the authorised activities, and must be made available to anyone on request, including a publicly accessible website.
14. Access to the site referred to in Section C above must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see it for the purposes of assessing and/or monitoring compliance with the conditions contained herein.

**Auditing**

15. In terms of Regulation 34 of the NEMA EIA Regulations, 2014, the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation, the EMPr, the MMP and submit Environmental Audit Reports to the Competent Authority. The Environmental Audit Report must be prepared by an independent person and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014.

The holder must undertake an environmental audit and submit an Environmental Audit Report within three months after the engineering services have been installed. Subsequent environmental audits must be undertaken annually, and the Environmental Audit Reports must be submitted once a year to the Competent Authority for the duration of the construction phase. The final Environmental Audit

Report must be submitted to the Competent Authority within three months after the last of the industrial sites have been established.

The holder must, within 7 days of the submission of each of the above-mentioned reports to the Competent Authority, notify all potential and registered I&APs of the submission and make the report available to anyone on request and on a publicly accessible website (if applicable).

### **Specific Conditions**

16. Should any heritage remains be exposed during excavations or any other actions on the site, these must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be further disturbed until the necessary approval has been obtained from Heritage Western Cape.

Heritage remains include: meteorites, archaeological and/or palaeontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features with heritage significance; rock art and rock engravings; and/or graves or unmarked human burials including grave goods and/or associated burial material.

17. A qualified archaeologist and/or palaeontologist must be contracted where necessary (at the expense of the holder) to remove any heritage remains. Heritage remains can only be disturbed by a suitably qualified heritage specialist working under a directive from the relevant heritage resources authority.

### **F. GENERAL MATTERS**

1. Notwithstanding this Environmental Authorisation, the holder must comply with any other statutory requirements that may be applicable when undertaking the listed activities.
2. Non-compliance with a condition of this Environmental Authorisation or EMPr may render the holder liable to criminal prosecution.
3. If the holder does not commence with a listed activity within the period referred to in Condition 2, this Environmental Authorisation shall lapse for that activity, and a new application for Environmental Authorisation must be submitted to the Competent Authority. If the holder wishes to extend the validity period of the Environmental Authorisation, an application for amendment in this regard must be made to the Competent Authority prior to the expiry date of the Environmental Authorisation.



4. The holder must submit an application for amendment of the Environmental Authorisation to the Competent Authority where any detail with respect to the Environmental Authorisation must be amended, added, substituted, corrected, removed or updated. If a new holder is proposed, an application for Amendment in terms of Part 1 of the EIA Regulations, 2014 must be submitted.

Please note that an amendment is not required if there is a change in the contact details of the holder. In this case, the Competent Authority must only be notified of such changes.

5. The manner and frequency for updating the EMPr is as follows:  
Amendments to the EMPr, must be done in accordance with Regulations 35 to 37 of the EIA Regulations 2014 or any relevant legislation that may be applicable at the time.

#### **G. APPEALS**

Appeals must comply with the provisions contained in the National Appeal Regulations 2014.

1. An appellant (if the holder of the decision) must, within 20 (twenty) calendar days from the date the notification of the decision was sent to the holder by the Competent Authority –
  - 1.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 to the Appeal Administrator; and
  - 1.2. Submit a copy of the appeal to any registered I&APs, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision. -
2. An appellant (if NOT the holder of the decision) must, within 20 (twenty) calendar days from the date the holder of the decision sent notification of the decision to the registered I&APs–
  - 2.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 to the Appeal Administrator; and
  - 2.2 Submit a copy of the appeal to the holder of the decision, any registered I&AP, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision.
3. The holder of the decision (if not the appellant), the decision-maker that issued the decision, the registered I&AP and the Organ of State must submit their responding statements, if any, to the appeal authority and the appellant within 20 (twenty) calendar days from the date of receipt of the appeal submission.

4. The appeal and the responding statement must be submitted to the address listed below:

By post: Western Cape Ministry of Local Government, Environmental Affairs  
and Development Planning  
Private Bag X9186  
CAPE TOWN  
8000

By facsimile: (021) 483 4174; or

By hand: Attention: Mr Marius Venter (Tel: 021 483 2659)  
Room 809  
8<sup>th</sup> Floor Utilitas Building, 1 Dorp Street, Cape Town, 8001

**Note:** For purposes of electronic database management, you are also requested to submit electronic copies (Microsoft Word format) of the appeal, responding statement and any supporting documents to the Appeal Authority to the address listed above and/ or via e-mail to [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za).

5. A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from Appeal Authority at: Tel. (021) 483 3721, E-mail [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za) or URL <http://www.westerncape.gov.za/eadp>.

#### H. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his/her successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is appreciated.

Yours faithfully

**Zaahir Toefy** Digitally signed by Zaahir Toefy  
Date: 2021.02.11 15:50:08  
+02'00'

**MR. ZAAHIR TOEFY**

**DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)**

**DATE OF DECISION: 11 FEBRUARY 2021**

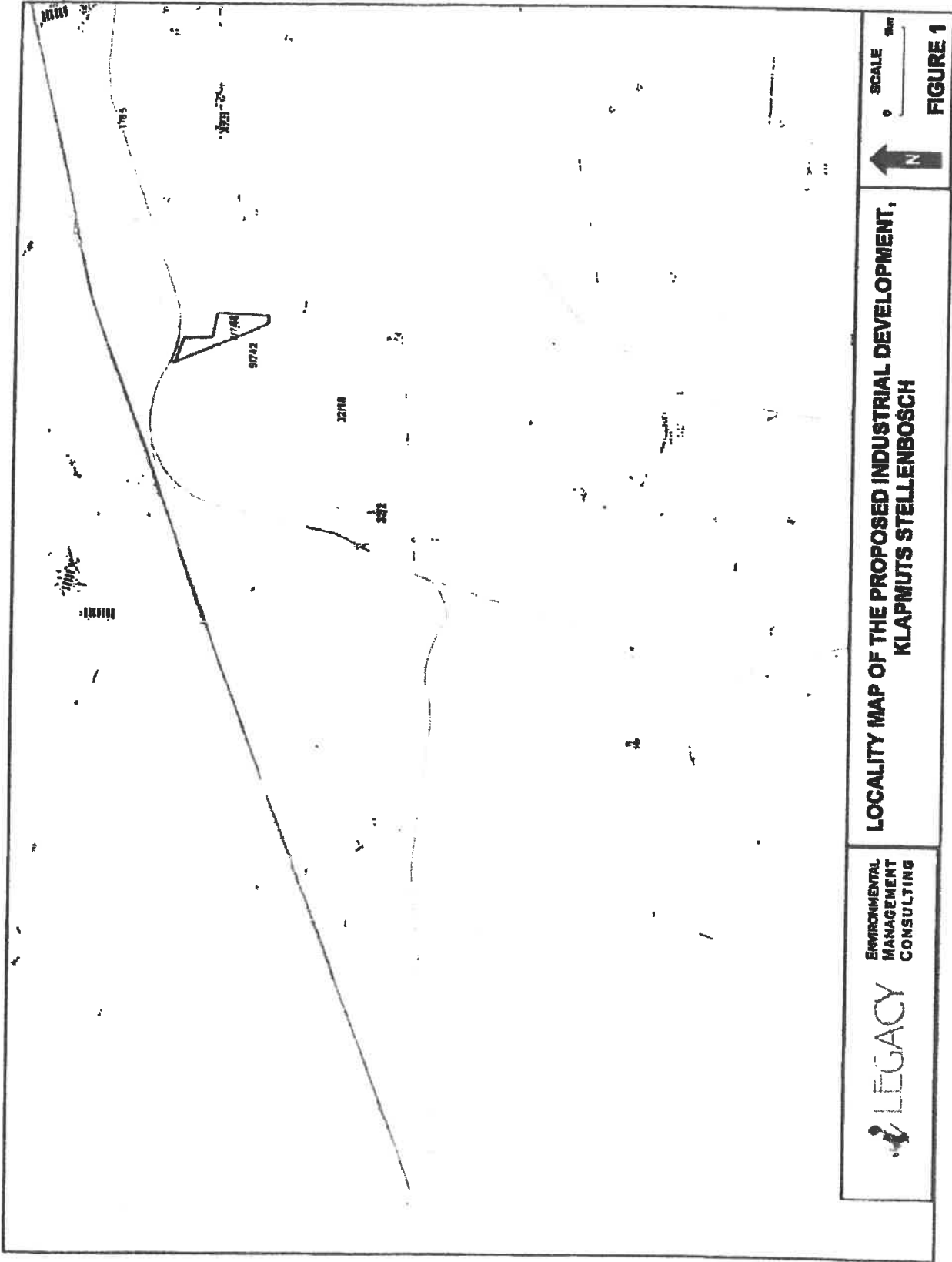
Cc: [1] Mr Aubrey Withers (Legacy Environmental Management Consulting (Pty) Ltd)

E-mail: [aubrey@legacyemc.co.za](mailto:aubrey@legacyemc.co.za)

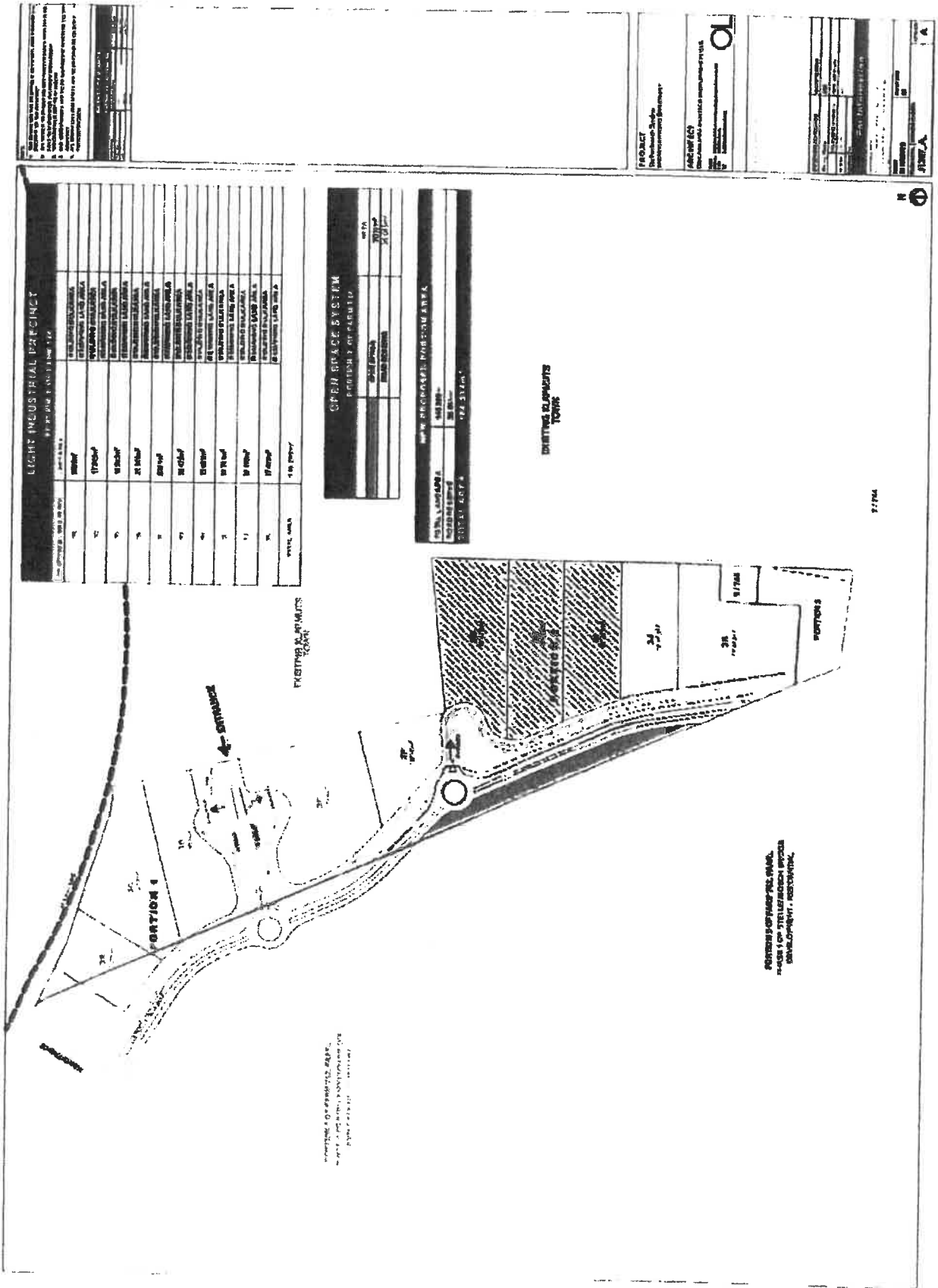
[2] Mr Schalk van der Merwe (Stellenbosch Municipality)

E-mail: [Schalk.VanderMerwe@stellenbosch.gov.za](mailto:Schalk.VanderMerwe@stellenbosch.gov.za)

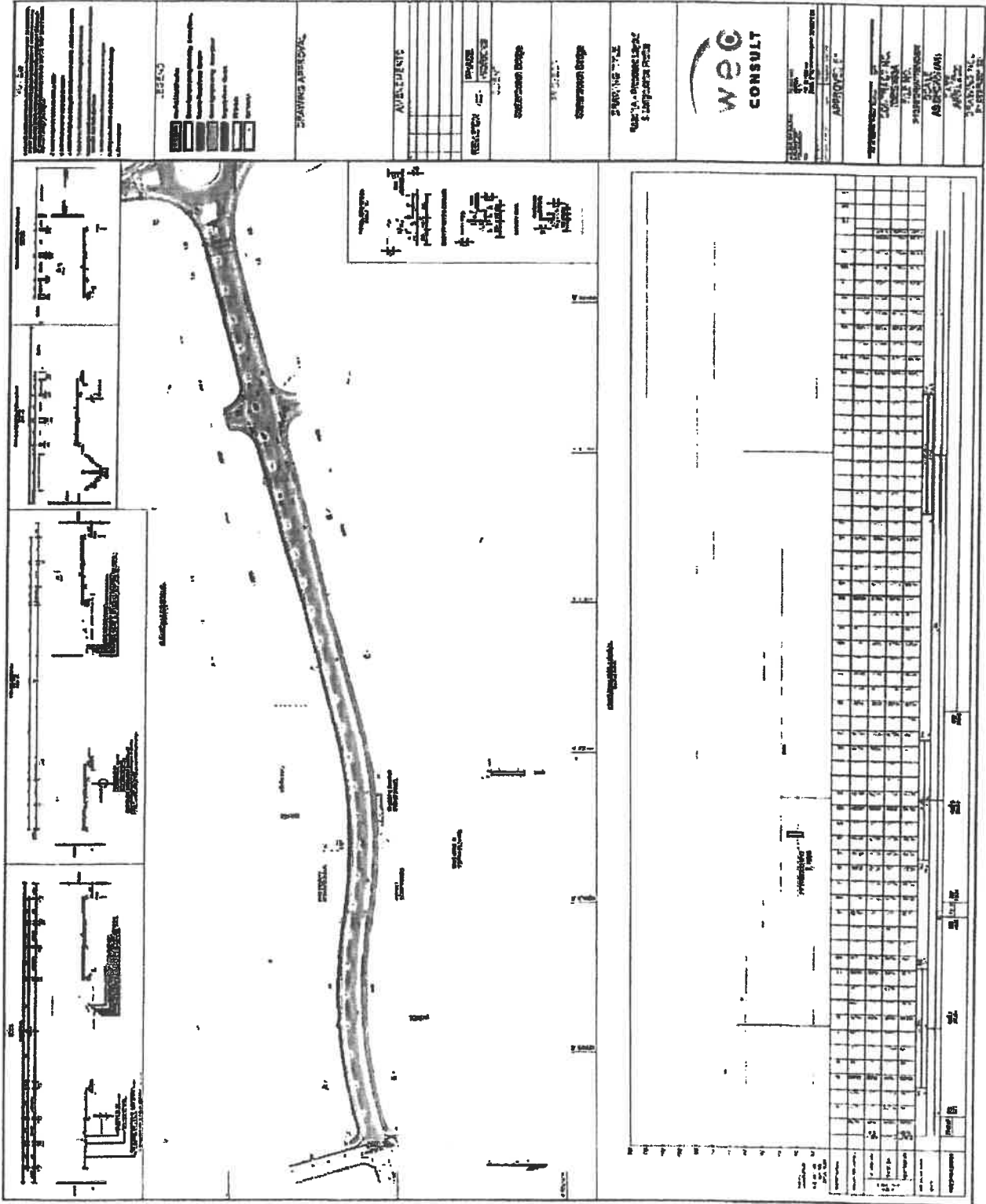
**ANNEXURE 1: LOCALITY MAP**



**ANNEXURE 2: SITE PLAN**



**THE EXTENSION OF MERCHANT STREET ON ERF NO. 342 WHICH WILL PROVIDE ACCESS TO THE SITE.**



**ANNEXURE 3: REASONS FOR THE DECISION**

In reaching its decision, the Competent Authority considered, inter alia, the following:

- a) The information contained in the Application Form and letter dated 27 July 2020, the draft Basic Assessment Report received by the Department on 3 August 2020, the EMPr (including an MMP for implementation during the operational phase) submitted together with the final Basic Assessment Report on 6 October 2020 and the additional information received between 19 December and 11 January 2021;
- b) Relevant information contained in the Departmental information base, including the Guidelines on Public Participation and Alternatives (dated March 2013);
- c) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the National Environmental Management Act, 1998 (Act No. 107 of 1998);
- d) The comments received from I&APs and responses to these, included in the Basic Assessment Report received on 6 October 2020 and the additional information received between 19 December and 11 January 2021; and
- e) The balancing of negative and positive impacts and proposed mitigation measures.

No site visits were conducted. The Competent Authority had sufficient information before it to make an informed decision without conducting a site visit.

All information presented to the Competent Authority was taken into account in the consideration of the application for Environmental Authorisation. A summary of the issues that were considered to be the most significant for the decision is set out below.

**1. Public Participation**

The public participation process included:

- identification of and engagement with I&APs;
- Notices were placed at the site and at a nearby shop;
- giving written notice to the owners and occupiers of land adjacent to the site where the listed activities are to be undertaken, the municipality and ward councillor, and the various organs of state having jurisdiction in respect of any aspect of the listed activities on 23 July 2020 and 3 August 2020;
- the placing of a newspaper advertisement in the 'EikestadNuus' on 30 July 2020; and
- making the in-process draft BAR available for comment from 4 August 2020.

The Department is satisfied that the Public Participation Process that was followed met the minimum legal requirements and the comments raised and responses thereto were included in the comments and response report.

Specific alternatives, management and mitigation measures have been considered in this Environmental Authorisation and EMPr to adequately address the concerns raised.

## **2. Alternatives**

### **Layout Alternatives**

#### **Layout Alternative 1 (Preferred and herewith authorised)**

This alternative entails the following:

- The development of a light industrial development consisting of 10 industrial erven on the Remainder of Portion 2 of Farm Weltevreden No. 744, Klapmuts.
- The development will cover an area of approximately 14.8ha.
- The development includes a green corridor running through the central section of the site and two detention ponds, which will be developed for stormwater management.
- Merchant Street on Erf No. 342, Klapmuts will be extended to provide access to the site.
- The extended Merchant Street will have a road reserve of 19.7m wide and will be constructed out of culverts where it crosses over the outlet of the existing stormwater detention pond.

This alternative was preferred since it has taken into account the slope of the site, the visual impact from surrounding view sheds and the cultural landscape impact arising from the visual impact of the development.

#### **Layout Alternative 2**

This alternative entails the development of 16 light industrial erven on Portion 2 of Farm 744, Klapmuts. This alternative was not preferred since it will have a greater visual impact than the preferred Layout Alternative 1.

#### **No-go Alternative**

This alternative entails the current status quo, which is agricultural land which has been invaded by invasive plant species. This alternative was not preferred since it is too small to be utilised for financially feasible agricultural purposes.

## **3. Impact Assessment and Mitigation measures**

### **3.1 Activity need and desirability**

The development is in line with the provisions of the Provincial Spatial Development Framework of the Western Cape and the Stellenbosch Municipality Integrated Development Plan. The development will create employment opportunities for the surrounding community.

### **3.2 Biophysical Impacts**

According to the Botanical Site Sensitivity Verification and Compliance Statement dated October 2020, compiled by Greg Nicolson of Capensis, the site is highly degraded to transformed due to agricultural activities, sand/laterite mining, dumping of building rubble and general waste, frequent fires and the presence of invasive plant species. The site is in a poor condition from a botanical perspective and contains no important species or habitats. The indigenous vegetation that would have occurred on the site would have

been a mix of Swartland Alluvium Fynbos and Swartland Granite Renosterveld, which are both classified as critically endangered and Boland Granite Fynbos which is classified as endangered. Most of the original vegetation has however been removed with only a few indigenous species remaining scattered on the site. Bulbs occur scattered across the site and those that were identified from their dry flowers are typically associated with degraded and seasonally wet areas. It is recommended that a search and rescue operation be conducted for the bulbs growing on the two properties. The bulbs will be transplanted in the green corridor incorporated into the development. This was included in the EMPr that is approved in Condition 9 of this Environmental Authorisation.

Small areas within the site contain indications of seasonally wet areas associated with the perched water table. A number of these sites are anthropogenic in nature, such as the overflow from the dam on the property to the west, or excavations for sand or laterite, which has resulted in depressions. No watercourses are present on Portion 2 of Farm 744, but a small stormwater detention pond which has an outlet, is present on Erf No. 342. The new access road to the site will be developed over Erf No. 342 and over the outlet of the stormwater detention pond. An application for a General Authorisation in terms of the National Water Act, 1998 (Act 38 of 1998) has been submitted to the Department of Water and Sanitation, which will further investigate the watercourse related impacts.

Furthermore, a MMP has also been compiled to address routine maintenance activities taking place in the affected stretch of the watercourse. It must be noted that the accepted maintenance activities only relate to the activities described in the MMP. The ongoing maintenance activities may therefore only be undertaken in accordance with the accepted MMP. Should any new activities and associated infrastructure, not included in the MMP, require maintenance and if any of the applicable listed activities are triggered, an Environmental Authorisation must be obtained prior to the undertaking of such activities. It remains the responsibility of the proponent to determine if any other listed activities are triggered and to ensure that the necessary Environmental Authorisation is obtained.

**Negative Impacts:**

The development will have a negative biophysical impact due to the loss of the limited indigenous vegetation present on the site. This impact will however be mitigated to a satisfactory level with the implementation of the recommended mitigation measures and adherence to the EMPr.

**Positive Impacts:**

- The development will provide employment opportunities for the surrounding community.
- A search and rescue operation will be conducted for the bulbs growing on the two properties and will be transplanted in the green corridor incorporated in the development.

**4. National Environmental Management Act Principles**

The National Environmental Management Principles (set out in section 2 of the NEMA, which apply to the actions of all organs of state, serve as guidelines by reference to which any organ of state must exercise any function when taking any decision, and which must



guide the interpretation, administration and implementation of any other law concerned with the protection or management of the environment), *inter alia*, provides for:

- the effects of decisions on all aspects of the environment to be taken into account;
- the consideration, assessment and evaluation of the social, economic and environmental impacts of activities (disadvantages and benefits), and for decisions to be appropriate in the light of such consideration and assessment;
- the co-ordination and harmonisation of policies, legislation and actions relating to the environment;
- the resolving of actual or potential conflicts of interest between organs of state through conflict resolution procedures; and
- the selection of the best practicable environmental option.

## 5. Conclusion

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPr, the Competent Authority is satisfied that the proposed listed activities will not conflict with the general objectives of integrated environmental management stipulated in Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and that any potentially detrimental environmental impacts resulting from the listed activities can be mitigated to acceptable levels.

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—END—





**STELLENBOSCH**<sup>170</sup>  
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

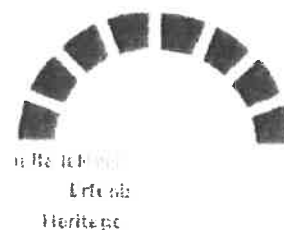
## **ANNEXURE J**

COMMENT FROM HERITAGE WESTERN CAPE

REGISTERED MAIL

**Our Ref:** HM/STELLENBOSCH/KLAPMUTS/REMAINDER OF PORTION 2 OF FARM 744  
**Case No.:** 19110105AS1106E  
**Enquiries:** Andrew September  
**E-mail:** [andrew.september@hwc.org.za](mailto:andrew.september@hwc.org.za)  
**Tel:** 021 483 9543  
**Date:** 20 November 2019

Cindy Potsleitwayt  
 7 Ritchie Avenue  
 Kenilworth  
 7708



**RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL**  
 In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

**NOTIFICATION OF INTENT TO DEVELOP: PROPOSED MIXED-USE INDUSTRIAL DEVELOPMENT ON THE REMAINDER OF PORTION 2 OF FARM 744, STELLENBOSCH BRIDGE PROJECT, KLAPMUTS, STELLENBOSCH, SUBMITTED IN TERMS OF SECTION 38(8) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)**

**CASE NUMBER: 19110105AS1106E**

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received on 04 November 2019. This matter was discussed at the Heritage Officials Meeting held on 18 November 2019.

You are hereby notified that, since there is no reason to believe that the proposed development will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

This decision is subject to an appeal period of 14 working days. The appeal period shall be taken from the date above. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.

Applicants are strongly advised to review and adhere to the time limits contained the Standard Operational Procedure (SOP) between DEADP and HWC. The SOP can be found using the following link <http://www.hwc.org.za/node/293>.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately and Heritage Western Cape must be notified without delay.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Yours faithfully

  
 .....  
 Dr. Nkolisi Dlamini  
 Chief Executive Officer, Heritage Western Cape

[www.westerncape.gov.za/cei](http://www.westerncape.gov.za/cei)

Street Address	Postal Address
+ Tel	+ E-mail
City/Town/Village	+ Postcode
+ Tel	+ E-mail
Country	+ Postal Code



**STELLENBOSCH**<sup>172</sup>  
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## **ANNEXURE K**

COMMENT FROM THE DEPARTMENT OF TRANSPORT AND  
PUBLIC WORKS



Western Cape  
Government

Department of Environmental Affairs and Development Planning  
Bernadette Osborne  
Development Management Region 1  
Bernadette.Osborne@westerncape.gov.za | Tel: 021 483 3679

**REFERENCE:** 16/3/3/1/B4/23/1030/20  
**ENQUIRIES:** BERNADETTE OSBORNE  
**DATE OF ISSUE:** 11 FEBRUARY 2021

The Board of Directors  
Stellenbosch Bridge Properties (Pty) Ltd  
Cutheberts Building  
33 Plein Street  
**STELLENBOSCH**  
7600

**Attention: Mr Lorne James Dawson**

Tel: (021) 879 2289  
E-mail: lorne@stb-bridge.co.za

Dear Sir

**APPLICATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) THE ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014: THE LIGHT INDUSTRIAL DEVELOPMENT AND THE EXTENSION OF MERCHANT STREET ON REMAINING EXTENT OF PORTION 2 OF THE FARM WELTEVREDEN NO. 744 AND ERF NO. 342, KLAPMUTS, STELLENBOSCH.**

1. With reference to the above application, the Department hereby notifies you of its decision to **grant** Environmental Authorisation, attached herewith, together with the reasons for the decision.
2. In terms of Regulation 4 of the EIA Regulations, 2014, you are instructed to ensure, within 14 days of the date of the Environmental Authorisation, that all registered interested and affected parties ("I&APs") are provided with access to and reasons for the decision, and that all registered I&APs are notified of their right to appeal.
3. Your attention is drawn to Chapter 2 of the Appeal Regulations, 2014, which prescribes the appeal procedure to be followed. This procedure is summarised in the attached Environmental Authorisation.

Yours faithfully

Zaahir  
Toefy

Digitally signed by  
Zaahir Toefy  
Date: 2021.02.11  
15:52:15 +0200

**DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)**  
**DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

Cc: (1) Mr Aubrey Withers (Legacy Environmental Management Consulting (Pty) Ltd) E-mail: aubrey@legacyemc.co.za  
(2) Mr Schalk van der Merwe (Stellenbosch Municipality) E-mail: Schalk.VanderMerwe@stellenbosch.gov.za



Western Cape  
Government

Department of Environmental Affairs and Development Planning  
Bernadette Osborne  
Development Management: Region 1  
Bernadette.Osborne@westernca.gov.za | Tel: 021 488 5675

**REFERENCE:** 16/3/3/1/B4/23/1030/20  
**NEAS REFERENCE:** WCP/EIA/0000764/2020  
**ENQUIRIES:** Bernadette Osborne  
**DATE OF ISSUE:** 11 February 2021

### ENVIRONMENTAL AUTHORISATION

**APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014: THE LIGHT INDUSTRIAL DEVELOPMENT AND THE EXTENSION OF MERCHANT STREET ON THE REMAINING EXTENT OF PORTION 2 OF THE FARM WELTEVREDEN NO. 744 AND ERF NO. 342, KLAPMUTS, STELLENBOSCH.**

With reference to your application for the abovementioned, find below the outcome with respect to this application.

#### DECISION

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014, the Competent Authority herewith **grants Environmental Authorisation** to the applicant to undertake the listed activities specified in section B below with respect to the Preferred Layout Alternative 1 described in the Basic Assessment Report ("BAR"), dated 5 October 2020.

The applicant for this Environmental Authorisation is required to comply with the conditions set out in section E below.

#### A. DETAILS OF THE APPLICANT FOR THIS ENVIRONMENTAL AUTHORISATION

Stellenbosch Bridge Properties (Pty) Ltd  
c/o Mr Lorne James Dawson  
Cutheberts Building  
33 Plein Street  
**STELLENBOSCH**

7600

Tel: (021) 879 2289

E-mail: lorne@stb-bridge.co.za

The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as "the holder".

## B. ACTIVITY AUTHORISED

Listed Activity	Project Description
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 12</b>  The development of—</p> <p>(i) <i>dams or weirs, where the dam or weir, including infrastructure and water surface area, exceeds 100 square metres; or</i></p> <p>(ii) <i>infrastructure or structures with a physical footprint of 100 square metres or more;</i></p> <p>where such development occurs—</p> <p>(a) <i>within a watercourse;</i></p> <p>(b) <i>in front of a development setback; or</i></p> <p>(c) <i>if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse; —</i></p> <p>excluding—</p> <p>(aa) <i>the development of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;</i></p> <p>(bb) <i>where such development activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;</i></p> <p>(cc) <i>activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies;</i></p> <p>(dd) <i>where such development occurs within an urban area;</i></p> <p>(ee) <i>where such development occurs within existing roads, road reserves or railway lines; or</i></p> <p>(ff) <i>the development of temporary infrastructure or structures where such infrastructure or structures will be removed within 6 weeks of the commencement of development and where indigenous vegetation will not be cleared.</i></p>	<p>The extension of Merchant Street on Erf No. 342, which will provide access to the site, will be located within 32m of a watercourse.</p>



<p><b>Listing Notice 1 –</b>  <b>Activity Number: 19</b>  <b>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock or more than 10 cubic metres from a watercourse;</b></p> <p>but excluding where such infilling, depositing, dredging, excavation, removal or moving—</p> <p>(a) Will occur behind a development setback;</p> <p>(b) Is for maintenance purposes undertaken in accordance with a maintenance management plan;</p> <p>(c) Falls within the ambit of activity 21 in this Notice, in which case that activity applies.</p> <p>(d) Occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or</p> <p>(e) Where such development is related to the development of a port or harbor, in which case activity 26 in Listing Notice 2 of 2014 applies.</p>	<p>The extension of Merchant Street on Erf No. 342, which will provide access to the site, will cross a watercourse.</p>
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 24</b>  <b>The development of a road—</b></p> <p>(i) for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or</p> <p>(ii) with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres;</p> <p>but excluding a road—</p> <p>(a) which is identified and included in activity 27 in Listing Notice 2 of 2014;</p> <p>(b) where the entire road falls within an urban area; or</p> <p>(c) which is 1 kilometre or shorter.</p>	<p>The access road will have an approximate road reserve of 19.7 metres.</p>
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 27</b>  <b>The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous</b></p>	<p>The development will entail the clearance of more than 1 hectare of indigenous vegetation.</p>

<p><b>vegetation, except where such clearance is required if indigenous vegetation is required for –</b></p> <p>(i) <b>The undertaking of linear activity; or</b></p> <p>(ii) <b>Maintenance purposes undertaken in accordance with a maintenance management plan.</b></p>	
<p><b>Listing Notice 1 –</b>  <b>Activity Number: 28</b>  <b>Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development:</b></p> <p>(i) <b>will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or</b></p> <p>(ii) <b>will occur outside an urban area, where the total land to be developed is bigger than 1 hectare;</b></p> <p><b>excluding where such land has already been developed for residential, mixed, retail, commercial, industrial, or institutional purposes.</b></p>	<p>The site has historically been used for agricultural purposes.</p>
<p><b>Listing Notice 3 –</b>  <b>Activity Number: 12</b>  <b>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.</b></p> <p><b>(i) Western Cape:</b></p> <p><b>i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;</b></p> <p><b>ii. Within critical biodiversity areas identified in bioregional plans;</b></p>	<p>The site contains a few indigenous plant species remaining from a mix of Swartland Alluvium Fynbos and Swartland Granite Renosterveld, which are both classified as critically endangered and Boland Granite Fynbos which is classified as endangered.</p>

- iii. *Within the littoral active zone or 100 metres inland from the high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;*
- iv. *On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or*
- v. *On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister.*

The abovementioned activities are hereinafter referred to as **"the listed activities"**.

The holder is herein authorised to undertake the following alternative that includes the listed activities:

- The development of a light industrial development consisting of 10 industrial erven on the Remainder of Portion 2 of Farm Weltevreden No. 744, Klipmuts.
- The development will cover an area of approximately 14,8 ha.
- The development includes a green corridor running through the central section of the site and two detention ponds, which will be developed for stormwater management.
- Merchant Street on Erf No. 342, Klipmuts will be extended to provide access to the site.
- The extended Merchant Street will have a road reserve of 19.7m wide and will be constructed out of culverts where it crosses over the outlet of the existing stormwater detention pond.

**C. SITE DESCRIPTION AND LOCATION**

The listed activities will be undertaken on Portion 2 of Farm No. 744 and Erf No. 342, Klipmuts and has the following co-ordinates:

	Latitude (S)	Longitude (E)
Co-ordinates:	33° 48' 45.73" South	18° 51' 28.29" East

The SG digit codes are: C055000000000074400002; and  
C055000000000000000342.

Refer to Annexure 1: Locality Map and Annexure 2: Site Plan.

The above is hereinafter referred to as "the site".

#### **D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER**

Legacy Environmental Management Consulting (Pty) Ltd  
c/o Mr Aubrey Withers  
PO Box 1240  
**DIE BOORD**  
7613  
Tel: (021) 887 4000  
Email: aubrey@legacyemc.co.za

#### **E. CONDITIONS OF AUTHORISATION**

##### **Scope of authorisation**

1. The holder is authorised to undertake the listed activities specified in Section B above in accordance with and restricted to preferred Layout Alternative 1 described in the BAR dated 5 October 2020 on the site as described in Section C above. Should the subsequent development of the individual industries within the light industrial development trigger any listed activity not included in this Environmental Authorisation, written authorisation will be required from the competent authority prior to the undertaking of the said activity.
2. The holder must commence with the listed activities on the site within a period of five years from the date issue of this Environmental Authorisation.
3. The development must be concluded within ten years from the date of commencement of the listed activities.
4. The holder shall be responsible for ensuring compliance with the conditions by any person acting on his/her behalf, including an agent, sub-contractor, employee or any person rendering a service to the holder.
5. Any changes to, or deviations from the scope of the alternative described in section B above must be accepted or approved, in writing, by the Competent Authority before such changes or deviations may be implemented. In assessing whether to grant such acceptance/approval or not, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

**Written notice to the Competent Authority**

6. Seven calendar days' notice, in writing, must be given to the Competent Authority before commencement of construction activities.
  - 6.1 The notice must make clear reference to the site details and EIA Reference number given above.
  - 6.2 The notice must also include proof of compliance with the following conditions described herein:

Conditions: 7, 8 and 12

**Notification and administration of appeal**

7. The holder must in writing, within 14 (fourteen) calendar days of the date of this decision—
  - 7.1 notify all registered Interested and Affected Parties ("I&APs") of –
    - 7.1.1 the outcome of the application;
    - 7.1.2 the reasons for the decision as included in Annexure 3;
    - 7.1.3 the date of the decision; and
    - 7.1.4 the date when the decision was issued.
  - 7.2 draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeals Regulations, 2014 detailed in Section F below;
  - 7.3 draw the attention of all registered I&APs to the manner in which they may access the decision;
  - 7.4 provide the registered I&APs with:
    - 7.4.1 the name of the holder (entity) of this Environmental Authorisation,
    - 7.4.2 name of the responsible person for this Environmental Authorisation,
    - 7.4.3 postal address of the holder,
    - 7.4.4 telephonic and fax details of the holder,
    - 7.4.5 e-mail address, if any, of the holder,
    - 7.4.6 the contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the event that an appeal is lodged in terms of the 2014 National Appeals Regulations.
8. The listed activities, including site preparation, may not commence within 20 (twenty) calendar days from the date of issue of this Environmental Authorisation. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided.

**Management of activity**

9. The draft or Environmental Management Programme ("EMPr") submitted as part of the application for Environmental Authorisation is hereby approved and must be implemented.
10. The Maintenance Management Plan ("MMP") accepted as part of the EMPr must be implemented. Future maintenance activities must be undertaken in accordance with the accepted MMP.
11. The EMPr must be included in all contract documentation for all phases of implementation.

**Monitoring**

12. The holder must appoint a suitably experienced environmental control officer ("ECO"), or site agent where appropriate, before commencement of any land clearing or construction activities to ensure compliance with the provisions of the EMPr and the conditions contained herein.
13. A copy of the Environmental Authorisation, EMPr, MMP, audit reports and compliance monitoring reports must be kept at the site of the authorised activities, and must be made available to anyone on request, including a publicly accessible website.
14. Access to the site referred to in Section C above must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see it for the purposes of assessing and/or monitoring compliance with the conditions contained herein.

**Auditing**

15. In terms of Regulation 34 of the NEMA EIA Regulations, 2014, the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation, the EMPr, the MMP and submit Environmental Audit Reports to the Competent Authority. The Environmental Audit Report must be prepared by an independent person and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014.

The holder must undertake an environmental audit and submit an Environmental Audit Report within three months after the engineering services have been installed. Subsequent environmental audits must be undertaken annually, and the Environmental Audit Reports must be submitted once a year to the Competent Authority for the duration of the construction phase. The final Environmental Audit

Report must be submitted to the Competent Authority within three months after the last of the industrial sites have been established.

The holder must, within 7 days of the submission of each of the above-mentioned reports to the Competent Authority, notify all potential and registered I&APs of the submission and make the report available to anyone on request and on a publicly accessible website (if applicable).

#### **Specific Conditions**

16. Should any heritage remains be exposed during excavations or any other actions on the site, these must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be further disturbed until the necessary approval has been obtained from Heritage Western Cape.

Heritage remains include: meteorites, archaeological and/or palaeontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features with heritage significance; rock art and rock engravings; and/or graves or unmarked human burials including grave goods and/or associated burial material.

17. A qualified archaeologist and/or palaeontologist must be contracted where necessary (at the expense of the holder) to remove any heritage remains. Heritage remains can only be disturbed by a suitably qualified heritage specialist working under a directive from the relevant heritage resources authority.

#### **F. GENERAL MATTERS**

1. Notwithstanding this Environmental Authorisation, the holder must comply with any other statutory requirements that may be applicable when undertaking the listed activities.
2. Non-compliance with a condition of this Environmental Authorisation or EMPr may render the holder liable to criminal prosecution.
3. If the holder does not commence with a listed activity within the period referred to in Condition 2, this Environmental Authorisation shall lapse for that activity, and a new application for Environmental Authorisation must be submitted to the Competent Authority. If the holder wishes to extend the validity period of the Environmental Authorisation, an application for amendment in this regard must be made to the Competent Authority prior to the expiry date of the Environmental Authorisation.

4. The holder must submit an application for amendment of the Environmental Authorisation to the Competent Authority where any detail with respect to the Environmental Authorisation must be amended, added, substituted, corrected, removed or updated. If a new holder is proposed, an application for Amendment in terms of Part 1 of the EIA Regulations, 2014 must be submitted.

Please note that an amendment is not required if there is a change in the contact details of the holder. In this case, the Competent Authority must only be notified of such changes.

5. The manner and frequency for updating the EMPr is as follows:  
Amendments to the EMPr, must be done in accordance with Regulations 35 to 37 of the EIA Regulations 2014 or any relevant legislation that may be applicable at the time.

## **G. APPEALS**

Appeals must comply with the provisions contained in the National Appeal Regulations 2014.

1. An appellant (if the holder of the decision) must, within 20 (twenty) calendar days from the date the notification of the decision was sent to the holder by the Competent Authority –
  - 1.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 to the Appeal Administrator; and
  - 1.2. Submit a copy of the appeal to any registered I&APs, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision. -
2. An appellant (if NOT the holder of the decision) must, within 20 (twenty) calendar days from the date the holder of the decision sent notification of the decision to the registered I&APs–
  - 2.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 to the Appeal Administrator; and
  - 2.2. Submit a copy of the appeal to the holder of the decision, any registered I&AP, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision.
3. The holder of the decision (if not the appellant), the decision-maker that issued the decision, the registered I&AP and the Organ of State must submit their responding statements, if any, to the appeal authority and the appellant within 20 (twenty) calendar days from the date of receipt of the appeal submission.



4. The appeal and the responding statement must be submitted to the address listed below:

By post: Western Cape Ministry of Local Government, Environmental Affairs  
and Development Planning  
Private Bag X9186  
CAPE TOWN  
8000

By facsimile: (021) 483 4174; or

By hand: Attention: Mr Marius Venter (Tel: 021 483 2659)

Room 809

8<sup>th</sup> Floor Utilitas Building, 1 Dorp Street, Cape Town, 8001

**Note:** For purposes of electronic database management, you are also requested to submit electronic copies (Microsoft Word format) of the appeal, responding statement and any supporting documents to the Appeal Authority to the address listed above and/ or via e-mail to [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za).

5. A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from Appeal Authority at: Tel. (021) 483 3721, E-mail [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za) or URL <http://www.westerncape.gov.za/eadp>.

#### H. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his/her successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is appreciated.

Yours faithfully

**Zaahir Toefy**

Digitally signed by Zaahir Toefy  
Date: 2021.02.11 15:50:08  
+02'00'

**MR. ZAAHIR TOEFY**

**DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)**

**DATE OF DECISION: 11 FEBRUARY 2021**

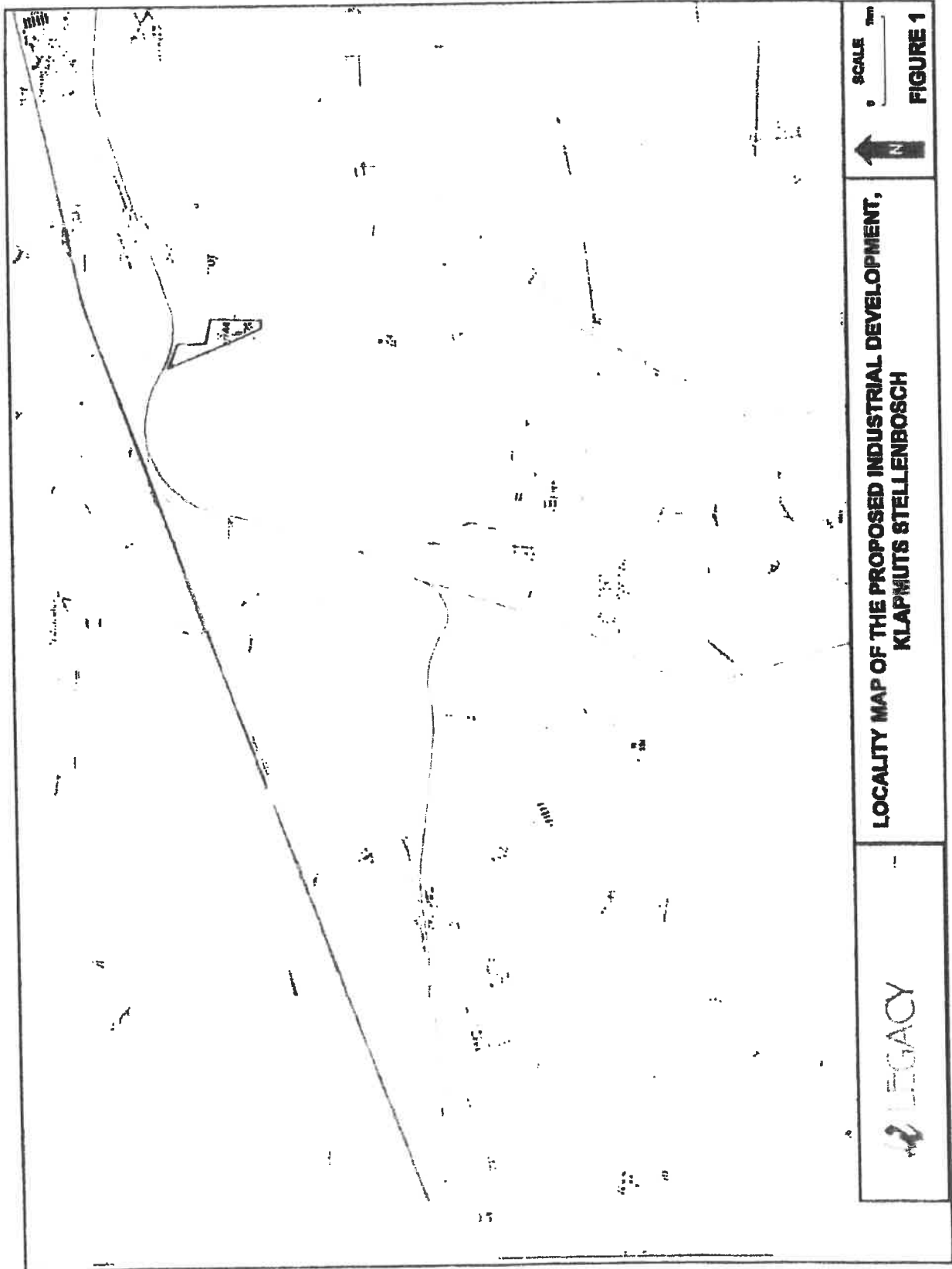
Cc: (1) Mr Aubrey Withers (Legacy Environmental Management Consulting (Pty) Ltd)

E-mail: [aubrey@legacyemc.co.za](mailto:aubrey@legacyemc.co.za)

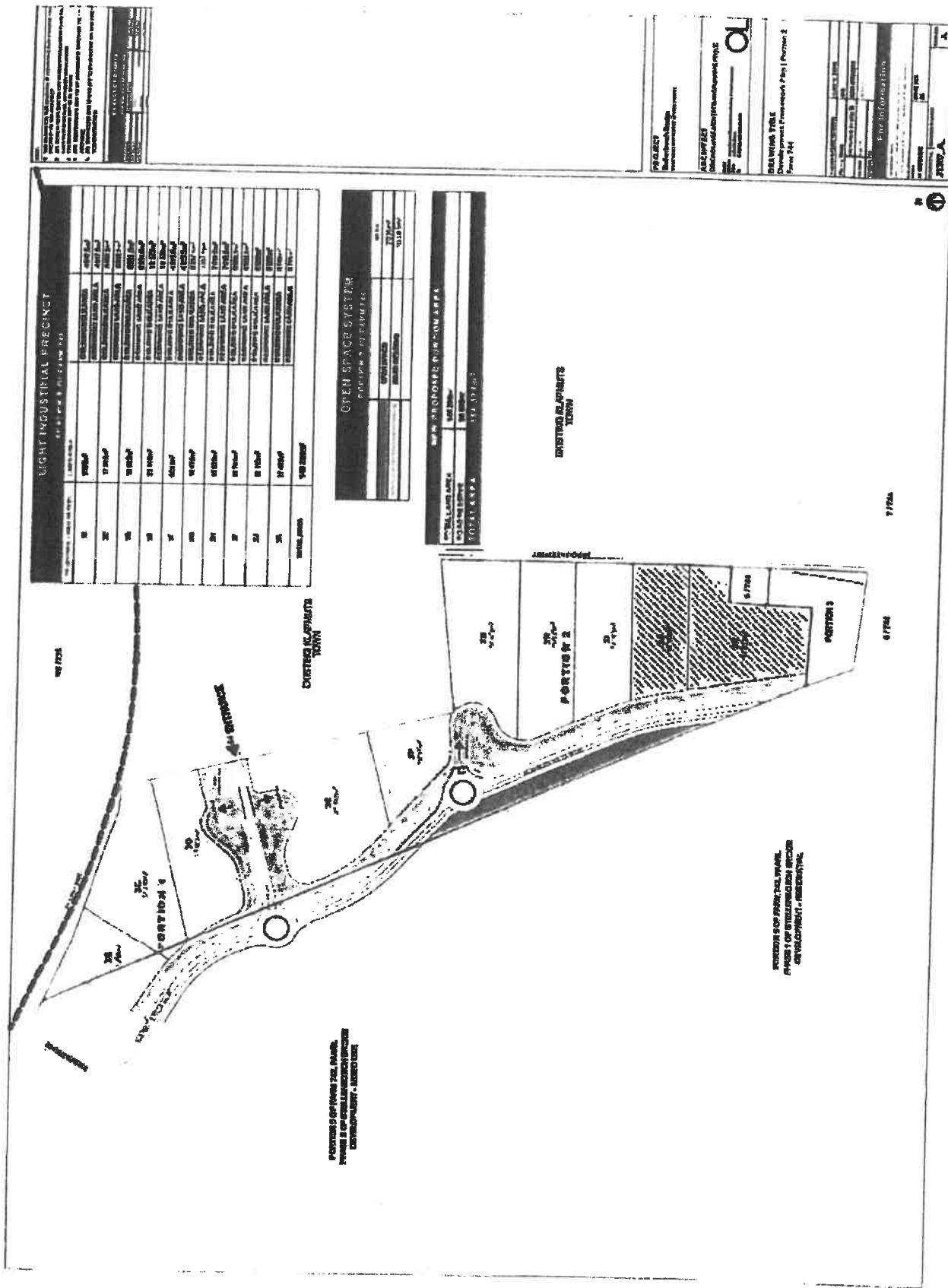
(2) Mr Schalk van der Merwe (Stellenbosch Municipality)

E-mail: [Schalk.VanderMerwe@stellenbosch.gov.za](mailto:Schalk.VanderMerwe@stellenbosch.gov.za)

**ANNEXURE 1: LOCALITY MAP**



ANNEXURE 2: SITE PLAN



PROJECT: [Name]  
 LOCATION: [Address]  
 DATE: [Date]

PROJECT: [Name]  
 LOCATION: [Address]  
 DATE: [Date]

EXISTING APARTMENTS TOWN

PORTION 1

PORTION 2

PORTION 3

PROPOSED OPEN SPACE SYSTEM

1:1000



**ANNEXURE 3: REASONS FOR THE DECISION**

In reaching its decision, the Competent Authority considered, inter alia, the following:

- a) The information contained in the Application Form and letter dated 27 July 2020, the draft Basic Assessment Report received by the Department on 3 August 2020, the EMPr (including an MMP for implementation during the operational phase) submitted together with the final Basic Assessment Report on 6 October 2020 and the additional information received between 19 December and 11 January 2021;
- b) Relevant Information contained in the Departmental Information base, including the Guidelines on Public Participation and Alternatives (dated March 2013);
- c) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the National Environmental Management Act, 1998 (Act No. 107 of 1998);
- d) The comments received from I&APs and responses to these, included in the Basic Assessment Report received on 6 October 2020 and the additional information received between 19 December and 11 January 2021; and
- e) The balancing of negative and positive impacts and proposed mitigation measures.

No site visits were conducted. The Competent Authority had sufficient information before it to make an informed decision without conducting a site visit.

All information presented to the Competent Authority was taken into account in the consideration of the application for Environmental Authorisation. A summary of the issues that were considered to be the most significant for the decision is set out below.

**1. Public Participation**

The public participation process included:

- Identification of and engagement with I&APs;
- Notices were placed at the site and at a nearby shop;
- giving written notice to the owners and occupiers of land adjacent to the site where the listed activities are to be undertaken, the municipality and ward councillor, and the various organs of state having jurisdiction in respect of any aspect of the listed activities on 23 July 2020 and 3 August 2020;
- the placing of a newspaper advertisement in the 'EikestadNuus' on 30 July 2020; and
- making the in-process draft BAR available for comment from 4 August 2020.

The Department is satisfied that the Public Participation Process that was followed met the minimum legal requirements and the comments raised and responses thereto were included in the comments and response report.

Specific alternatives, management and mitigation measures have been considered in this Environmental Authorisation and EMPr to adequately address the concerns raised.

## **2. Alternatives**

### **Layout Alternatives**

#### **Layout Alternative 1 (Preferred and herewith authorised)**

This alternative entails the following:

- The development of a light industrial development consisting of 10 industrial erven on the Remainder of Portion 2 of Farm Weltevreden No. 744, Klapmuts.
- The development will cover an area of approximately 14.8ha.
- The development includes a green corridor running through the central section of the site and two detention ponds, which will be developed for stormwater management.
- Merchant Street on Erf No. 342, Klapmuts will be extended to provide access to the site.
- The extended Merchant Street will have a road reserve of 19.7m wide and will be constructed out of culverts where it crosses over the outlet of the existing stormwater detention pond.

This alternative was preferred since it has taken into account the slope of the site, the visual impact from surrounding view sheds and the cultural landscape impact arising from the visual impact of the development.

#### **Layout Alternative 2**

This alternative entails the development of 16 light industrial erven on Portion 2 of Farm 744, Klapmuts. This alternative was not preferred since it will have a greater visual impact than the preferred Layout Alternative 1.

#### **No-go Alternative**

This alternative entails the current status quo, which is agricultural land which has been invaded by invasive plant species. This alternative was not preferred since it is too small to be utilised for financially feasible agricultural purposes.

## **3. Impact Assessment and Mitigation measures**

### **3.1 Activity need and desirability**

The development is in line with the provisions of the Provincial Spatial Development Framework of the Western Cape and the Stellenbosch Municipality Integrated Development Plan. The development will create employment opportunities for the surrounding community.

### **3.2 Biophysical Impacts**

According to the Botanical Site Sensitivity Verification and Compliance Statement dated October 2020, compiled by Greg Nicolson of Capensis, the site is highly degraded to transformed due to agricultural activities, sand/laterite mining, dumping of building rubble and general waste, frequent fires and the presence of invasive plant species. The site is in a poor condition from a botanical perspective and contains no important species or habitats. The indigenous vegetation that would have occurred on the site would have

been a mix of Swartland Alluvium Fynbos and Swartland Granite Renosterveld, which are both classified as critically endangered and Boland Granite Fynbos which is classified as endangered. Most of the original vegetation has however been removed with only a few indigenous species remaining scattered on the site. Bulbs occur scattered across the site and those that were identified from their dry flowers are typically associated with degraded and seasonally wet areas. It is recommended that a search and rescue operation be conducted for the bulbs growing on the two properties. The bulbs will be transplanted in the green corridor incorporated into the development. This was included in the EMP that is approved in Condition 9 of this Environmental Authorisation.

Small areas within the site contain indications of seasonally wet areas associated with the perched water table. A number of these sites are anthropogenic in nature, such as the overflow from the dam on the property to the west, or excavations for sand or laterite, which has resulted in depressions. No watercourses are present on Portion 2 of Farm 744, but a small stormwater detention pond which has an outlet, is present on Erf No. 342. The new access road to the site will be developed over Erf No. 342 and over the outlet of the stormwater detention pond. An application for a General Authorisation in terms of the National Water Act, 1998 (Act 38 of 1998) has been submitted to the Department of Water and Sanitation, which will further investigate the watercourse related impacts.

Furthermore, a MMP has also been compiled to address routine maintenance activities taking place in the affected stretch of the watercourse. It must be noted that the accepted maintenance activities only relate to the activities described in the MMP. The ongoing maintenance activities may therefore only be undertaken in accordance with the accepted MMP. Should any new activities and associated infrastructure, not included in the MMP, require maintenance and if any of the applicable listed activities are triggered, an Environmental Authorisation must be obtained prior to the undertaking of such activities. It remains the responsibility of the proponent to determine if any other listed activities are triggered and to ensure that the necessary Environmental Authorisation is obtained.

#### Negative Impacts:

The development will have a negative biophysical impact due to the loss of the limited indigenous vegetation present on the site. This impact will however be mitigated to a satisfactory level with the implementation of the recommended mitigation measures and adherence to the EMP.

#### Positive impacts:

- The development will provide employment opportunities for the surrounding community.
- A search and rescue operation will be conducted for the bulbs growing on the two properties and will be transplanted in the green corridor incorporated in the development.

#### **4. National Environmental Management Act Principles**

The National Environmental Management Principles (set out in section 2 of the NEMA, which apply to the actions of all organs of state, serve as guidelines by reference to which any organ of state must exercise any function when taking any decision, and which must

guide the interpretation, administration and implementation of any other law concerned with the protection or management of the environment), *inter alia*, provides for:

- the effects of decisions on all aspects of the environment to be taken into account;
- the consideration, assessment and evaluation of the social, economic and environmental impacts of activities (disadvantages and benefits), and for decisions to be appropriate in the light of such consideration and assessment;
- the co-ordination and harmonisation of policies, legislation and actions relating to the environment;
- the resolving of actual or potential conflicts of interest between organs of state through conflict resolution procedures; and
- the selection of the best practicable environmental option.

## 5. Conclusion

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPr, the Competent Authority is satisfied that the proposed listed activities will not conflict with the general objectives of integrated environmental management stipulated in Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and that any potentially detrimental environmental impacts resulting from the listed activities can be mitigated to acceptable levels.

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END





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**STELLENBOSCH**  
STELLENBOSCH • PNIEL • FRANSCHHOEK

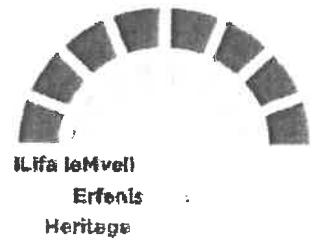
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## **ANNEXURE J**



REGISTERED MAIL

**Our Ref:** HM/STELLENBOSCH/KLAPMUTS/REMAINDER OF  
PORTION 2 OF FARM 744  
**Case No.:** 19110105AS1106E  
**Enquiries:** Andrew September  
**E-mail:** [andrew.september@westerncape.gov.za](mailto:andrew.september@westerncape.gov.za)  
**Tel:** 021 483 9543  
**Date:** 20 November 2019



Cindy Potstlethwayt  
7 Ritchie Avenue  
Kenilworth  
7708

**RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL**  
**In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape**  
**Provincial Gazette 6061, Notice 298 of 2003**

**NOTIFICATION OF INTENT TO DEVELOP: PROPOSED MIXED-USE INDUSTRIAL DEVELOPMENT ON THE REMAINDER OF PORTION 2 OF FARM 744, STELLENBOSCH BRIGE PROJECT, KLAPMUTS, STELLENBOSCH, SUBMITTED IN TERMS OF SECTION 38(8) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)**

**CASE NUMBER: 19110105AS1106E**

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received on 06 November 2019. This matter was discussed at the Heritage Officials Meeting held on 18 November 2019.

You are hereby notified that, since there is no reason to believe that the proposed development will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

This decision is subject to an appeal period of 14 working days. The appeal period shall be taken from the date above. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.


Applicants are strongly advised to review and adhere to the time limits contained the Standard Operational Procedure (SOP) between DEADP and HWC. The SOP can be found using the following link <http://www.hwc.org.za/node/293>

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately and Heritage Western Cape must be notified without delay.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Yours faithfully

  
.....  
Dr. Nxolisi Dlamuka  
Chief Executive Officer, Heritage Western Cape

[www.westerncape.gov.za/cas](http://www.westerncape.gov.za/cas)

Street Address

+ Tel

+ E-mail

+ Postal Address

Street Address

+ Tel

+ E-mail

+ Postbox

Ididi: yeadawo

+ Ididi: yopoo





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## **ANNEXURE K**

COMMENT FROM THE DEPARTMENT OF TRANSPORT AND  
PUBLIC WORKS





Western Cape  
Government

Transport and Public Works

**ROAD NETWORK MANAGEMENT**

Email: Grace.Swanepoel@westerncape.gov.za

tel: +27 21 483 4669

Rm 335, 9 Dorp Street, Cape Town, 8001

PO Box 2603, Cape Town, 8000

**REFERENCE: TPW/ (Job 27835)**  
**ENQUIRIES: Ms GD Swanepoel**  
**DATE: 2 September 2020**

STELLENBOSCH MUNICIPALITY  
PLANNING AND DEVELOPMENT SERVICES

07 SEP 2020

Legacy Environmental Management Consulting  
PO Box 12410  
Die Boord  
**STELLENBOSCH**  
7613

Attention: Messrs Aubrey Withers/ Nasipho Mbunje

Dear Sirs

FILE NR:  
SCAN NR: F744/2 P  
COLLABORATOR NR:

RECEIVED

**REM PORTION 2 FARM WELTEVREDEN 744, PAARL (KLAPMUTS): DRAFT BASIC ASSESSMENT REPORT FOR PROPOSED INDUSTRIAL DEVELOPMENT**

1. Your e-mail dated 3 August 2020 refers.
2. It is noted that the documentation, including the Traffic Impact Statement report, treat Portions 2 and 8 of Farm 744, Paarl as a single property, whereas from our database and other documentation, these appear to be two separate portions of land. This should be clarified in the land use application, which should include an updated traffic impact report.
3. The proposed access to the property passes through Erf 342 to Portion 8 of Farm 744. At land use application stage written evidence should be provided demonstrating that the applicant has the right to provide this access road to the two properties concerned.
4. This Branch will engage in more detail with the applicant's Traffic Engineering Consultant at the land use application stage. In particular, an unduly low trip generation rate may have been adopted for light industrial development.
5. The stage at which dualling of Main Road 27 (the R44) is required north of Stellengate/Main Road 205 (Franschhoek Road) is also likely to require further consideration. It is unclear what criteria were adopted leading to the conclusion that dualling would be required in the next five years due to background traffic growth, apart from traffic generated by this development, thus leading to the conclusion that the developer should bear no responsibility for the upgrading of Main Road 27 (the R44). At present the Western Cape Government has not





budgeted for the upgrading of Main Road 27 (the R44), and we note that it would be an expensive project to dual the bridge over the main railway lines to Paarl and the interior.

6. It is likely that the road network apart from Main Road 27 (the R44) will comprise entirely of municipal streets, so this Branch's concern will be limited to the impacts on Main Road 27 and possibly Main Road 189 Old Paarl Road.
7. This Branch is not opposed in principle to the proposed industrial development on Farm 744/2 Paarl, located in that part of Klapmuts lying within the Stellenbosch Municipal area. However, further review of the potential traffic impacts will be required at land use application stage, which may lead to the applicant being required to downscale the development, or to provide additional road infrastructure upgrades over and above those recommended in the Traffic Impact Statement report. Agreement on the financing of necessary infrastructure upgrades may also be required prior to any development being permitted to proceed.

Yours faithfully



**SW CARSTENS**

**For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT**



## ENDORSEMENTS

1. Stellenbosch Municipality  
Attention: Mr Ulrich von Molendorff (e-mail)  
Mr Pedro April (e-mail)
2. Legacy Environmental Management Consulting  
(e-mail: [ppp@legacyemc.co.za](mailto:ppp@legacyemc.co.za))
3. UDS Africa (e-mail: [piet@udsafrika.co.za](mailto:piet@udsafrika.co.za))
4. Mr SW Carstens (e-mail)
5. Mr H Thompson (e-mail)





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## **ANNEXURE M**

To: Fabian van Wyk <fabian@capewinelands.gov.za>; Leandre Candice Davids <leandre@capewinelands.gov.za>  
 Subject: FARM 744/2 PAARL DIVISION: APPLICATION FOR REZONING, SUBDIVISION AND TEMPORARY DEPARTURE (LU/11252): DEPARTMENTAL COMMENT - HEALTH (COMMENTS BY EMAIL)

I'm using Mimecast to share large files with you. Please see the attached instructions.

I'm using Mimecast to share large files with you. Please see the attached instructions.

Good day;

Attached please find the relevant documentation regarding the abovementioned application. Kindly furnish me with your comment by email, if any, in order to enable me to submit the application to the decision making authority for consideration.

**ERF / FARM NUMBER & APPLICATION NUMBER:** Farm 744/2, Paarl Division (Lu/11252)

**DESCRIPTION OF THE PROPOSAL:**

Application to Rezone Remainder of Portion 2 of Farm 744, Paarl from Agriculture & Rural Zone to Subdivisional Area Overlay Zone to develop the following land uses:

Portion 1 for Industrial Zone (±4.4321ha)

Portion 2 for Industrial Zone (±13.1389ha)

Portion 3 for Industrial Zone (±1.0774ha<sup>2</sup>)

Portion 4 & 5 for Public Road purposes (±2.34ha)

Portion 6 for Private Open Space (±0.0964ha)

Portion 7 for Utility Services (±0.05ha)

To develop 90 500m<sup>2</sup> of Industrial and Business floor area as a Basket of Rights.

Application to subdivide Remainder of Portion 2 of Farm 744, Paarl, into Seven portions, to provide for the following:

Portion 1 (±4.4321ha) for Industrial

Portion 2 (±13.1389ha) for Industrial Zone

Portion 3 (±1.0774ha<sup>2</sup>) for Industrial Zone

Portion 4 & 5 (±2.34ha) for Public Road purposes

Portion 6 (±0.0964ha) for Private Open Space

Portion 7 (±0.05ha) for Utility Services

Application for the Consent of Council to allow Business Premises on Portions 1 and 2 of the proposed development.

**APPLICANT:** ARoux Town Planning

**PROPERTY ADDRESS:** Main Road, Paarl Division

Please note that your comments must be submitted on or before 07 September 2020 from the date of this email.

*Kind regards / Vriendelike Groete*

**Nicole Katts**

Administrative Officer

Land Use Management

Planning & Economic Development

Subject: FW: FARM 744/2 PAARL DIVISION: APPLICATION FOR REZONING, SUBDIVISION AND TEMPORARY DEPARTURE (LU/11252): DEPARTMENTAL COMMENT - HEALTH (COMMENTS BY EMAIL)  
Date: 2020/08/14 13:27  
From: "Nicole Katts" <Nicole.Katts@ Stellenbosch.gov.za>  
To: "Charlene Williams" <Charlene.Williams@ Stellenbosch.gov.za>, "leandre@capewinelands.gov.za" <leandre@capewinelands.gov.za>

Dear Leandre

I hereby acknowledge receipt of your comments.

Thank you.



Kind regards / Vriendelike Groete  
**Nicole Katts**  
Administrative Officer  
Land Use Management  
Planning & Economic Development

T: +27 21 808 8318  
43 Andringa Str, Eikestad Mall, 3<sup>rd</sup>  
Floor  
[www.stellenbosch.gov.za](http://www.stellenbosch.gov.za)



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From: Leandre Candice Davids [mailto:leandre@capewinelands.gov.za]  
Sent: Friday, 14 August 2020 13:26  
To: Fabian van Wyk; Nicole Katts  
Subject: [EX] RE: FARM 744/2 PAARL DIVISION: APPLICATION FOR REZONING, SUBDIVISION AND TEMPORARY DEPARTURE (LU/11252): DEPARTMENTAL COMMENT - HEALTH (COMMENTS BY EMAIL)

**ERF / FARM NUMBER & APPLICATION NUMBER:** Farm 744/2, Paarl Division (Lu/11252)  
**From an environmental health perspective, this application may be recommended for approval; provided that the following conditions are complied with:**

1. Environmental pollution
  - 1.1 1.1.1 No pollution such as water, air, dust or noise pollution may occur on any part of the premises/development during the operational phase of the proposed development.
  - 1.1.2 Proper preventative measures must be put in place beforehand.
  - 1.1.3 The proposed light Industrial development adjacent to the residential area must not cause any health nuisances to residents.
2. Potable water/Storm water
  - 2.1 The quality of the potable water on the premises/development must at all times comply with the minimum bacteriological and chemical standards for potable water, as determined by SANS code 241.
3. Solid waste disposal
  - 3.1 Refuse collection and storage at the proposed development must be done in a way that will not cause a health nuisance.
4. Sewerage/Sanitary facilities
  - 4.1 The sewerage system from the proposed development must be connected to an approved sewerage system according to Stellenbosch Municipality's specifications, conditions and approval.
  - 4.2 Sewage disposal on the premises/development must at all times take place in a nuisance-free manner and shall be the owner's responsibility.
5. General conditions
  - 5.1 This Department reserves the right to set further requirements during the operational phase.

Please contact me if you have any further questions or comments in this regard.

Yours faithfully

**Leandre Davids**  
HEALTH OFFICER/INSPECTOR

From: Fabian van Wyk <fabian@capewinelands.gov.za>  
Sent: Friday, 07 August 2020 09:54  
To: Leandre Candice Davids <leandre@capewinelands.gov.za>  
Subject: FW: FARM 744/2 PAARL DIVISION: APPLICATION FOR REZONING, SUBDIVISION AND TEMPORARY DEPARTURE (LU/11252): DEPARTMENTAL COMMENT - HEALTH

(COMMENTS BY EMAIL)

Dis in Klapmuts, nie seker of dit vir jou of Julian is nie?

**From:** Nicole Katts <Nicole.Katts@stellenbosch.gov.za>  
**Sent:** Friday, 07 August 2020 09:23

**To:** Fabian van Wyk <fabian@capewinelandsgov.za>; Leandre Candice Davids <leandre@capewinelandsgov.za>  
**Subject:** FARM 744/2 PAARL DIVISION: APPLICATION FOR REZONING, SUBDIVISION AND TEMPORARY DEPARTURE (LU/11252): DEPARTMENTAL COMMENT - HEALTH (COMMENTS BY EMAIL)

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Good day;

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  - Portion 6 for Private Open Space (±0.0964ha)
  - Portion 7 for Utility Services (±0.05ha)
- To develop 90 500m² of Industrial and Business floor area as a Basket of Rights.

Application to subdivide Remainder of Portion 2 of Farm 744, Paarl, into Seven portions, to provide for the following:

- Portion 1 (±4.4321ha) for Industrial
- Portion 2 (±13.1389ha) for Industrial Zone
- Portion 3 (±1.0774ha²) for Industrial Zone
- Portion 4 & 5 (±2.34ha) for Public Road purposes
- Portion 6 (±0.0964ha) for Private Open Space
- Portion 7 (±0.05ha) for Utility Services

Application for the Consent of Council to allow Business Premises on Portions 1 and 2 of the proposed development.

**APPLICANT:** ARoux Town Planning

**PROPERTY ADDRESS:** Main Road, Paarl Division

Please note that your comments must be submitted on or before 07 September 2020 from the date of this email.



Kind regards / Vriendelike Groete  
**Nicole Katts**  
Administrative Officer  
Land Use Management  
Planning & Economic Development

T: +27 21 808 8318  
43 Andringa Str, Elkestad Mall, 3<sup>rd</sup>  
Floor  
[www.stellenbosch.gov.za](http://www.stellenbosch.gov.za)



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Visit the dedicated COVID-19 page on our municipal website for information on this disease: <https://www.stellenbosch.gov.za/documents/general>  
For official COVID-19 advice, updates and queries:

- National Hotline 0800 029 999
- Provincial Hotline 021 9284102
- WhatsApp 0600 123 456

Stay alert, stay updated and stay safe.





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## **ANNEXURE N**

COMMENT FROM MANAGER: DEVELOPMENT  
(INFRASTRUCTURE SERVICES)





# MEMO

DIRECTORATE: INFRASTRUCTURE SERVICES  
DIREKTORAAT: INFRASTRUKTUURDIENSTE

**TO :** The Director: Planning and Development

**FOR ATTENTION :** Nicole Katts

**FROM :** Manager: Development (Infrastructure Services)

**AUTHOR :** Tyrone King

**DATE :** 21 December 2020

**RE. :** Farm 744-2: Stellenbosch Bridge Development (Application 2): Rezoning and Subdivision

**YOUR REF :** LU/11252

**OUR REF :** 2028 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 July 2020 (Revision 4);
- Proposed Subdivision and Zoning Plan, Plan No 18098-002 Rev C dated 2020-06-16 by Anton Lotz and A Roux;
- Transport Impact Statement by ICE, dated 13 Dec 2019 (Ref ICE/S/493A);
- Preliminary Civil Engineering Services Report – Application 2, dated December 2019, by WEC Consult;
- GLS water and sewer capacity analysis report dated 16 October 2020

These comments and conditions are based on the following proposed development parameters:

- Total GLA: 76 925m<sup>2</sup> (Light industrial zoning) as per Par 2.2 of motivation report. GLA is regarded as 85% of total floor area of 90 500m<sup>2</sup>

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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

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.**

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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:

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

**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 63 840 957, 68 (Excluding VAT) as reflected on the DC calculation sheet, dated 11 August 2020, and attached herewith as

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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 0 units, or which might lead to an increase in the Gross Leasable Area i.e. a GLA of more than 76 925 m<sup>2</sup>, 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



**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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 are 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 precinct 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; [clara.hendricks@stellenbosch.gov.za](mailto:clara.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

PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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 3<sup>rd</sup> 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;

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE APPLICATION 2)**

- 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**

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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;

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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

PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE APPLICATION 2)

until at least 80% of the development units (i.e. houses, flats or GLA) is constructed and occupied 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;



## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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 even with catchment areas of more than 1500m<sup>2</sup> 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;

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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;

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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 of 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;

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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;

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

- 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 wastes by private service provider, provision must still be made for a refuse room should this function in future revert back to the "Municipality";

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)

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;

**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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

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**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

- 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



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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

## PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE; APPLICATION 2)

"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";

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**PROPOSED REZONING AND SUBDIVISION OF FARM 744-2 (STELLENBOSCH BRIDGE: APPLICATION 2)**

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:\0 DEVELOPMENT\0 Developments\2104 (TK) Farm 742-5 Plan (LU-10577) (Stellenbosch Bridge Application 1)\2104 (TK) Farm 742-5 Plan (LU-10577) (Stellenbosch Bridge Application 1)\_1.doc

## ATTACHMENT X

**Geographic Information System (GIS) data capturing standards**

In drawing up the As-built 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

	management plan to finalise improvements	1 577 units	28 000m <sup>2</sup>
<ul style="list-style-type: none"> <li>Proposed priorities SK2.4, SK2.5, SK2.6, SK2.7, SK2.8 (Developer - own cost)</li> </ul>	<ul style="list-style-type: none"> <li>Primary MV cabling from Eskom 132/11kV step-down substation</li> <li>Four secondary MV cable bulk supplies</li> </ul>		
<ul style="list-style-type: none"> <li>Stormwater management plan to finalise</li> </ul>		1 577 units	118 500m <sup>2</sup>
<ul style="list-style-type: none"> <li>Stormwater management plan to finalise</li> </ul>		2 200 units	320 000m <sup>2</sup>
<ul style="list-style-type: none"> <li>Stormwater management plan to finalise</li> </ul>	<ul style="list-style-type: none"> <li>132/11kV step-down substation</li> <li>new brick built switching substation, interconnecting primary MV cabling and secondary MV cable fittings</li> <li>Brick-built switching substation</li> <li>Primary MV cabling from 132/11kV step-down substation and</li> <li>Secondary MV cable fittings</li> </ul>	6 000 units	680 000m <sup>2</sup>
<p><b>Roads</b></p> <p><b>Upgrades (refer to Figure A)</b></p> <ol style="list-style-type: none"> <li>Dualling of R44 between Klappmuts-Simondium Rd &amp; V1 (up to and including) (Developer - DCS to a max of 20% of total project value - Provincial Road)</li> <li>Upgrade of N1/R44 &amp; N1/R304 Interchanges (Developer - own cost - Provincial/National Roads)</li> <li>Upgrade of R304/Old Paarl Rd Intersection (Developer - own cost - Provincial Roads)</li> <li>Left-turn lanes on two R44-approaches to R44/Klappmuts (Developer - DCS - Provincial/Municipal Roads)</li> <li>Simondium Rd Intersection (Developer - DCS to a max of 20% of total project value - Provincial Roads)</li> <li>Access road link to Merchant St &amp; roundabout at the Merchant St/access road intersection (Developer - DCS - Municipal Road)</li> <li>Realignment of section of Merchant St &amp; roundabout at the Groenfontein Rd/Merchant St intersection (Developer - DCS - Municipal Road)</li> <li>Underpass-road (dual) (Klappmuts Hills Rd) between Old Paarl Rd and Klappmuts Hills Rd &amp; roundabouts at intersections (Developer - DCS - Municipal Road)</li> <li>Dedicated left-turn lane along the Stellenbosse Boulevard-approach to the R44 intersection (Developer - DCS - Provincial/Municipal Road)</li> <li>Greenfontein Rd-interchange on N1 and upgrade of Groenfontein Rd (if not yet implemented in 1b) (Developer - own cost - Provincial/National Roads)</li> <li>Dualling of Klappmuts Hills Rd between underpass-road and access road link to Merchant St (Developer - DCS - Municipal Road)</li> </ol>			
<p><b>Development Rights (up to)</b></p> <p><b>Residential</b></p>	<p><b>1 577 units</b></p>	<p><b>118 500m<sup>2</sup></b></p>	<p><b>Non-residential</b></p> <p><b>2 200 units</b></p> <p><b>320 000m<sup>2</sup></b></p>

uvs Figure A)

he 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 cov  
ost.

d 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 Governm

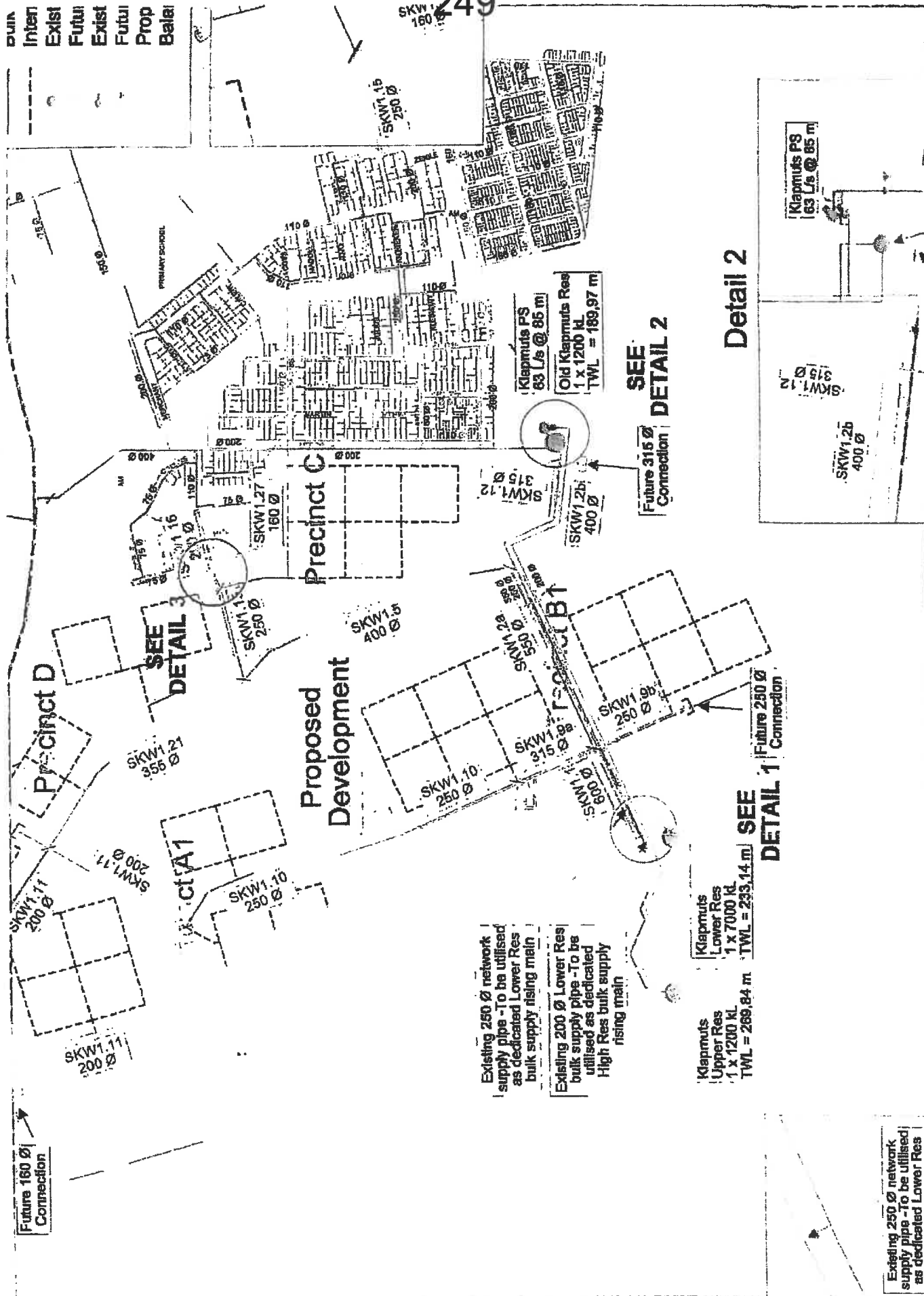
utilisation of DCs on Municipal / Provincial Roads: Clause 14.6 of 2020/21 Stellenbosch Municipality DC Policy:

7% 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 offs  
velopment 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 intersection  
re the full amount can be offset from Development Charges."

sections of National and Provincial Roads – not included in our DC tariffs – cannot be offset from DCs.

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 Inten  
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 Futur  
 Exist  
 Futur  
 Prop  
 Balai

SKW 150 249



Future 160 Ø Connection

SKW1.11 200 Ø

SKW1.21 355 Ø

SKW1.10 250 Ø

SKW1.5 400 Ø

SKW1.27 160 Ø

SKW1.15 250 Ø

SKW1.10 250 Ø

SKW1.9a 315 Ø

SKW1.9b 250 Ø

SKW1.2b 400 Ø

Klapnuts PS 63 L/s @ 86 m

Old Klapnuts Res 1 x 1200 KL TWL = 189.97 m

SEE DETAIL 2

Future 315 Ø Connection

Klapnuts Lower Res 1 x 7000 KL TWL = 269.84 m

Klapnuts Upper Res 1 x 1200 KL TWL = 283.14 m

SEE DETAIL 1

Future 250 Ø Connection

Detail 2

Existing 250 Ø network supply pipe - To be utilised as dedicated Lower Res bulk supply rising main

Existing 250 Ø network supply pipe - To be utilised as dedicated Lower Res bulk supply rising main

Existing 200 Ø Lower Res bulk supply pipe - To be utilised as dedicated High Res bulk supply rising main

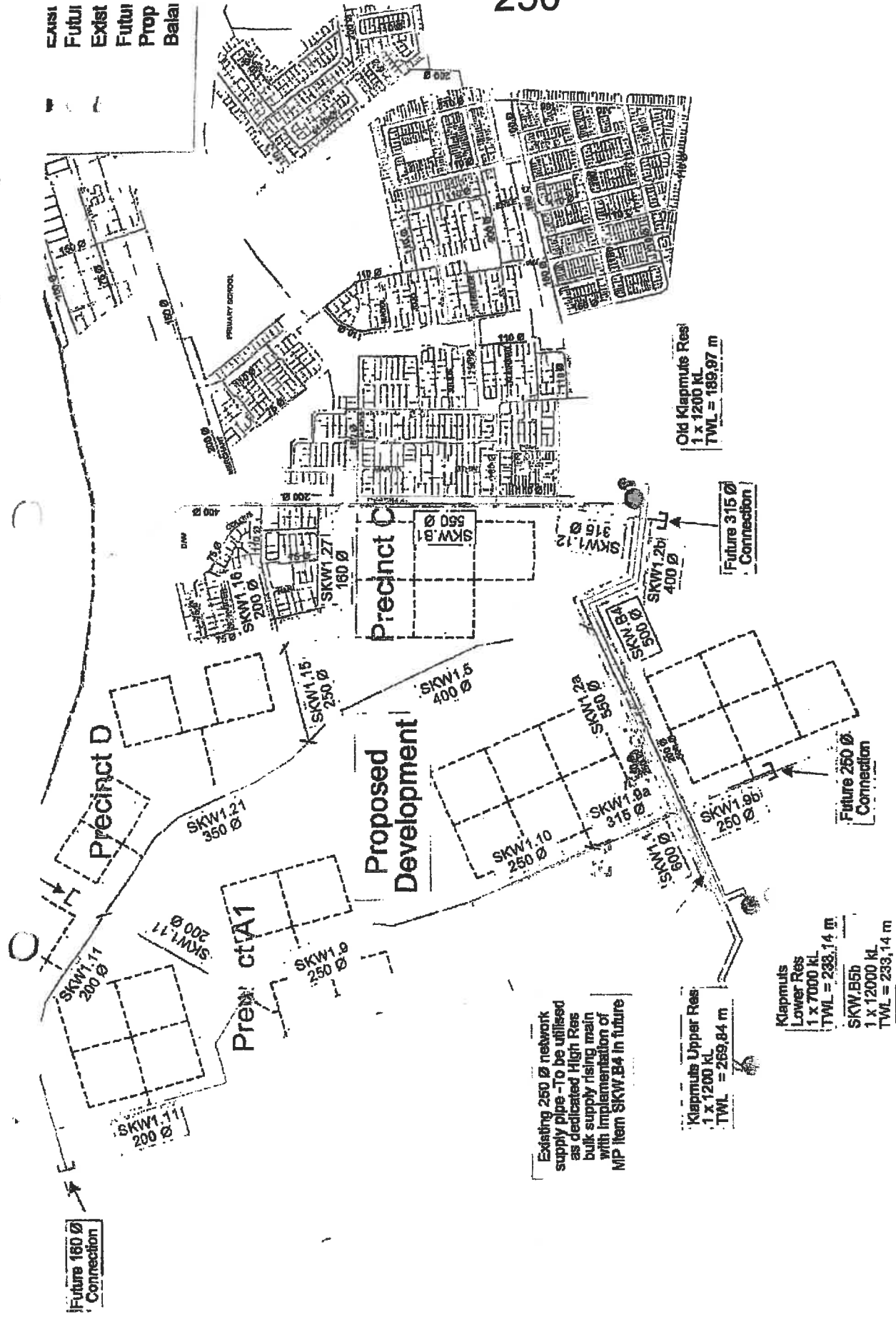
Klapnuts PS 63 L/s @ 86 m

SKW1.2 315 Ø

SKW1.2b 400 Ø



E.A.N.S.I  
 Futur  
 Exist  
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 Balai



Existing 250 Ø network  
 supply pipe - To be utilised  
 as dedicated High Res  
 bulk supply rising main  
 with implementation of  
 MP Item SKW.B4 in future

Klappmuts Upper Res  
 1 x 1200 kL  
 TWL = 269.84 m

Klappmuts  
 Lower Res  
 1 x 7000 kL  
 TWL = 233.14 m  
 SKW/B5b  
 1 x 12000 kL  
 TWL = 233.14 m

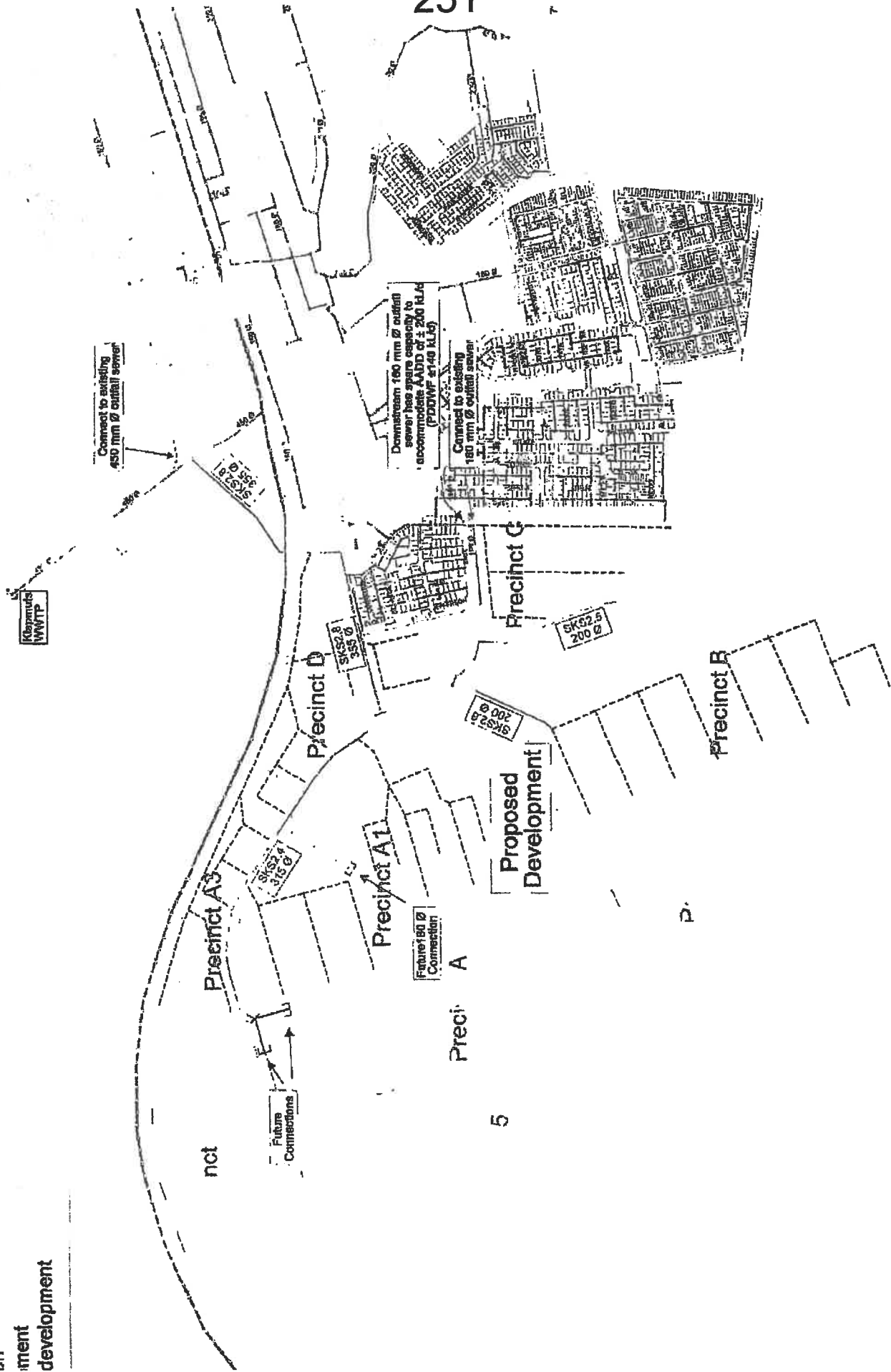
Old Klappmuts Res  
 1 x 1200 kL  
 TWL = 189.97 m

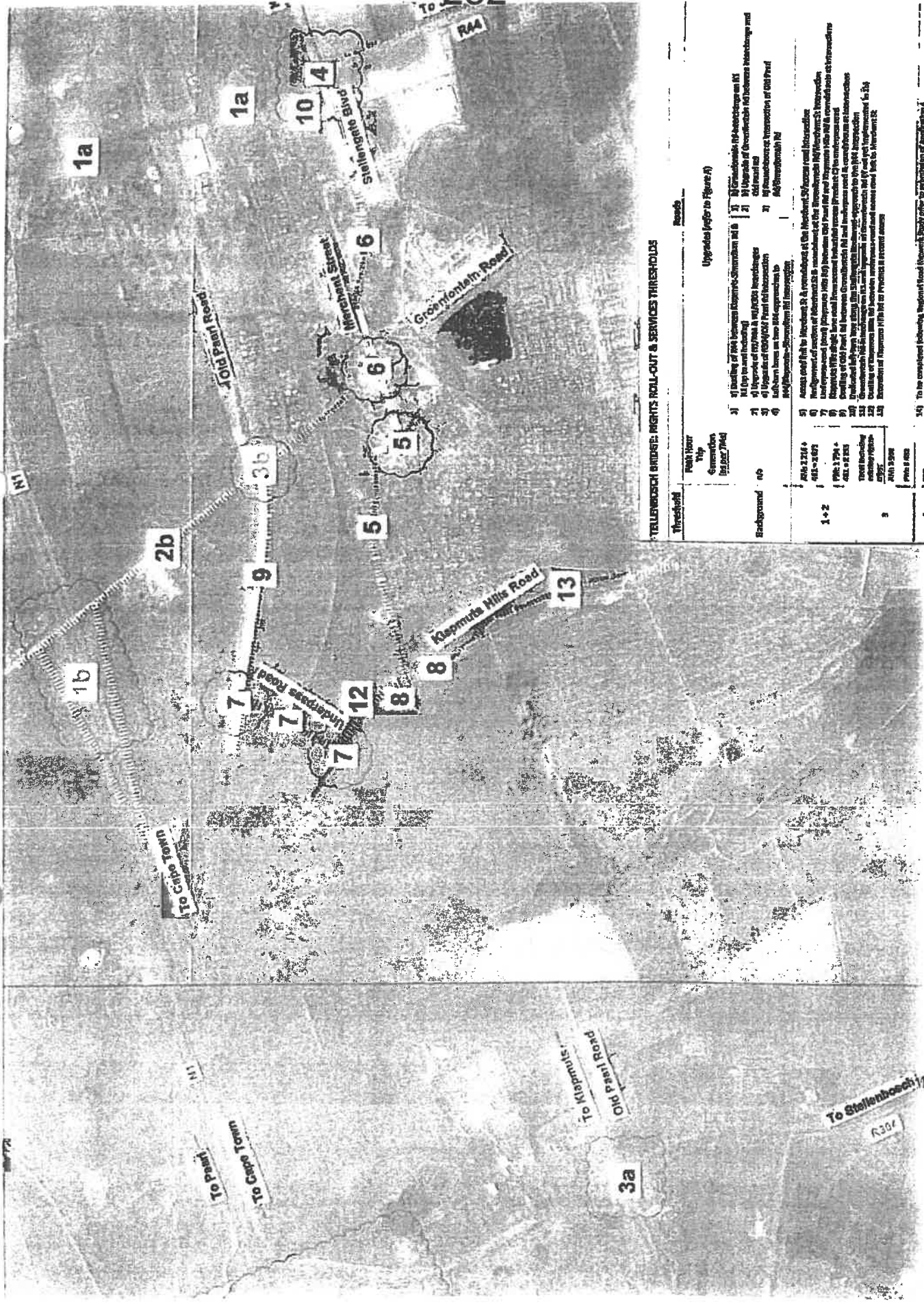
Future 315 Ø  
 Connection

Future 250 Ø  
 Connection

Future 160 Ø  
 Connection

Existing pump station  
Proposed development





**TELLERKOSCH BRIDGE RIGHTS ROLL-OUT & SERVICES THRESHOLDS**

Threshold	Peak Year	Volume	Queue Length (m)	Queue Time (s)	Queue Length (m)	Queue Time (s)
1	2016	416	276	4	276	4
2	2016	416	276	4	276	4
3	2016	416	276	4	276	4
4	2016	416	276	4	276	4
5	2016	416	276	4	276	4
6	2016	416	276	4	276	4
7	2016	416	276	4	276	4
8	2016	416	276	4	276	4
9	2016	416	276	4	276	4
10	2016	416	276	4	276	4
11	2016	416	276	4	276	4
12	2016	416	276	4	276	4
13	2016	416	276	4	276	4

**Upgrade (refer to Figure A)**

- 1) Upgrade of R44 between Stellenbosch and R304
- 2) Upgrade of R44 between R304 and R44
- 3) Upgrade of R44 between R44 and R304
- 4) Upgrade of R44 between R304 and R44
- 5) Upgrade of R44 between R44 and R304
- 6) Upgrade of R44 between R304 and R44
- 7) Upgrade of R44 between R44 and R304
- 8) Upgrade of R44 between R304 and R44
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- 10) Upgrade of R44 between R304 and R44
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- 13) Upgrade of R44 between R44 and R304
- 14) Upgrade of R44 between R304 and R44
- 15) Upgrade of R44 between R44 and R304
- 16) Upgrade of R44 between R304 and R44
- 17) Upgrade of R44 between R44 and R304
- 18) Upgrade of R44 between R304 and R44
- 19) Upgrade of R44 between R44 and R304
- 20) Upgrade of R44 between R304 and R44
- 21) Upgrade of R44 between R44 and R304
- 22) Upgrade of R44 between R304 and R44
- 23) Upgrade of R44 between R44 and R304
- 24) Upgrade of R44 between R304 and R44
- 25) Upgrade of R44 between R44 and R304
- 26) Upgrade of R44 between R304 and R44
- 27) Upgrade of R44 between R44 and R304
- 28) Upgrade of R44 between R304 and R44
- 29) Upgrade of R44 between R44 and R304
- 30) Upgrade of R44 between R304 and R44
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- 37) Upgrade of R44 between R44 and R304
- 38) Upgrade of R44 between R304 and R44
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- 41) Upgrade of R44 between R44 and R304
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- 45) Upgrade of R44 between R44 and R304
- 46) Upgrade of R44 between R304 and R44
- 47) Upgrade of R44 between R44 and R304
- 48) Upgrade of R44 between R304 and R44
- 49) Upgrade of R44 between R44 and R304
- 50) Upgrade of R44 between R304 and R44

15) To be completed following regional road layout study prior to implementation of Application 1





<sup>271</sup>  
**STELLENBOSCH**  
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

## **ANNEXURE P**

**VISUAL IMPACT ASSESSMENT**

8

0



Proposed Stellenbosch Bridge Light Industrial Precinct

Development

Portions 8/744, 2/744 and Rem/2/744, Klapmuts

Visual Impact Assessment

Draft Via Report

March 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

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## 1. EXECUTIVE SUMMARY

Megan Anderson Landscape Architects was appointed to undertake a Visual Impact Assessment for the Stellenbosch Bridge Light Industrial Development, west of Klapmuts.

The proposed development falls within the planning vision for Klapmuts of Stellenbosch Municipalities 2019 SDF. The proposed Urban Planning, Architectural and Landscape Architectural principles, guidelines, controls and concepts generally comply with the municipalities 'Visual, Scenic Resource and Sense of Place' requirements.

The **scenic resources** of the area can be described as natural, rural and peri-urban and are rated as **HIGH**.

The **Zone of Visual Influence** of the proposed development is **LOCAL**, limited to the Upper Klapmuts River valley area, between 500m's to 2kms.

**Receptors** are **HIGHLY, MODERATELY and MINIMALLY sensitive**. The highly sensitive receptors are the surrounding homesteads, Nature Reserves, secondary scenic drives (R301, R44 and N1) and residents of Bennetsville.

The **Visual Absorption Capacity** of the site to the proposed development is **MODERATE**, i.e. there will be **partial screening** by topography and vegetation.

The **Visual Intrusion** will be **MODERATE to LOW**, as it partially fits into the surroundings of the existing Klapmuts settlement to the east but will be clearly noticeable to the surrounding rural areas.

The expected **Visual Impacts** are tabled below including significance before and after mitigation:

	Significance before mitigation	Significance after mitigation
<b><u>A. Visibility Of Construction Activity Including Clearing Of Building Sites For Construction</u></b>		
	High	Medium
<b><u>b. Change In Visual Character from natural and rural to light industrial with 10m high buildings</u></b>		
	High	Medium
<b><u>C. Visibility From Sensitive Receptors</u></b>		
	Medium - High	Medium
<b><u>D. Visual Intrusion Of Night Lighting</u></b>		
	High	Medium
<b><u>e. Cumulative Impact</u></b>		
	Medium	Medium

Mitigation Measures Include:

- Enforcing the proposed Architectural and Landscape Architectural Principles, Codes, Guidelines and Concepts provided by OL Architects and Square One Landscape Architects
- Comprehensive planning regarding lighting in order to minimise light pollution on the cultural and rural landscape
- Construction mitigation measures to be included in the EMP
- Production of an Operational Management Plan to guide and control the Stellenbosch Bridge Light Industrial Development including buildings, infrastructure and landscaping in the future

It is recommended that the following are included as Conditions of Approval of the revised Record of Decision from DEA&DP:

- The proposed Urban Design, Architectural and Landscape Architectural design principles and guidelines be implemented across the proposed development;
- The required mitigation measures regarding Lighting and Signage are planned and designed for and implemented;
- An Operation Management Plan for Buildings, Infrastructure and Landscaping is produced by the Project Consultants which will prescribe maintenance requirements in order to

retain buildings and infrastructure in good condition and provide for the ongoing establishment of the landscape.

- The Construction Mitigation Measures are included in the EMP.

We are of the opinion that if these recommendations and mitigation measures are enforced, that the proposed development will have a moderate visual impact and, in time, with the maturing of trees that should be planted, the development will not detract negatively from the highly rated Cape Winelands scene.

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## 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 Registered Professional Landscape Architect  
(PrArch) 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

#### 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 Winelands District 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

Legacy Environmental Management Consulting is preparing a Basic Assessment Report (BAR) for this Light Industrial Development and have requested Megan Anderson Landscape Architects (MALA) to provide a Visual Impact Assessment report for the proposed Light Industrial Development on Farm Portions 8/744, 2/744 and Rem/2/744.

#### 3.1. Background to the Report

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

Phase 1 is for an area of Light Industrial Development on portions 8/744, 2/744 and Rem/2/744. These properties are immediately adjacent to existing development in Klappmuts.

#### 3.2. Scope of Study

The scope of work of this specialist study is to assess the visual implications of the proposed Light Industrial Development.

The Following Will Be Covered In This Report:

- Identification of issues raised during a site visit;
- Description of the receiving environment and the proposed project;
- Establishment of view catchment area, view corridors, viewpoints and receptors;
- Indication of potential visual impacts using established criteria;
- Inclusion of potential lighting impacts at night;
- Description of alternatives, mitigation measures and monitoring programmes.

#### 3.3. Assumptions and Limitations

The visual impact report is based on the following information:

- The proposed Information provided by the Client, Planners, Architects and Landscape Architects

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 Agriculture's Aerial Photographs have also been used. While the latest versions of these plans are being used, the information captured on these diagrams is outdated in some areas.

For the purposes of this report, the No-Go Alternative assumes that the proposed landuse depicted in the Stellenbosch Municipality SDF 2019 (Illustrated in Figure 1 in this report) is what will be implemented. This is Mixed Used development on the western part of the site, Open Space in the north east and Local Economic Diversification in the south east.

---

#### 4. METHODOLOGY

A recent site visit and a photographic survey of the site and surrounds were undertaken in August 2019. Photographs were taken using a Canon EOS 1100D camera body with an EFS 18-55 mm lens.

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 was verified by on-site fieldwork.

An evaluation was made of potential visual impacts using 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 mitigation measures.



5. STATUS OF THE STUDY AREA

This report covers the proposed development namely the Light Industrial Development on portions 8/744, 2/744 and Rem/2/744, Klapmuts.

A number of Spatial Development Frameworks (SDF) namely the Western Cape Provincial SDF (2014) and the Stellenbosch Municipality SDF (2018/2019) 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
- Safeguarding Cultural and Scenic Assets
- Safeguarding water, agricultural and mineral resources

All 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 Stellenbosch Municipalities 2018/2019 SDF proposed the use of these sites for Local Economic Diversification, Mixed Use and Open Space. See Plan below. Parts of the R301 and R44 are indicated as Sensitive Scenic Routes. These sections are not adjacent to the Site.

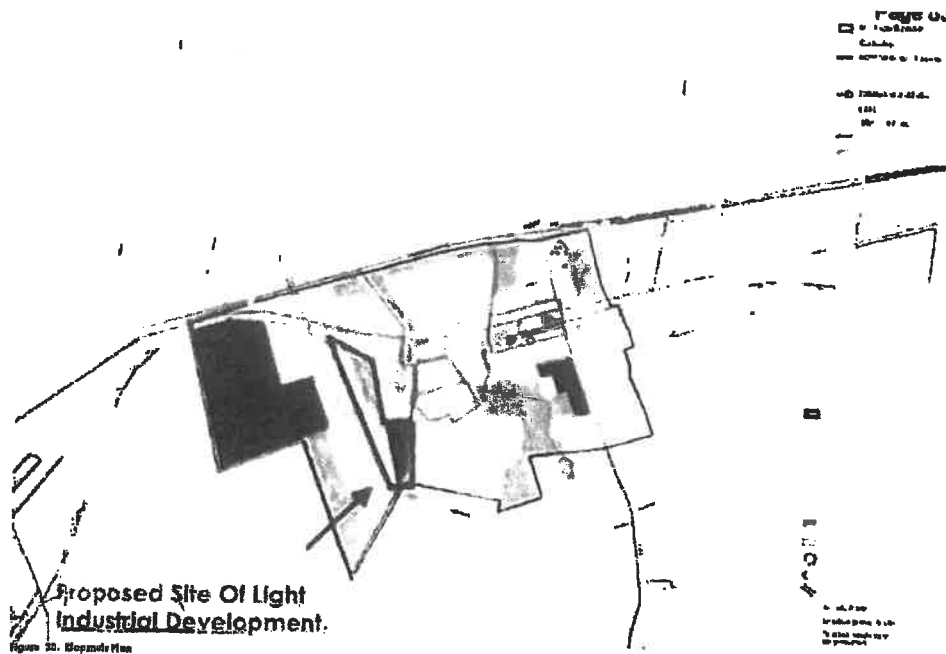


Figure 1: Stellenbosch Municipality Spatial Development Framework

Further applicable policies are the Heritage and Scenic Resources Inventory and Policy Framework for the Western Cape (2013) and the Phase 2a Report: Preliminary Draft Heritage Inventory of Large-Scale Landscape Areas in the Rural Domain of the Stellenbosch Municipality informing Proposed Heritage Areas, REVISED, 26<sup>th</sup> January 2017

### 5.1. 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 Franschhoek, 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 Provincial Heritage Site), Franschhoek Pass, Mitchell's Pass and Cogmanskloof, to name a few, are a legacy from the 1700s and 1800s by road-builders such as Andrew Balm.

The Report Identifies Threats To The Cape Winelands And Provides Policies And Guidelines For Development

RURAL LANDSCAPE	POLICY	GUIDELINES
Rural settlement patterns	<p>5.4 Maintain the natural ordering system of town, village, hamlet and farmstead evolved in response to the natural environment and movement routes.</p> 	<ul style="list-style-type: none"> <li>Ensure that new development is responsive to the historical rural context, and avoid suburban type layouts, particularly 'spiral' estates, in rural areas.</li> <li>Ensure that new developments within rural contexts are in sympathy with the topography, drainage patterns and microclimate.</li> <li>Observe the siting of traditional farmsteads, usually sited on north-facing hilltops, near a source of water, in a copse of trees overlooking the lands. They avoided visually-exposed, wind-swept hillcrests, and east-prose valley bottoms.</li> <li>Ensure that new buildings within historical precinct or 'vill' estates are in sympathy with the scale, massing, layout and form of surrounding buildings.</li> </ul>
Cultural features	<p>5.5 Respect cultural features of significance.</p>	<ul style="list-style-type: none"> <li>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.</li> </ul>
Planting patterns	<p>5.6 Conserve traditional patterns of planting in cultural landscapes or of significance.</p> 	<ul style="list-style-type: none"> <li>Ensure that windbreaks, avenues, copses and place-defining or gateway planting is not needlessly destroyed by new development.</li> <li>Reinforce or replace traditional patterns of planting where appropriate with suitable species.</li> </ul>
Socio-historical places and patterns of access	<p>5.7 Maintain traditional movement patterns across rural landscapes or to places of socio-historical value.</p>	<ul style="list-style-type: none"> <li>Avoid privatisation or creation of barriers to traditional access routes.</li> <li>Retain old roadways, which have been replaced by newer roads, for use as recreation trails.</li> </ul>
Protected landscapes	<p>5.8 Protect landscapes of cultural significance by means of legislation, zoning and/or guidelines.</p>	<ul style="list-style-type: none"> <li>Use the provisions of the NHRSA (for National or Provincial Heritage Sites and Heritage Areas), or through zoning schemes (Heritage Overlay Zones), e.g. Idas Valley PHS and Dwaars River Valley Heritage Overlay Zone.</li> </ul>

5.2 Tables and Guidelines for Rural Landscapes of Significance

Issue	POINT	Guidelines
Natural visual setting	5.1 Conserve the green or topographical 'containers' of rural landscapes and settlements.	<ul style="list-style-type: none"> <li>Prevent encroachment of development where these create distinctive visual settings.</li> </ul>
Dominance of rural landscapes	5.2 Create compact rural settlements with well-defined urban edges.	<ul style="list-style-type: none"> <li>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.</li> <li>Give preference to the densification/reinforcement of existing settlements and preferred patterns rather than extending development outside the urban edge in an unstructured random manner.</li> <li>Ensure that new subdivisions respond appropriately to the historical context and pattern of settlement.</li> <li>Avoid the decentralisation of retail and office centres which contribute to urban sprawl.</li> <li>Avoid large-scale infrastructure such as wind farms, solar energy facilities and transmission lines in natural and cultural landscapes of high significance.</li> </ul>
Productive agricultural landscapes	5.3 Consolidate and retain productive agricultural areas as viable units.	<ul style="list-style-type: none"> <li>Avoid development on good agricultural soils, which are essential to maintaining productive landscape qualities.</li> <li>Prevent piecemeal subdivisions and the fragmentation of farmland into unviable units or 'agricultural islands' resulting in farming activities becoming 'incorporeal' with surrounding urban or suburban uses.</li> <li>Prevent the gentrification of productive or working farmland as ornamental green space, as in the case of 'lifestyle rural estates'.</li> <li>Consider multiple zoning or overlay areas in historic farming areas, such as the Breede River and Berg River valleys, to conserve the scenic and heritage value of these agricultural valleys.</li> </ul>

5.2. Phase 2a Report: Preliminary Draft Heritage Inventory of Large-Scale Landscape Areas in the Rural Domain of the Stellenbosch Municipality informing Proposed Heritage Areas, REVISED, 26<sup>th</sup> January 2017

This report identifies significant large-scale heritage resources in the rural domain of the Stellenbosch Municipality.

This Report Identifies Klipmuts As Being A Gateway Precinct And Being A Heritage Area Of Medium Significance.

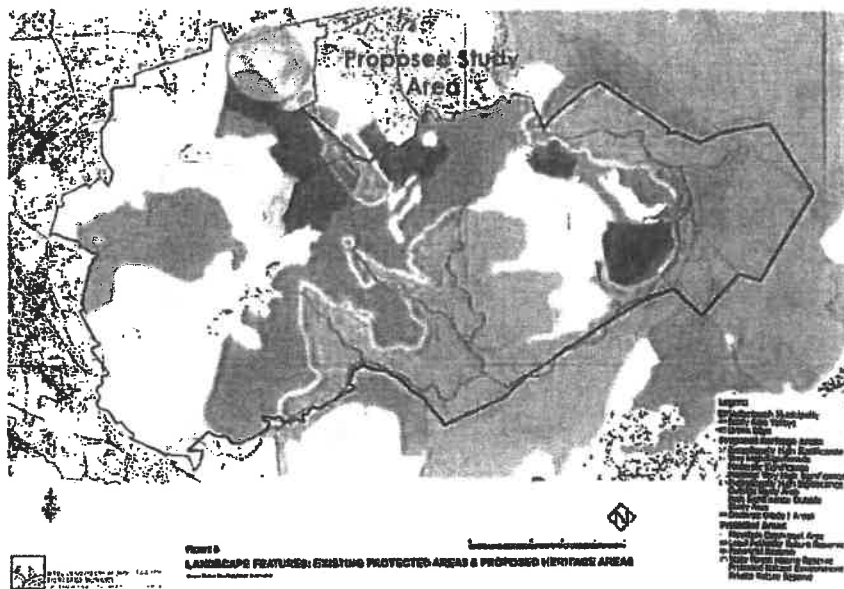


Figure 2: Stellenbosch Municipality Heritage Inventory, large scale landscape areas in the rural domain (source: Preliminary Draft Heritage Inventory of Large-Scale Landscape Areas In the Rural Domain of the Stellenbosch Municipality)

## 6. THE PROPOSED DEVELOPMENT

### 6.1. Site Location

The proposed Light Industrial Development is within the Stellenbosch Municipal Area of the Winelands District of the Western Cape.

The development will be on Portions 8/744, 2/744 and Rem/2/744 of Farm 244, Paarl Division.

These properties are immediately west of and adjacent to existing development in Klapmuts.

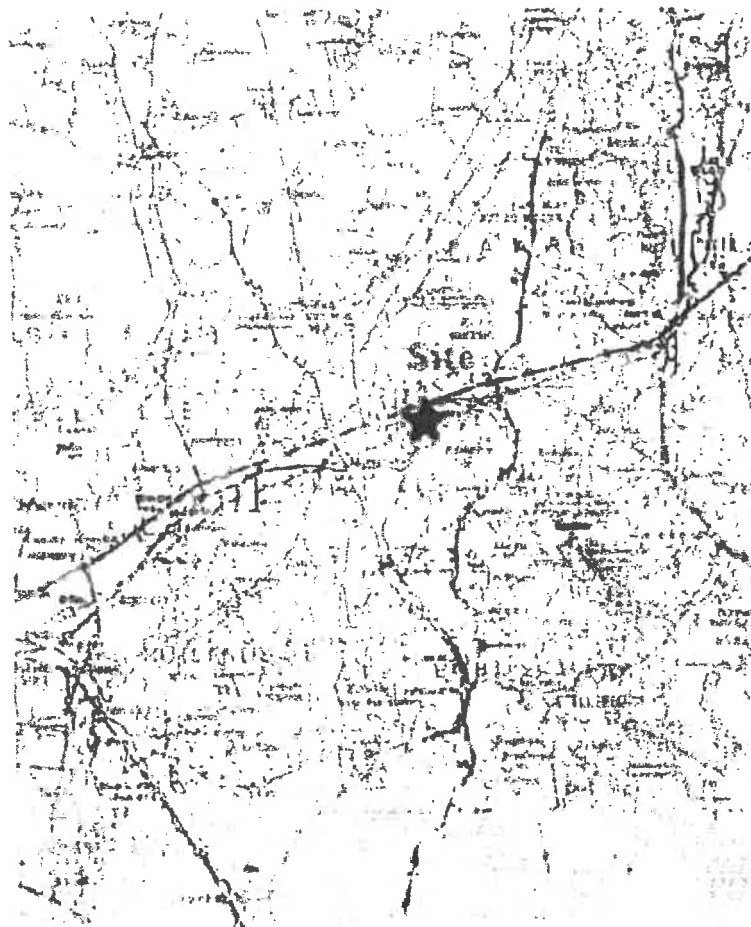
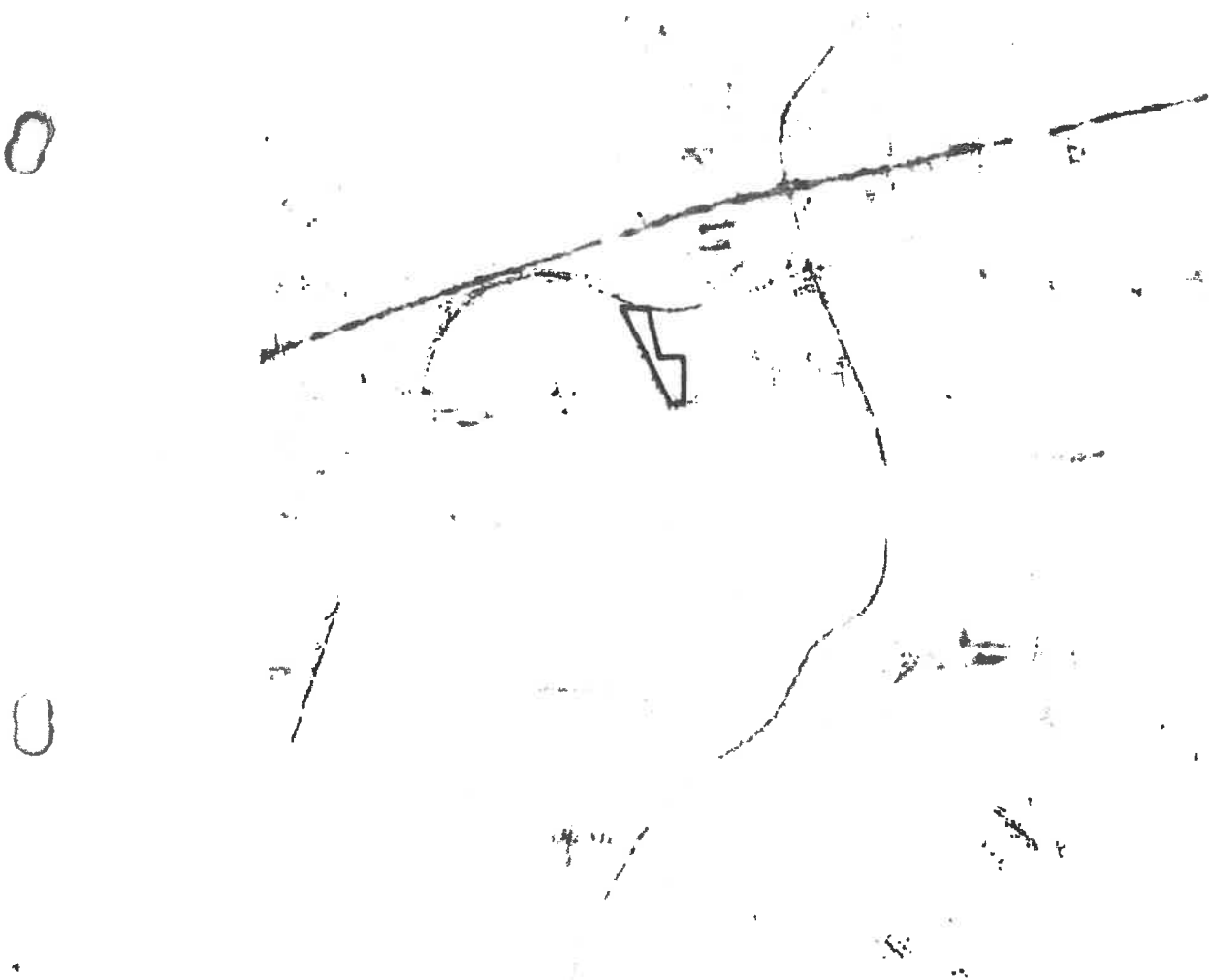


Figure 3: The site of proposed development indicated on a 1:250 000 topographical map (note that this map is outdated but latest available)



**Figure 4: Location Of The Proposed Site Of Development Indicated On A 1:50 000 Topographical Map**



**Figure 5: The site of proposed development indicated on an aerial photograph indicating surrounding development and farming (source: Cape Farm Mapper)**

The site is in the Klapmuts River valley, at the foothills of the Klapmutskop Mountain.



development used

The site is in the Wapmuts River valley of the foothills of the Napruviskop Mountain.

## 6.2. Development Description

### 6.2.1. Preferred Alternative - Light Industrial Development

Stellenbosch Bridge (SB) is currently made up of six distinct precincts:

- Innovation Precinct: mixed use (office/commercial/residential/retail/ hotels/ entertainment/educational/ transport)
- Light Industrial/Data Centres/ Commercial
- High Density Residential
- Low Density Residential
- Educational/ School Precinct
- Future Innovation Precinct Extension

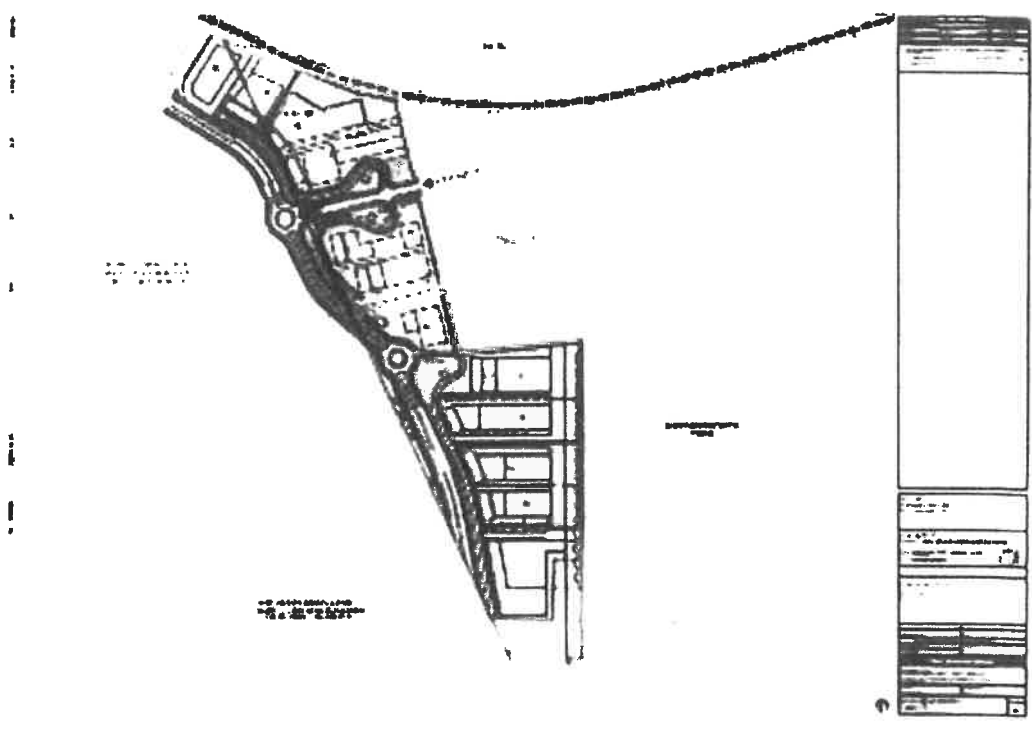
The Light Industrial Precincts are located on the eastern and northern perimeters on the development. The industrial precinct on the eastern edge will form part of the first phase of the development and act as a buffer zone between the new Stellenbosch Bridge Development and the existing Klipmuts Town.

The subject of this report is the Light Industrial Precinct on the eastern perimeter of Stellenbosch Bridge, east of the proposed Stellenbosch Boulevard, a 35m wide transport corridor (excluded from this report). See Figure 6 below.

The current proposal is for a Light Industrial Development and will include:

- Gateways and access roads to erven;
- Erven for Light Industrial Development that includes areas for office buildings, Light Industrial Buildings and vehicular areas (access, turning and parking);
- Parking areas along access roads with soft landscaping;
- Open, landscaped spaces between erven; and
- A green buffer area along the eastern boundary between the Light Industrial Area and the existing development to the east.





drawing of bridge

The Architectural and Landscaping Guideline Documents have been provided which provide insight into the proposed development. These can be found in Appendices 3 and 4.

These guidelines allow for the following:

- Edge conditions with regards the location of Industrial Buildings adjacent to the Boulevard (see Figure 7 below)

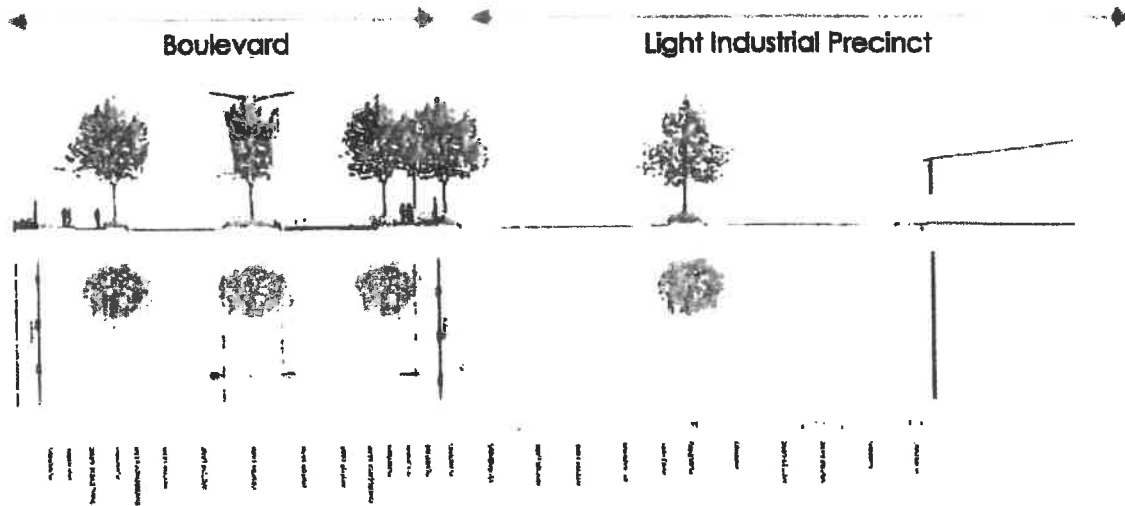


Figure 7: Proposed Light Industrial development of Stellenbosch Bridge (source: OI Architects)

- Architectural codes and guidelines - the industrial buildings are conceptualized as having two components, a street-facing office block defining the entrance and public facade, and an industrial structure

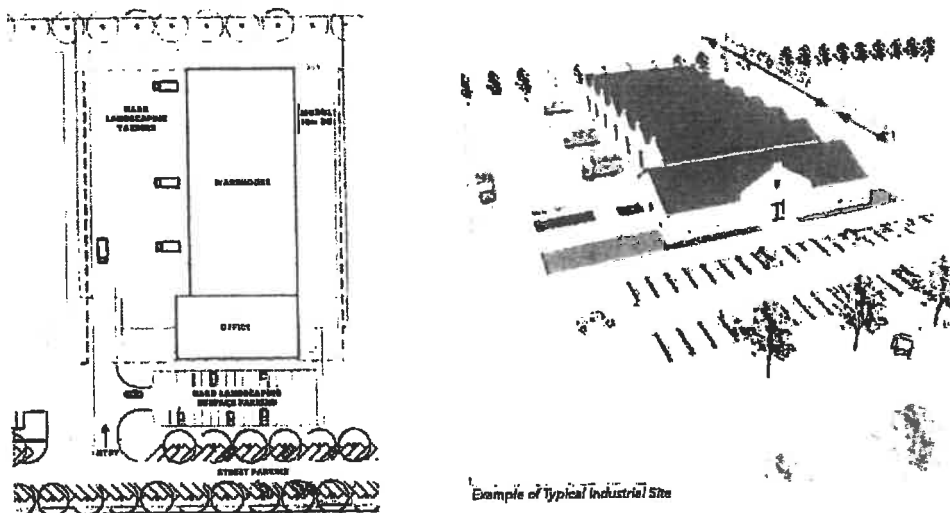


Figure 8: Plan and example of Typical Light Industrial Site

- Architectural style and elements in order to establish a timeless and collective architectural identity, by adopting and using the traditional elements derived from

regional Cape architecture, such as the proportions, simplicity, scale, massing, traditional plan form, vertical proportions, human scale, detailing and colours, in a unique and cohesive manner to achieve an attractive homogenous architectural language. Focal features (fountains, traditional Cape chimneys, low Cape walls, pergolas, verandas in conjunction with indigenous planting and trees) will enhance and complement the character and promote a qualitative development known for its charm, beauty and ultimately its own unique "sense of place".

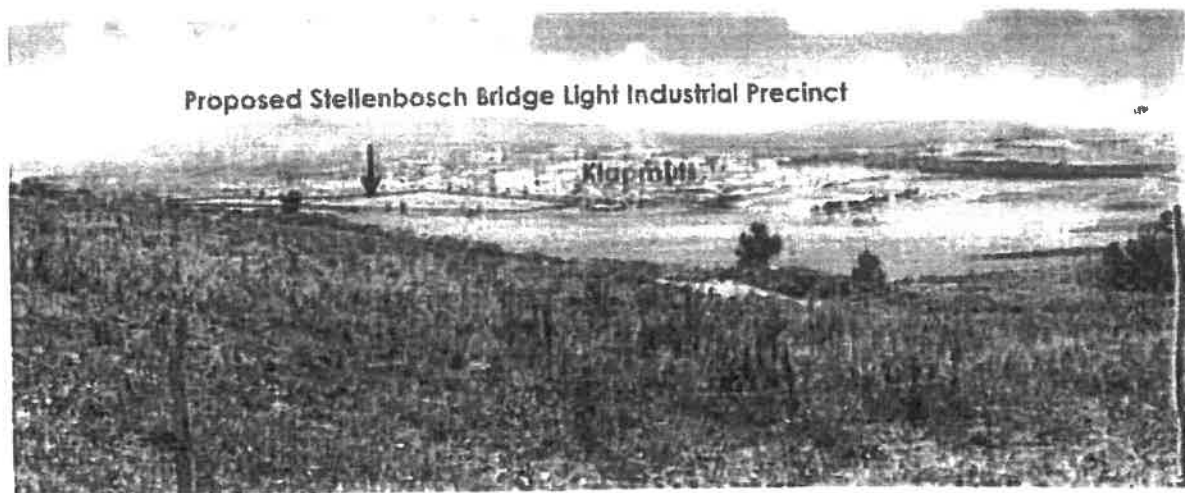
- The following elements are addressed:
  - Materials and Quality of Work;
  - Colours and Textures;
  - Architectural Codes: Elements of the Building;
  - General Design Guidelines and Restrictions.

## 7. VISUAL ASSESSMENT OF THE SITE AND PROPOSED DEVELOPMENT

### 7.1. Description of the Affected Area and the Scenic Resources

#### **Description of the affected area and its scenic resources (see Photoplates 1 - 4 below )**

The proposed site of development is situated in the upper reaches of the Klapmuts River Valley, on the low lying, flat alluvial plains, at the toe of Klapmutskop.



**Photo Plate 1 - The Light Industrial Precinct seen from the slopes of Klapmuts Kop with the settlement of Klapmuts beyond.**

The Klapmuts River valley and the proposed site are surrounded by higher mountains in the west and south, namely Klapmutskop, Skurweberg and Simonsberg respectively. Low, rounded hills further enclose the valley to the north and east - Wolfieskop in the north and Klein Simonsberg in the east. Paarl Mountain is visible to the north east, beyond the low hills.

The Klapmuts valley plains are comprised of quaternary soils typical of valley bottoms and are flat to gently sloping. The pond just west of the site adds scenic resource value to the site.



**Photo Plate 2 - The low lying, flat site of the proposed Light Industrial Precinct with Klapmuts beyond and Paarl Mountain beyond that**

Immediately east of the proposed Light Industrial Precinct is the settlement of Klapmuts, which is comprised of Bennetsville, a low income residential area and further east more light industries and commercial development. To the south and west the area is currently predominantly rural while to the north, transport corridors comprised of the railway line between Paarl and Stellenbosch/Cape Town, the Old Paarl Road (R101) and the N2 highway border the site. Beyond and between the transport corridors is more rural development.

To the west, the slopes of Klapmutskop, show the remnants of once cultivated lands with gravel tracks and rows of Eucalyptus trees defining farm blocks.



**Photo Plate 3 - Once cultivated hill slopes of Klapmutskop looking east towards Klapmuts (lhs), Paarl Mountain beyond**

Some cultivation is visible to the south west as is a large reservoir. The ridge line and upper slopes towards Klapmutskop are still naturally vegetated.



**Photo Plate 4 - Once cultivated hill slopes of Klapmutskop looking west towards Klapmutskop (rhs), the proposed Light Industrial Site is behind the photographer**

Klapmutskop and the settlement of Klapmuts is a "gateway" to the Cape inland mountain range and to the three famous valleys of Paarl, Franschhoek and Stellenbosch, all characterized by natural and cultural landscapes of exceptional beauty.

The naturally vegetated surrounding Klapmutskop and Skurweberg mountains with their vineyard covered hill slopes and tree lined roads and fields, still dominate the scenery surrounding the settlement of Klapmuts. The settlement of Klapmuts is nestled in the Klapmuts River valley, with a few remarkable wild Fig trees and old buildings on the corners of the R44 and Old Paarl Road (Church) and Simondium Road (Red shop). The Proposed site of development for the Light Industrial Precinct is adjacent to the high density, low cost housing area on a low lying, flat and open piece of ground covered with low grass.

The *scenic resources* of the area can be described as *natural, rural and peri-urban* and are rated *High*.

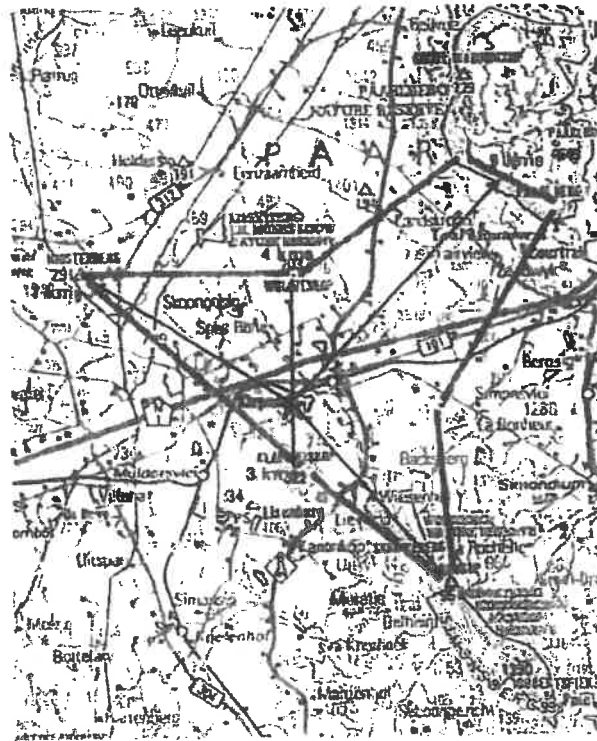
## 7.2. Visibility of the proposed development

### 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.**

The proposed development is situated on a low lying valley plain at the toe of the Klapmutskop mountain.

The viewshed is defined by the higher lying hills and mountains that form the catchment line of the Klapmutskop River, and are between 7 km's to Joostenberg in the north west, 3 - 7km's to Klapmutskop and Kanonkop respectively to the south and south east and 4 - 9km's to Wolfieskop and Paarlberg in the north and north east.



**Figure 9: The View catchment of the proposed development.**

## 7.2.2. Zone of Visual Influence

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**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 is reduced by distance, local ridgelines, development and trees to:

- 1,8 kms in the south;
- 2 kms in the east along the R44;
- 500 meters in the north along the N2; and
- 1 km in the west along the ridgeline of Kanonkop.



**Figure 10: The ZVI of the proposed development.**

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

Further to the southeast and northeast, areas on hill tops will see the site from further away

*The ZVI for the proposed development is restricted to the local area, ranging from 500m's to 2 kms.*



### 7.2.3. Viewpoints

A number of viewpoints (VP 1 – 6) have been identified and photographed/computer generated. The position of these Viewpoints are illustrated on Figure 10 below.

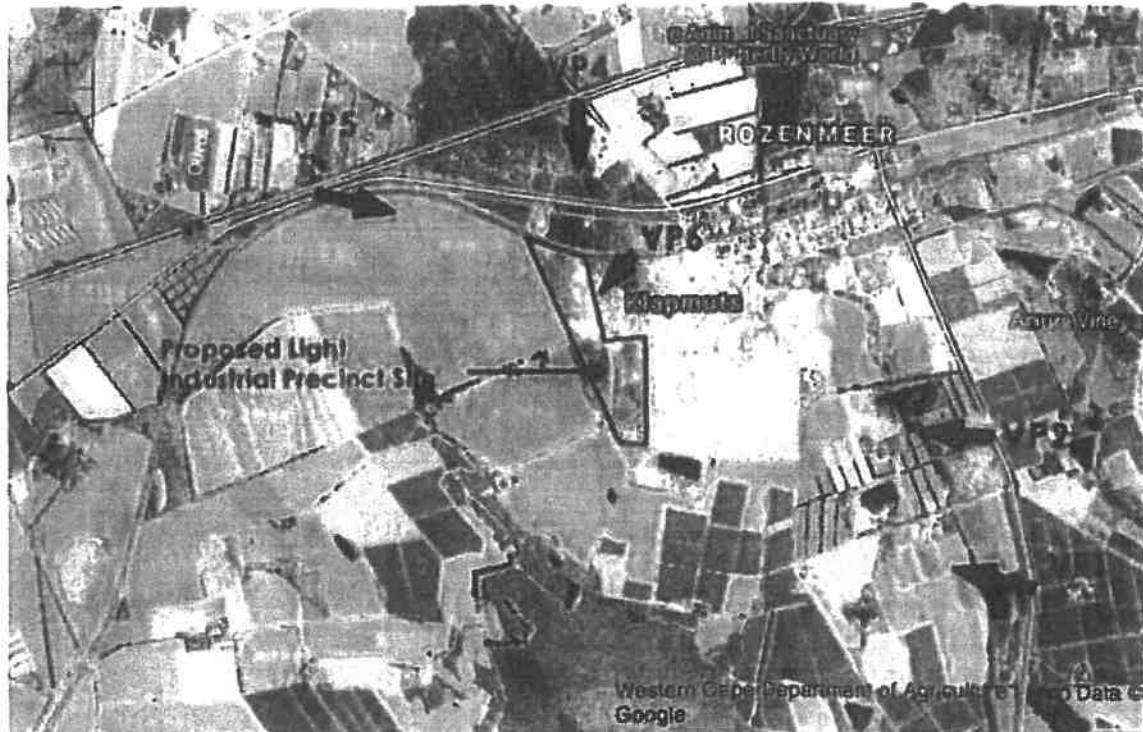
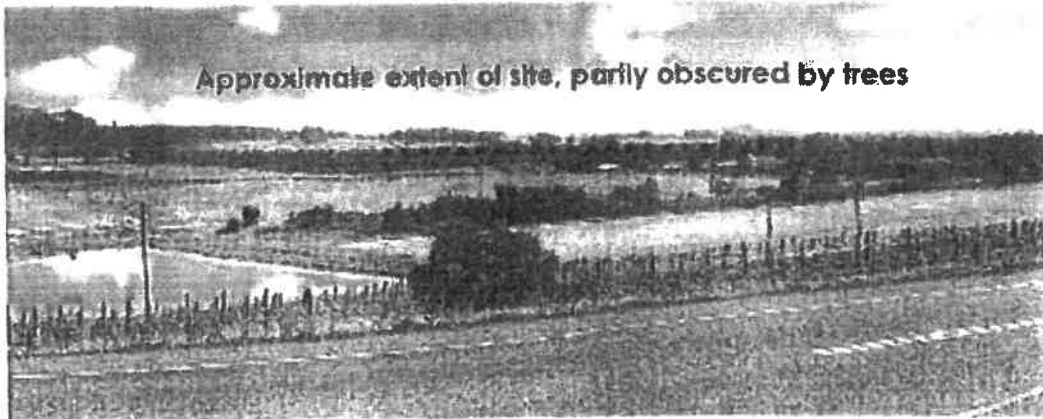


Figure 10: Identified viewpoints (VP1-6) of the site.

**Viewpoint 1 (Vp1):** From the R44, south east of the site at the entrance to Gravel Junction. This is approximately the furthest south east along the road that the proposed site and Light Industrial Development, or parts thereof, will be seen. This is approximately 2km south east of the site.



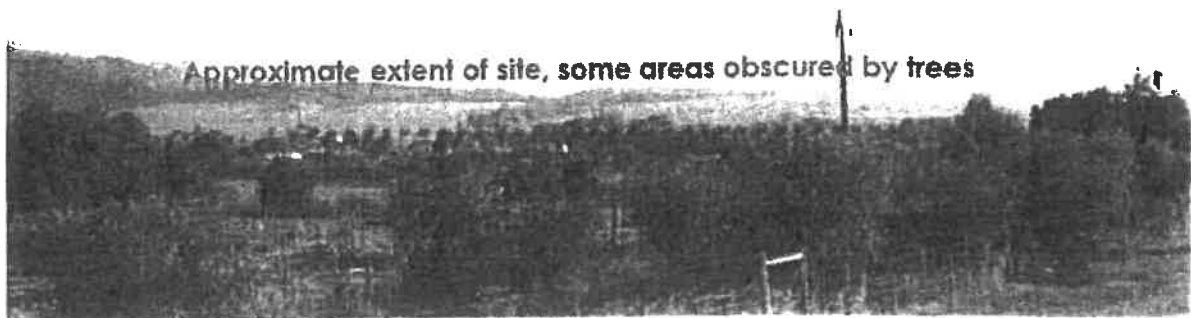
**Photo Plate 5:** Proposed Light Industrial buildings may be seen above the trees in the midground, from this part of the R44, approximately 2 kms to the south east of the site.

**Viewpoint 2 (Vp2):** from the R44 approximately 1,8 kms east of the site. From here, the existing trees will probably obscure the proposed Light Industrial Development. If these trees were to be removed, the proposed development could be seen



**Photo Plate 6:** View towards the proposed site of development, 1,8 kms east of the site. The existing trees in the mid ground of the photos will obscure the proposed Light Industrial Development

**Viewpoint 3 (Vp3):** from the N1 approaching the R44 /Klapmuts offramp from Paarl (east), approximately 2,5 kms from the site. The buildings of the Light Industrial Development will be seen in some areas of the site beyond the low cost housing while in other areas the existing trees and buildings in Klapmuts, that are on a higher elevation, will obscure new development.



**Photo Plate 7:** Taken from the N1 highway travelling towards Cape Town, i.e. in a westerly direction. Approximately 2,5 kms from the site and 100 meters from the off ramp to the R44/Klapmuts. Parts of the building development will be seen beyond the Low Cost Housing while parts will be obscured by trees

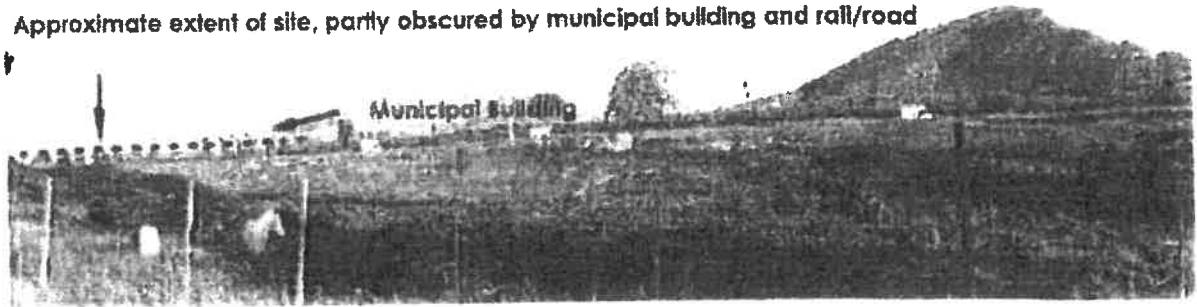
**Viewpoint 4 (Vp4):** Photograph taken from the N1 north of the proposed Light Industrial Site, railway line and Old Paarl Road, looking south. Existing alien vegetation currently obscures the site as will the railway line and Road. However upper portions of buildings may be visible. Note existing municipal building is partly visible above/through trees. Proposed Light Industrial Buildings are further back from this municipal building, so will be less visible.



**Photo Plate 8:** Photograph taken from the N1 north of the proposed Light Industrial Site, looking south. Site and buildings will be partially obscured

**Viewpoint 5 (Vp5):** from the N1 looking south - south east. The proposed development is on the lower valley plain beyond the municipal building (green) and railway line. Only upper portions of the proposed Light Industrial buildings closer to the railway line, will be visible from the N1.

Approximate extent of site, partly obscured by municipal building and rail/road



**Photo Plate 9:** Photograph taken from the N1 north west of the site. Proposed site and buildings will be behind the green municipal building

**Viewpoint 6 (Vp6):** Taken from the Bennetsville housing area, looking west. The proposed development is on the lower valley plain beyond the housing.



**Photo Plate 10:** Computer Generated View Of The Proposed Light Industrial Development From The Housing Area.

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### 7.3. Receptors

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**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.**

#### 7.3.1. Highly sensitive receptors

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Highly Sensitive Receptors Include:

- Residential areas:
  - Surrounding Farmsteads to the south and south east of the site will be highly sensitive receptors of the site. These include Braemar, Uitspan and Arra Vineyards
  - The residential settlement of Bennetsville in Klapmuts; and
  - Wiesenhof Nature Reserve and associated trails south east of the site.
- Scenic/tourist routes:
  - N1 approximately 200 m to the east and approximately 2kms to the north west of the site; and
  - R44 - approximately 2kms south east of the site;

#### 7.3.2. Moderate sensitivity receptors

Moderate Sensitivity Receptors Include:

- Places of work on adjacent farms; and
- Places of work in Klapmuts

#### 7.3.3. Low sensitivity receptors

Low sensitivity receptors include:

- Industrial areas within the study area e.g. Klapmuts Light Industrial Area;
- The railway line;
- The Municipal Waste Building and Eskom Substation north of the site.

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



Figure 11: Receptors Around The Site

## 7.5. 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.**

The proposed site is on the low lying valley plain which is surrounded by mountains and hills. The surrounding landuse is predominantly rural with large trees used as windbreaks which in turn also provide some screening for the proposed site.

*The VAC of the site is moderate - e.g. partial screening by topography and vegetation.*



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## 7.6. Visual Intrusion

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**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 Light Industrial Development is situated immediately east of and adjacent to the settlement of Klapmuts, in particular low cost housing and light industrial development.

To the west and south of the proposed site of Light Industrial development, the area is rural.

*The proposed Light Industrial development will have a **Low to Moderate Visual Intrusion** in the landscape . It will partially fit into the surrounding area, blending in with the Klapmuts development, but being noticeable from the adjacent rural landscape*



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## 8. POTENTIAL VISUAL IMPACTS OF THE PROPOSED DEVELOPMENT

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The potential visual impacts would occur during the construction and operation phase of the development. The nature of the visual impacts will be the visual effect the activity would have on the receiving environment.

The visual impacts will be assessed based on a synthesis of criteria (nature of impact, magnitude, extent; duration, Irreplaceable loss of resource, Reversibility Probability, status, level of significance and significance after mitigation) as defined by the NEMA regulations. See Appendix 2.

For the purposed of this report, the No-Go Alternative assumes that the proposed landuse depicted in the Stellenbosch Municipality SDF 2019 (Illustrated in Figure 1 in this report) is what will be implemented. This is Mixed Used development on the western part of the site, Open Space in the north east and Local Economic Diversification in the south east.

The visual impacts are discussed below:

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## 8.1. Construction phase:

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### 8.1.1 Visibility of construction activity including clearing of building sites for construction

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In order to install services and construct roads, then Light Industrial Buildings, the vegetation on the site, although predominantly low grasses, would be cleared, areas excavated, construction sites established and there would be an increase in construction vehicle activity. Due to the flat terrain, there will not be any cut and fill slopes of major visual consequence. The main visual impact would be the increase in activity visible to the immediate surrounding area. This visual impact would probably be an ongoing activity with roads, services and parking areas being provided as well as fencing and landscaping, followed by Light Industrial Building construction.

It is assumed that the fencing and landscaping proposed for the eastern edge as well as other boundaries and internal open spaces, would be part of the construction of access roads and services to the erven. This would provide visual mitigation for the ongoing construction of the Light Industrial areas.

Project Alternative	Potential Environmental Impact / Nature Of Impact	Environmental Significance														Mitigation
		Before Mitigation							After Mitigation							
		M	D	E	I	R	P	Total (Sp)	Cumulative	M	D	E	I	R	P	

Potential Impacts On Visual Aspects Of The Environment.

**Project Activity: Construction Phase.**

Project Alternative	Potential Environmental Impact / Nature Of Impact	Before Mitigation							After Mitigation							Mitigation		
		M	D	E	I	R	P	Total (Sp)	Cumulative	M	D	E	I	R	P		Total (Sp)	Cumulative
Preferred Alternative	Visibility Of Construction Works From Immediately Surrounding Areas	6	3	2	4	5	5	100	M (-)	5	3	1	3	3	3	45	M (-)	Limit Extent Of Damage/Clearing - Use Fence To Restrict Activity Erect Boundary Fencing/Walls And Install Landscaping In Buffer Areas Surrounding The Development, Along Access Roads And In The Open Spaces Provided As Soon As Development Approval Is Permitted Note: Additional Mitigation Should Be Implemented During The Operational Phase: Landscape Cut/Fill Slopes/Terraces/Retaining Walls And Use Natural Finishes And/Or Colours On Retaining Walls Architectural Guidelines For The Built Environment Should Be Drawn Up So That The New Built Environment Meets The Policies Provided By The Sdf. Landscaping Guidelines Inclusive Of Planting, Walling, Fencing And Paving, Must Be Provided For The Development On These Even To Minimise Visual Impacts
	Visibility Of Construction Works From Surrounding Area	6	3	2	3	4	4	68	M (-)	5	3	1	3	3	4	60	M (-)	
"No-Go" Alternative	Visibility Of Construction Works From Surrounding Area	6	3	2	3	4	4	68	M (-)	5	3	1	3	3	4	60	M (-)	

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## 8.2. Operation Phase

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The potential visual impacts will be:

- Change of visual character from an undeveloped site to a Light Industrial Precinct, with buildings up to 10m high;
- Visibility from sensitive receptors including the R301, R44 and N1
- Visual intrusion of night lighting.

8.2.1 Change of visual character from a predominantly undeveloped rural site to a Light Industrial Site with buildings up to 10m in height

The flat, tranquil, green and vegetated open space will become a busy Light Industrial Site with buildings up to 10m high, regular light and heavy vehicular activity to and from the sites, hard paved and lit surfaces and some landscaping.

Project Alternative	Potential Environment of Impact / Nature of Impact	Environmental Significance														Mitigation				
		Before Mitigation							After Mitigation											
		M	D	E	I	R	P	Total (Sp)	S	Cumulative	M	D	E	I	R		P	Total (Sp)	S	Cumulative
Potential Impacts On Visual Aspects Of The Environment.																				
<b>Project Activity:</b>	<b>Operation Phase.</b>																			
Project Alternative	Change From A Rural Pasture With Grazing Cattle To A Site Built With Light Industrial Buildings	6	5	3	4	5	100	M	M	5	3	1	3	3	3	45	M	M	Ensure Building And Landscaping Guidelines Are Implemented Tree Planting Must Occur On Completion Of Construction And Must Be Maintained (Watered) Till Well Established (5Years)	
	"No-Go" Alternative	6	5	2	2	4	95	M	M	5	3				3	45	M	N	Architectural Guidelines For The Built Environment Should Be Drawn Up So That The New Built Environment Meets The Policies Provided By The Sdt. Landscaping Guidelines Inclusive Of Planting, Walling, Fencing And Paving, Must Be Provided For The Development On These Even To Minimise Visual Impacts	

8.2.2 Visibility from sensitive receptors including the Wiesenhof NR, Secondary scenic routes R301, N1 and R44 and adjacent residential area

The proposed development will be visible, in varying degrees, from the sensitive receptors in the Zone of Visual Influence. From the Wiesenhof NR in the south east, it will be visible but distance and the proposed landscaping within and on the borders of the Light Industrial site will minimise the visibility. From the secondary scenic routes the proposed developments will be partially screened by existing vegetation and buildings and the railway line which being elevated as it crosses the floodplain. The adjacent residents of Bennetsville will see the proposed development clearly.

Project Alternative	Potential Environmental Impact / Nature Of Impact	Environmental Significance														Mitigation				
		Before Mitigation							After Mitigation											
		M	D	E	I	R	P	Total (%)	S	Cumulative	M	D	E	I	R		P	Total (%)	S	Cumulative
<b>Potential Impacts On Visual Aspects Of The Environment.</b>																				
<b>Project Activity:</b>	<b>Operation Phase</b>																			
<b>Preferred Alternative</b>	Visibility From Sensitive Receptors	5	5	2	3	4	5	95	M	M	5	4	2	3	3	3	51	M	M	Ensure Building And Landscaping Guidelines Are Implemented Tree Planting Must Occur On Completion Of Construction And Must Be Maintained (Watered) Till Well Established (5Years)
<b>"No-Go" Alternative</b>	Visibility Of No-Go Alternative From Sensitive Receptor	5	5	2	3	4	4	74	M	M	4	4	2	3	3	3	51	M	M	Architectural Guidelines For The Built Environment Should Be Drawn Up So That The New Built Environment Meets The Policies Provided By The Sca. Landscaping Guidelines Inclusive Of Planting, Walling, Fencing And Paving, Must Be Provided For The Development On These Even To Minimise Visual Impacts

8.2.3 Visual intrusion of night lighting

Along With New Buildings And Roads Will Come Lighting. The External Building Lights And Street Lighting Will Be Visible From The Surrounding Areas At Night.

Project Alternative	Potential Environmental Impact / Nature Of Impact	Environmental Significance														Mitigation				
		Before Mitigation							After Mitigation											
		M	D	E	I	E	P	Total (Sp)	S	Cumulative	M	D	E	I	E		P	Total (Sp)	S	Cumulative
Potential Impacts On Visual Aspects Of The Environment.																				
<b>Operation Phase</b>																				
Preferred Alternative	Visibility From Sensitive Receptors	5	5	3	3	4	5	100	H	M	4	4	2	3	3	4	64	M	M	<p>A Lighting Guideline Must Be Drawn Up To Ensure Spotlighting, Exterior Lighting And street Lighting Is Done With In Such A Way That Light Pollution Is Minimized. Ensure Building And Landscaping Guidelines Are Implemented</p> <p>Tree Planting Must Occur On Completion Of Construction And Must Be Maintained (Watered) Till Well Established (5Years)</p> <p>Architectural Guidelines For The Built Environment Should Be Drawn Up So That The New Built Environment Meets The Policies Provided By The Scf.</p> <p>Landscaping Guidelines Inclusive Of Planting, Walling, Fencing And Paving, Must Be Provided For The Development On These Even To Minimise Visual Impacts</p>
"No - Go" Alternative	Visibility Of No-Go Alternative From Sensitive Receptor	5	5					10	D	M	4	4			3	4		M	M	

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### 8.3. Cumulative Impact

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The potential cumulative visual impacts would be additive in nature and moderate in significance i.e. the proposed Light Industrial development will have a moderate cumulative impact resulting from additional development in the area. While the proposed development would change the visual character from a predominantly rural site to a densely built site, the proposed mitigation measures will minimise the direct impacts to a degree.



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## 9. MITIGATION MEASURES

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The visibility and visual impact of the development may be reduced through the implementation of mitigation measures which would reduce negative visual impacts and enhance positive visual impacts.

The site of proposed development has been identified by the Stellenbosch Municipality for development, and the architectural and landscape guidelines comply with the principles of the various policy documents in terms of maintaining the Sense of Place of the site and surrounding area.

The appointed Architect, Landscape Architect, Environmental Officer and the Local Authority will be required to monitor the implementation of these mitigation measures.

Mitigation measures that will assist in minimising visual impacts are:

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### 9.1. During Planning:

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9.1.1 The proposed Building Guideline Document (Stellenbosch Bridge, Annexure F, Light Industrial Precincts, Development Manual, 2019 by OL) provides Urban Design Principles and Architectural Codes and Guidelines, that if enforced, will result in a built environment that will not detract from the scenic resource of the area.

Similarly, the Landscape Framework and Design Guidelines, 2019, Square One Landscape Architects also provide overarching principles, guidelines and concepts that if implemented, would mitigate the potential visual impacts and enhance the scenic resources.

The method of implementing these principles, guidelines and codes needs to be drawn up such that this vision is realised.

9.1.2 Appropriate Lighting design that minimises light pollution must be addressed during the planning stages:

- Street and parking area lights must be minimised and must be on light poles not higher than 3 - 5m. (reference Hout Bay Main Road). Where possible these should be bollard lights.

- The luminaires on poles and bollards must be top shielded so that light only shines downwards, thereby preventing pollution
- Light spillage should be contained
- No uplighting onto buildings
- No neon lights/signs allowed
- No spotlights. Security lighting to be motion-censored and used in tandem with other security measures

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## 9.2. During Construction:

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- Survey and demarcate no-go areas to restrict earthworks and minimize disturbance and visual scarring. Only work in areas where construction is going to happen immediately.
- Limit extent of damage, keeping cut and fill to a minimum. Minimise disturbance through fencing off construction areas, thereby protecting and retaining grass and vegetation in the areas that will not be built on.
- Revegetate service areas and public street verges immediately after construction and continue maintenance eternally.
- The site must be kept clean and tidy at all times
- Building material stockpiles must be protected from dispersion into the surrounding terrain by wind and water;
- A concerted effort must be made to minimise dust generation and its effects on the surrounding buildings and dwellings.

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## 9.3. During Operation

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It is of importance that the Visual Mitigation measures provided are carried through into the operation phase of the development - responsibilities shift from Developer to the Owners Association. To this end it must be ensured that the:

- Owners Association (OA) have an Operational Plan that clearly states their obligations in terms of ongoing maintenance of buildings and landscaping and that the maintenance actions comply with the architectural and landscaping guidelines provided for this Visual Impact Assessment and this VIA's mitigation measures
- OA monitor the building and landscape guidelines for the individual even
- OA maintain buildings and landscaping to a high standard

- OA continue minimising light pollution - restrict street light height to maximum 3 - 5 m, luminaires must be top covered, low spill type lights to minimize light spill and pollution, keep outdoor lighting as bollard lighting, external lighting on buildings must be minimised or completely omitted etc.

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## 10. DISCUSSION

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The proposed site is within the Klapmuts Urban Edge and is shown as Mixed Use, Open Space and Local Economic Diversification. The proposed Light Industrial Development includes up to 10m high buildings, roads, parking areas and landscaping.

While the rural landscape of high scenic quality dominates the adjacent settlement of Klapmuts with its Light Industrial and low cost residential housing provides a setting for the proposed development.

The proposed architectural and landscape architectural guideline documents promise a development that will be fitting in the Cape Winelands.

The visual impacts of this proposed Light Industrial development on the rural character of the area and on the receptors in the surrounding area will be high. The additional lighting as a result of this development will be a high visual impact at night.

In addition to the Urban Design, Architectural and Landscape Architectural principles and guidelines, additional measures are imperative to reduce the visual impact of the proposed development. What will be seen must enhance the visual character and scenic resources of the area.

Should the mitigation measures proposed be well-monitored and fully-implemented, the anticipated visual impacts of the proposed development would be kept to within acceptable levels.

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## 11 Recommendations

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It is recommended that the following are included as Conditions of Approval of the revised Record of Decision from DEA&DP:

- The proposed Urban Design, Architectural and Landscape Architectural design principles and guidelines be implemented across the proposed development;
- That the required mitigation measures regarding Lighting and Signage are planned and designed for and implemented;
- That an Operation Management Plan for Buildings, Infrastructure and Landscaping is produced by the Project Consultants which will prescribe maintenance requirements in order to retain buildings and infrastructure in good condition and provide for the ongoing establishment of the landscape.
- The Construction Mitigation Measures are included in the EMP.

We are of the opinion that if these recommendations and mitigation measures are enforced, that the proposed development will have a moderate visual impact and, in time, with the maturing of trees that should be planted, the development will not detract negatively from the highly rated Cape Winelands scene.

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## 12 REFERENCES

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Western Cape Government (Wcg), 2014. Provincial Spatial Development Framework.

Stellenbosch Municipality, 2019. Draft Municipal Spatial Development Framework.

Cape Winelands Professional Practices In Association. January 2017. Phase 2A Report Preliminary Draft Heritage Inventory Of Large-Scale Landscape Areas In The Rural Domain Of The Stellenbosch Municipality Informing Proposed Heritage Areas

OL Architects. Stellenbosch Bridge, Annexure F, Light Industrial Precincts, Development Manual, 2019

Square One, Stellenbosch Bridge\_Landscape Framework & Design Guidelines\_2019-12-03

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 13 APPENDICES
 

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 Appendix 1: Expertise – list of projects
 

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**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 Nieuwoudtville – 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)

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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  
 Rheeboksklof 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  
 Salmonsvele, 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  
 Heralds Bay – Residential Development  
 Rheebokskloof – Resort Development  
 Hawston – Afdakrivier – 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)

Paapekuisfontein – 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

Blaaumontain - 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

Vredeloof – 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)

Appendix 2: Assessment Criteria

4.2 Assessment Methodology to be Used

Specialist Reports should furthermore also include the following:

- An assessment of the impacts associated with the proposed development with 24 "re-ge" spaces and an alternative layout. The impact assessment should consider the following:

- An indication, prediction, assessment and evaluation of potential (positive or negative) significant direct impacts associated with the construction, operational and de-commissioning phases of the project (as applicable - it is not envisaged that the proposed project will be decommissioned), as well as indirect and cumulative impacts. The impacts associated with the specific listed activities that will be triggered by the proposed project in terms of the EIA Listing Notices of 2014, should also be assessed. See Table 1 above.
- An assessment of the nature of potential impacts, and a description of the manner in which they could be affected (both positive and negative). This description should include what it is to be affected and how it is to be affected.

A determination of the significance of the potential impacts of the proposed developments on all project activities, components and alternatives

- The significance of each potential impact with and without the implementation of the proposed mitigation measures, should be assessed based on the following variables (evaluation components):

- Extent (spatial scale);
- Magnitude;
- Duration (time scale);
- Probability of occurrence;
- Irreplaceable loss of resources; and
- Reversibility of the impact.

The evaluation components, ranking scales and descriptions to be used to assess these are provided in Table 3 below.

- Once the evaluation components have been ranked for each impact, the log<sub>10</sub> scores of the potential impacts should be calculated using the following formula:

$$SP \text{ (Significance Points)} = (\text{Magnitude} \times \text{Duration} \times \text{Extent} \times \text{Irreplaceable} \times \text{Reversibility}) \times \text{Probability}$$

The maximum value is 150 SP (Significance Points). Table 4 below provides the definition of the calculated significance ratings. The significance rating of the anticipated and mitigated scenarios for each impact should be calculated and rated as indicated on Table 5 below.

- The Operator should propose mitigation/management actions to reduce potential negative impacts, and enhance potential positive impacts, and monitoring measures that may need to be taken up in the Environmental Management Programme (EMP)

Table 3: Evaluation components, ranking scales and descriptions (criteria)

Evaluation Component	Ranking Scale and Description (Criteria)
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Evaluation Component:	Ranking Scale and Description (Criteria)
<b>MAGNITUDE OF NEGATIVE IMPACT</b> (at the indicated spatial scale)	<p>10 - Very high (negative): Biophysical and/or social functions and/or processes might be severely altered.</p> <p>8 - High (negative): Biophysical and/or social functions and/or processes might be considerably altered.</p> <p>6 - Medium (negative): Biophysical and/or social functions and/or processes might be notably altered.</p> <p>4 - Low (negative): Biophysical and/or social functions and/or processes might be slightly altered.</p> <p>2 - Very Low (negative): Biophysical and/or social functions and/or processes might be negligibly altered.</p> <p>0 - Zero: Biophysical and/or social functions and/or processes will remain unaltered.</p>
	<p>10 - Very high (positive): Biophysical and/or social functions and/or processes might be substantially enhanced.</p> <p>8 - High (positive): Biophysical and/or social functions and/or processes might be considerably enhanced.</p> <p>6 - Medium (positive): Biophysical and/or social functions and/or processes might be notably enhanced.</p> <p>4 - Low (positive): Biophysical and/or social functions and/or processes might be slightly enhanced.</p> <p>2 - Very Low (positive): Biophysical and/or social functions and/or processes might be negligibly enhanced.</p> <p>0 - Zero: Biophysical and/or social functions and/or processes will remain unaltered.</p>
<b>DURATION</b>	<p>5 - Permanent</p> <p>4 - Long term: Impact ceases after Operational Phase-life of the activity (~ 20 years)</p> <p>3 - Medium term: Impact might occur during the Operational Phase-life of the activity (0 to 20 years)</p> <p>2 - Short term: Impact might occur during the Construction Phase (~ 1 year)</p> <p>1 - Immediate</p>
<b>EXTENT</b> (or spatial scale/influence of impact)	<p>5 - International: Beyond National boundaries.</p> <p>4 - National: Beyond Provincial boundaries and within National boundaries.</p> <p>3 - Regional: Beyond 5 km of the proposed development and within Provincial boundaries.</p> <p>2 - Local: Within 5 km of the proposed development.</p> <p>1 - Site-specific: On site or within 100 m of the site boundary</p> <p>0 - None</p>
<b>IRREPLACEABLE</b> (loss of resources)	<p>5 - Definite loss of irreplaceable resources.</p> <p>4 - High potential for loss of irreplaceable resources.</p> <p>3 - Moderate potential for loss of irreplaceable resources.</p> <p>2 - Low potential for loss of irreplaceable resources.</p> <p>1 - Very low potential for loss of irreplaceable resources.</p> <p>0 - None.</p>
<b>REVERSIBILITY</b> (of impact)	<p>5 - Impact cannot be reversed.</p> <p>4 - Low potential that impact might be reversed.</p> <p>3 - Moderate potential that impact might be reversed.</p> <p>2 - High potential that impact might be reversed.</p> <p>1 - Impact will be reversible.</p> <p>0 - No impact.</p>
<b>PROBABILITY</b> (of occurrence)	<p>5 - Certain: &gt;95% chance of the potential impact occurring.</p> <p>4 - High probability: 75% - 95% chance of the potential impact occurring.</p> <p>3 - Medium probability: 25% - 75% chance of the potential impact occurring.</p> <p>2 - Low probability: 5% - 25% chance of the potential impact occurring.</p> <p>1 - Improbable: &lt;5% chance of the potential impact occurring.</p>
Evaluation component:	Ranking Scale and Description (Criteria)

<b>CUMULATIVE IMPACTS</b>	<p><b>High:</b> The activity is one of several, similar or dissimilar, past, present or future activities in the same geographical area, and might contribute to a very significant combined impact on the natural, cultural, and/or socio-economic resources of local, regional or national concern.</p> <p><b>Medium:</b> The activity is one of a few similar past, present or future activities in the same geographical area, and might have a combined impact of moderate significance on the natural, cultural, and/or socio-economic resources of local, regional or national concern.</p> <p><b>Low:</b> The activity is localized and might have a negligible cumulative impact.</p> <p><b>None:</b> No cumulative impact on the environment.</p>
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Table A: Definition of significance ratings (positive and negative)

Significance Points	Environmental Significance	Description
125 - 150		An impact of very high significance will mean that the project cannot proceed, and that impacts are irreversible, regardless of available mitigation options.
100 - 124		An impact of high significance which could influence a decision about whether or not to proceed with the proposed project, regardless of available mitigation options.
75 - 99	Medium-high (M-H)	If left unmanaged, an impact of medium-high significance could influence a decision about whether or not to proceed with a proposed project. Mitigation options should be re-evaluated at.
41 - 74	Medium (M)	If left unmanaged, an impact of moderate significance could influence a decision about whether or not to proceed with a proposed project.
0 - 40	Low (L)	An impact of low is likely to contribute to positive decisions about whether or not to proceed with the project. It will have little risk effect and is unlikely to have an influence on project design or alternative mitigation.
+		A positive impact is likely to result in a positive socio-economic effect and is likely to contribute to positive decisions about whether or not to proceed with the project.

