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**NOTICE OF MUNICIPAL PLANNING
TRIBUNAL MEETING
OF STELLENBOSCH MUNICIPALITY
FRIDAY, 2020-01-31 FROM 10:00-15:00**

VOLUME 3



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LAND USE PLANNING REPORT TO THE MUNICIPAL PLANNING TRIBUNAL

APPLICATION FOR THE CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS: ERF 141 & 142, 163-165, STELLENBOSCH

Reference number	LU/7967	Application submission date	7 June 2018	Date report finalized	1 November 2019
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PART A: AUTHOR DETAILS

First name(s) and Surname	Robert Fooy
Job title	Senior Town Planner
SACPLAN registration number	
Directorate/Department	Planning and Economic Development Directorate.
Contact details	021 808 8680

PART B: APPLICANT DETAILS

First name(s) and Surname	Jacques Volschenk			
SACPLAN registration number	PR. PLANNER (SA): A/208/2010			
Company name	Dennis Moss Planners and Architects (Pty) Ltd.	Is the applicant authorized to submit this application?	Y	N
Registered owner(s)	Scandals African Footwear CC (Erf 141); Joz Investments Trust (Erf 142); Daniël Jacobus & Sara Da Luz Winterbach (Erf 163); Saper Investments (Pty) Ltd. (Erf 164); and Ingrid Kirsten Blumer & Christopher Vernon Swart (Erf 165).			

PART C: PROPERTY DETAILS

Property description (in accordance with Title Deed)	Erf 141, Stellenbosch Erf 142, Stellenbosch Erf 163, Stellenbosch Erf 164, Stellenbosch Erf 165, Stellenbosch		
Physical address	5 Paul Kruger Road 7 Paul Kruger Road	Town / City	Stellenbosch



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Physical address	5 Paul Kruger Road 7 Paul Kruger Road 6 Dennesig Road 8 Dennesig Road 10 Dennesig Road		Town / City	Stellenbosch		
Current zoning	Single residential	Extent (m ² /ha)	936m ² 937m ² 1115m ² 1115m ² 1115m ² Total: 5218m²	Are there existing buildings on the property?	Y	N
Applicable Zoning Scheme	Stellenbosch Zoning Scheme Regulations					
Current Land Use	Residential dwellings used to accommodate families and students		Title Deed number & date	T148892/1998 (erf 141), T105912/1998 (erf 142), T72846/1997 (erf 163), T16275/2017 (erf 164), T88203/2001 (erf 165).		
Any restrictive title conditions applicable?		Y	If Yes, list condition number(s)	Erf 141, Stellenbosch T148892/1998 Conditions B(c) T105912/1998 Conditions B(c) T72846/1997 Condition (b)3 T16275/2017 Condition B3 T88203/2001 Condition B(3) No bottlestore, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any hotel, butcher, general or other business of a like nature be carried on or conducted thereon. Erf 142, Stellenbosch T148892/1998 Conditions C(a) T105912/1998 Conditions C(a) T72846/1997 Condition (d)(b) T16275/2017 Condition C(b) T88203/2001 Condition D(b) That the lots be used for residential purposes only. Erf 163, Stellenbosch T148892/1998 Conditions C(b) T105912/1998 Conditions C(b) T72846/1997 Condition (d)(c) T16275/2017 Condition C(c) T88203/2001 Condition D(c)		



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				<p>That the lots be not subdivided without the approval of the Administrator.</p> <p>Erf 164, Stellenbosch T148892/1998 Conditions C(c) T105912/1998 Conditions C(c) T72846/1997 Condition (d)(d) T16275/2017 Condition C(d) T88203/2001 Condition D(d) That not more than one dwelling house be erected on any lot, and that not more than one-third of the area of any one lot be built upon.</p> <p>Erf 165, Stellenbosch T148892/1998 Conditions C(d) T105912/1998 Conditions C(d) T72846/1997 Condition (d)(f) T16275/2017 Condition C(f) T88203/2001 Condition D(f) That all buildings to be erected on this property shall stand back not less than 5.67m (T148892) / 18 feet (T105912) / 10 feet (T72846) / 3.15m (T16275 & T88203) from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens but shall not be built upon.</p>
Any third party conditions applicable?		N	If Yes, specify	
Any unauthorised land use/building work?		N	If Yes, explain	
Heritage Compliant?	Y		If No, specify	
NEMA Compliant?	Y		If No, specify	



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PART D: APPLICATION DESCRIPTION

1. Application is made, in terms of Section 15(2)(e) of the Stellenbosch Municipal Planning By-Law promulgated by notice number 354/2015, dated 20 October 2015 (hereinafter referred to as the By-Law), for the consolidation of the following properties:

- Erf 141 (936m²);
- Erf 142 (937m²);
- Erf 163 (1115m²);
- Erf 164 (1115m²);
- Erf 165 (1115m²).

2. Application is made, in terms of Section 15(2)(f) of the By-Law, for the removal of the restrictive title conditions applicable to each property as listed below.

2.1 Erf 141, Stellenbosch

T148892/1998 Conditions B(c)
 T105912/1998 Conditions B(c)
 T72846/1997 Condition (b)3
 T16275/2017 Condition B3
 T88203/2001 Condition B(3)

No bottlestore, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any hotel, butcher, general or other business of a like nature be carried on or conducted thereon.

2.2 Erf 142, Stellenbosch

T148892/1998 Conditions C(a)
 T105912/1998 Conditions C(a)
 T72846/1997 Condition (d)(b)
 T16275/2017 Condition C(b)
 T88203/2001 Condition D(b)

That the lots be used for residential purposes only.

2.3 Erf 163, Stellenbosch

T148892/1998 Conditions C(b)
 T105912/1998 Conditions C(b)
 T72846/1997 Condition (d)(c)
 T16275/2017 Condition C(c)
 T88203/2001 Condition D(c)

That the lots be not subdivided without the approval of the Administrator.



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2.4 Erf 164, Stellenbosch

T148892/1998 Conditions C(c)

T105912/1998 Conditions C(c)

T72846/1997 Condition (d)(d)

T16275/2017 Condition C(d)

T88203/2001 Condition D(d)

That not more than one dwelling house be erected on any lot, and that not more than one-third of the area of any one lot be built upon.

2.5 Erf 165, Stellenbosch

T148892/1998 Conditions C(d)

T105912/1998 Conditions C(d)

T72846/1997 Condition (d)(f)

T16275/2017 Condition C(f)

T88203/2001 Condition D(f)

That all buildings to be erected on this property shall stand back not less than 5.67m (T148892) / 18 feet (T105912) / 10 feet (T72846) / 3.15m (T16275 & T88203) from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens but shall not be built upon.

3. Application is made in terms of Section 15(2)(a) of the By-Law, for the rezoning of the consolidated unregistered property from Single Residential to General Residential to develop 176 residential units within a 5 storey building;
4. Application is made, in terms of Section 15(2)(b) of the By-Law, for a departure to relax the following building lines:
 - 4.1 Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m.
 - 4.2 Common building lines (adjacent to erven 140, 162 & 166) from 4.6m to 0.0m for the main building.
 - 4.3 Common building lines (adjacent to erven 140, 143, 162 & 166) from 4.6 to 0.0 for the semi-basement and parking structure.
5. Application is made, in terms of Section 15(2)(b) of the By-Law, for a departure to relax the permissible coverage from 25% to 79.4% ($\pm 4141\text{m}^2$).
6. Application is made, in terms of Section 15(2)(b) of the By-Law, for a departure to relax the permitted floor factor from 0.75 to 1.6.
7. Application is made, in terms of Section 15(2)(b) of the By-Law, for a departure to relax the requirement for recreational space from 25% to 20%.



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8. Application is made, in terms of Section 15(2)(b) of the By-Law, for a departure to relax the required number of vehicular parking bays from 204 to 177 plus 176 bicycle bays and 44 motorcycle bays.
9. Application is made, in accordance with Section 15(2)(b) of the By-Law and Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations, for a departure to permit an extra (5th) storey under the proposed zoning.
10. Application is made for the approval of a Site Development Plan.

PART E: SUMMARY OF APPLICANTS MOTIVATION

The proposal at hand aims to address the housing backlog in Stellenbosch town by providing housing units within an area identified for densification that will cater for first-time home buyers, young working professionals, students and small families.

The current single residential zoning of the subject properties forming the application area does not make provision for higher density developments, adherence to the development parameters applicable to the proposed zoning would also not facilitate densification within the area as put forward in the IDP. It is therefore required to depart from the development parameters as proposed in the application under consideration. The proposed development, as applied for, will introduce a residential development which is serviceable, which does not have a negative impact on the surrounding properties and which is well-located within the Stellenbosch town.

Following the identification of the Dennesig area as a densification area in the IDP, the municipality elected to undertake an urban design process which was supplemented by town planning and traffic engineering services. The purpose of such a process was to develop a bespoke set of urban design guidelines for future development in the area that would address furthermore the following:

- Develop a spatial set of principles and a rationale for the way in which the neighbourhood could transform over time;
- Serve as a tool to negotiate and guide the various actors in the development process as the various proposals are processed by the Municipality, property owners, their professional teams and development partners that respond to the generally-accepted urban design principles; and
- Serve as a tool for the Municipality to measure the development proposals.

Following the completion of the guidelines, the development proposal under consideration was revised to be consistent with these guidelines to ensure that the vision and goals noted above would be met.

The revised proposal does not negatively impact on surrounding properties as the vision for the surrounding properties provides for similar development proposals. These proposals will make provision for a number of diverse unit types in order to strengthen the status of the densification node and to ensure a tenant / owner mixes that is sustainable and diverse.



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The application under consideration will facilitate the optimal development of the consolidated properties with the Dennesig Urban Design Guidelines and is regarded as sensible densification. The proposal will also have a positive impact on the existing road network and geometry as the development will bring about the upgrading of several road intersections and the conversion of several roads in the Dennesig area in accordance with the Woonerf principles.

The design of the development proposal aims to redress the erosion of the historic qualities found throughout the town by means of introduction of a contemporary building which complements historic place-making.

PART F: SUMMARY OF PUBLIC PARTICIPATION

Methods of advertising				Date published	Closing date for objections
Press	<u>Y</u>	N	N/A	26 July 2018	26 August 2018
Notices	<u>Y</u>	N	N/A	26 July 2018 & 25 September 2018	26 August 2018 & 10 October 2018
Ward councillor	<u>Y</u>	N	N/A	26 July 2018	26 August 2018
On-site display	<u>Y</u>	N	N/A	26 July 2018	26 August 2018
Community organisation(s)	<u>Y</u>	N	N/A	26 July 2018	26 August 2018
Other	<u>Y</u>	N	If yes, specify	26 July 2018	25 September 2018
EXTERNAL DEPARTMENTS: (i) Herit age Western Cape (ii) Depa rtment of Environmental Affairs and Development Planning					
Was public participation undertaken in accordance with sections 44-49 of the Stellenbosch Land Use Planning By-law, October 2015					<u>Y</u> N
Objections received: Eight (8) letters of objection was received from the following: <ul style="list-style-type: none"> Mr AB Hamman (ABH) – 7 August 2018 Stellenbosch Ratepayers' Association (SRA) – 11 August 2018 Stellenbosch Interest Group (SIG) – 23 August 2018 Mr Ernst Roodt (ER) – 24 August 2018 Meglis (Pty) Ltd. (M) – 24 August 2018 					<u>Y</u> N



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<ul style="list-style-type: none"> Mr Ian Moodie (IM) – 25 August 2018 Me Hillary van der Vyver (HV) – 27 August 2018 Mr Riel Meynardt (RM) – 5 October 2018 		
Support received: Two (2) letters of support was received from the following: <ul style="list-style-type: none"> Mr Stephen Scott (SS) – 9 October 2018 Mr Christiaan Dippenaar (CD) – 9 October 2018 	<u>Y</u>	N

PART G: SUMMARY OF COMMENTS DURING PUBLIC PARTICIPATION (INTERESTED AND AFFECTED PARTIES)

FARM/ ERF NO.	ISSUES RAISED	APPLICANT'S RESPONSE	DEPARTMENTAL RESPONSE
EXCESSIVE DEPARTURES			
M (24/08/2018)	<p>Zoning scheme regulations has a specific purpose and are formulated and implemented for a reason. This includes the conservation of the value of buildings and other properties in the area and to encourage the most appropriate use/development of the land. The character of an area is mainly determined by what is allowed in the zoning scheme regulations and extreme deviation from these regulations could have far reaching negative effects, especially when decisions on future developments have to be made.</p> <p>It is acknowledged that – in certain site-specific circumstances – Council could consider certain minor departures from these regulations to allow practical solutions for the use of space. As a result, other buildings in the area</p>	<p>As a point of departure it should be pointed out that the commentator has, himself, submitted a land use planning application to enable a proposed development on its properties diagonally across Paul Kruger Road from the subject property, yet he found it necessary to object against another development in the area.</p> <p>This leads one to believe that the objector wants to have the sole opportunity to develop a property in the area and does not allow the same courtesy to other owners. This is a prime example of a NIMBY attitude towards development.</p> <p>Notwithstanding the above, the Dennesig area has already entered a transition period. Where the area was previously dominated by single residential dwellings, the Municipality has recognized that it needs to</p>	<p>The objector has obtained approval to develop his property for multi residential dwelling uses which also include a number of departures.</p> <p>The objector's concerns are noted but are based on the fact that the development approved for his properties were not granted similar relaxations. Should the object submit a revised proposal that complies with the Dennesig Neighbourhood Development Guideline then similar development opportunities would be granted for his properties.</p> <p>Notwithstanding the above the application under consideration complies with the densification strategy that has been developed for the area and also complies with the development principles found in the Dennesig Neighbourhood Development Guidelines that have been compiled for Dennesig.</p> <p>The proposal under</p>



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	<p>has, e.g. been allowed limited departures from the regulations. Caution was however taken to ensure that most of the regulations pertaining to massing were adhered to.</p> <p>In this instance, there are no specific reason why the proposal should deviate from both the floor factor and height. It will set a dangerous precedent for future proposals, should these departures be favourably considered. The combined impact of further development could therefore have far reaching negative results for the area.</p>	<p>densify and intensify in order to make the best use of its resources, and to break down apartheid spatial planning patterns. As such, the area has been identified in the Integrated Development Plan (IDP) as a <u>primary densification area</u>.</p> <p>Whilst the IDP and SDF may spatially indicate these densification areas, the applicable zoning scheme is still the old scheme that was approved by the Administrator in June 1979.</p> <p>Therefore, in order to ensure that any development advances the policies and strategies of the Council, selective meetings were set up with the relevant planning officials to determine the parameters for the proposed development.</p> <p>After having discussed the proposals with the officials it was inevitable that some of the existing parameters would have had to be relaxed. It is therefore contended that the departures applied for in this application, are insignificant in nature and without it, the proposed development would not be advancing municipal policy, as approved.</p> <p>Notwithstanding the above, the municipality put the application on hold until such time that the municipality, developers and other role-players had established a vision for the area to assist in the evaluation process. The</p>	<p>consideration is also supported by the internal departments of the Municipality with specific conditions of approval that will need to be complied with.</p>
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		<p>Municipality subsequently elected to undertake an urban design process which was supplemented by town planning and traffic engineering services. The end result is an Urban Design Guideline Report, the purpose of which is to:</p> <ul style="list-style-type: none"> • Develop a spatial set of principles and a rationale for the way in which the neighbourhood could transform over time; • Serve as a tool to negotiate and guide the various actors in the development process as the various proposals are processed by the Municipality, property owners, their professional teams and development partners that respond to the generally-accepted urban design principles; and • Serve as a tool for the Municipality to measure the development proposals. <p>The Urban Design Guideline Report has now been completed and has been adopted by the Municipality as a non-statutory guidelines document. All existing and future land use planning applications in the Dennesig area (including this application) will therefore be considered in terms of the bespoke guidelines.</p>	
SRA (11/08/2018)	More substantive reasoning to be given for the proposed deviation of floor factor and height. The number of units is deemed	<p>Refer to response in above.</p> <p>In addition to the above, the applicant has discussed the parking requirements with the</p>	The application under consideration complies with the densification strategy that has been developed for the area and also complies with the



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	<p>too excessive and unrealistic particularly given the parking assumptions.</p>	<p>Engineering Services department of Stellenbosch Municipality who has accepted the vehicle, motorcycle and bicycle mix as appropriate, as provided for in the draft Stellenbosch Municipality Zoning Scheme By-Law.</p> <p>The current parking provision is also consistent with the guidelines put forward in the Dennesig Urban Design Guidelines report.</p>	<p>development principles found in the Dennesig Neighbourhood Development Guidelines that have been complied for Dennesig.</p> <p>The proposal under consideration has also been endorsed by the urban design specialist that compiled the urban design guide lines for the Dennesig neighbourhood.</p> <p>The parking provisions are also in line with the minimum requirements that are proposed for this area.</p>
SRA (11/08/2018)	<p>Consideration has been given to the existing environmental amenity of the area between Die Laan and Van Riebeeck Street in relation to the impact that the current proposal would have on the future environmental amenity of the Dennesig area. The conclusion reached is that, permitting practically double the floor factor in Dennesig (1.33), compared to Die Laan (0.75), will have a negative long-term impact on the environmental amenity of Dennesig.</p>	<p>Special consideration has also been given to the environmental qualities of the development site and the surrounding area. The buildings on site have, purposefully, been moved to create a 'soft' green courtyard at the back of the buildings.</p> <p>The question has to be asked how the objector manages to draw a correlation between the proposed floor factor and the environmental amenity which is purposefully being protected.</p> <p>Rather than finding fault with the proposed scheme it is contended that such considerations should rather become the norm and standard which future developments should be measured against.</p>	<p>The concerns raised by the objector are specifically the reason why the Dennesig Neighbourhood Development Guidelines where complied in conjunction with the traffic impact assessment to ensure that a positive vibrant residential area is being developed that address the concerns noted by the objector.</p>



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INAPPROPRIATE MASSING

M
(24/08/2018)

The proposed increase in floor factor and number of storeys will have a direct impact on the buildings' size and massing as it sets the maximum volume or envelope in which a building(s) can be developed.

Although the design elements of the proposed building are well thought through with alternative height levels, the design/massing/height is probably more appropriate for a property located on a busy street front. The location of this proposal, however, is a residential area characterised by small intimate streets, where the focus is more on the building and its relationship to the sidewalk and street(s) and the associated importance to "human" scale.

The scale of the proposed buildings will completely overshadow the human scale as experienced from passers-by and can create a tunnel effect – especially if this precedent is continued through similar developments in the area. This furthermore emphasise the concern to deviate from the By-Law relating to the Control of Boundary Walls and Fences, which could have a direct impact on the interpretation of the scale of the building and accordingly the

The points raised by the objector are misplaced. The proposed development was purposefully designed to comply with the Dennesig Urban Design Guidelines and, in particular, the design informants and place-making principles included in the *Conservation Strategy of the Historic Core of Stellenbosch* (KrugerRoos, 1997).

The principles of the policy which were applied in the proposed development are included under Chapter 7.5 of the application. The most notable of principles include the following:

- *Streets enclosed by buildings* – the new building define the street boundary.
- *Buildings and street interface* – the design makes provision for interaction between the building and the street.
- *Parking* – parking is mostly moved away from the street façade.

Having regard for the revised development proposal following the adoption of the Dennesig Urban Design Guidelines, there is no need to apply for a deviation from the By-Law relating to the Control of Boundary Walls and Fences.

It is contended that the proposed building will provide passive surveillance of the public realm and create a comfortable interface

As noted above the Dennesig area has been identified for densification in the IDP and SDF and thus the existing residential area will change as the higher density buildings are developed.

The Dennesig Neighbourhood Development Guidelines will still ensure that a specific residential character is developed that is sustainable, vibrant and where the streets make provision for firstly the safe movement of people and other forms of none motorised forms of transport.



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<p>streetscape.</p> <p>In considering the degree of fit of the proposed building with the character of the surrounding area, it is also important to take into account the relationship between the proposed building and the size of adjacent structures. In this case the proposed building (basement parking plus 5 storeys) entirely overshadow not only the adjacent buildings but also the other block of flats (which mainly consists of ground floor parking plus 3 storeys residential) recently approved in the area.</p> <p>Strong emphasis is made to the fact that this proposal should be dealt with and considered through applying similar decision-making criteria as was implemented with previously approved developments.</p> <p>The form of the building is also a direct relation to the neighborhood context. Aspects such as the importance of existing patterns, future planning vision for the area and neighborhood scale form part of the neighborhood context and should be taken into account when taking a decision if the building fits in with the area. In this instance the proposed building, due to its massive scale, does not fit into the existing neighborhood patterns,</p>	<p>between the building and the adjacent public space (refer to Figure 4 of the application).</p> <p>As for the scale of the building, an elevation of the proposed building in relation to the apartment complex immediately west of the subject property (currently under construction) has been included as part of the application. From this elevation any reasonable commentator would come to the conclusion that the proposed building does not overshadow the adjacent property. The same applies to the building to the south and further along Dennesig Road, which is also almost similar in height.</p> <p>It is important for the objector to understand the future planning vision for the area as determined by Council. Of particular relevance and importance to this application is the Dennesig Urban Design Guidelines. The ambition of the guidelines is to create a high-density, mixed-use development that is an interesting and vibrant place to live, work and play. The design principles are regarded necessary to support a healthy, safe and sustainable environment.</p>	
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	neighborhood scale. The future planning vision for this area also requires a mix with non-residential facilities if a building is six storeys.		
SRA (11/08/2018)	<p>While densification remains an important objective the proposed floor factor of 1.33 is excessive. An in-depth debate is accordingly necessary to determine whether the floor factor should be limited to the prescribed factor (existing and proposed zoning scheme regulations) of 0.75 and the permissible coverage to 25%. As indicated in several previous submissions by the SRA, the provision of housing in Stellenbosch is skewed because of the high demand for student accommodation. The Weides is a good example of what should not be permitted to happen. One would hope that the adverse experience in the Weides will not be repeated in Dennesig. As the Council has yet to approve the rezoning of erven in Dennesig from single residential to general residential, it will be possible to avoid the negative consequences of inordinately high densities (provided there is a will to do so).</p>	<p>The Stellenbosch Municipality has the authority to apply more (or less) stringent land use parameters to a specific area. Through the process of finalizing the draft Stellenbosch Municipality Zoning Scheme By-Law, specific overlay zones can be created to achieve a specific goal in a specific area. The general public will also have an opportunity to comment on the proposed zoning scheme once a final draft has been formulated.</p> <p>Until such time, the proponent must work with the policies and guidelines that are currently in place. Such policies and guideline for the Dennesig area currently allows for multi-storey buildings to be erected in this primary densification area.</p>	<p>The objector has already obtained development rights to develop his property for multi residential purposes but the approval granted was prior to the introduction of the Urban Design and traffic impact studies done for the Dennesig neighbourhood.</p> <p>The land use approval granted for the objector's property did make provision for additional development rights but the development as approved does not comply with the Dennesig Neighbourhood Development Guidelines.</p> <p>Should the objector submit a revised application for his property then it will be evaluated in line with the Dennesig Urban Design and traffic study to ensure that it has a positive impact on the surrounding properties within the Dennesig area. The proposal will also need to comply with the development guidelines to facilitate any additional development rights. The development will also need to form part of the Master Home Owners Association to ensure that any upgrades that are triggered by the revised proposal are implemented and form part of the holistic development approach of the Dennesig area.</p>



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INTEGRATED DEVELOPMENT PLAN

M (24/08/2018)	<p>As per the applicant's motivation, the IDP identified "Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities."</p> <p>The reference to non-residential facilities implies a zoning which will be more appropriate to accommodate these non-residential uses and would not be compatible with General Residential Zone. Furthermore, these non-residential facilities are more likely to be found on the periphery of the intensification area along the major routes (accessible), with the pure residential uses concentrated in the core of the area. It is also unclear if the proposal adheres to the performance criteria referred to. The applicant's statement that the proposal adheres to the IDP is therefore misleading.</p> <p>The IDP's recommendation furthermore does not give property owners in this area the right to build 6 storeys,</p>	<p>The objector's interpretation of the statement on the densification of the Dennesig Area is correct.</p> <p>Whilst the IDP described the intent of Council as it relates to the densification of the area – effectively, the 'what' – the further discussions with the respective municipal departments determined 'how' such developments should be undertaken and 'where' the land uses should be located.</p> <p>To this end it was agreed with the officials that the development should primarily be kept to four storeys while the odd fifth storey, to accentuate features or create visual focal points, could be considered.</p> <p>Furthermore, the development proposal is consistent with the Dennesig Urban Design Guidelines that allow for buildings of up to 6 storeys in the Dennesig area.</p>	<p>The development proposal is consistent with the Dennesig Urban Design Guidelines that allow for buildings of up to 6 storeys in height within the Dennesig area.</p> <p>As noted above the introduction of the Dennesig Neighbourhood Development Guidelines should ensure that an integrated development approached is underway and that the development patterns based on the guidelines will ensure that a vibrant neighbourhood is developed.</p> <p>The proposal under consideration has placed the additional floors away from the street view and thus they will have no impact on the streetscape and adjoining properties as these floors are setback from the property boundaries.</p>
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	but merely that consideration could be given based on performance criteria.		
SIG (23/08/2018)	Although a few high-density developments have been approved (and completed) in the area to date, they are situated on the periphery of the suburb. The approval of Application LU/7967 will thus signal the demise of the historic suburb of Dennesig from within. The SIG is not objecting to densification as such. What is being objected to is ill-conceived densification plans that would negatively affect the historic landscape of Stellenbosch.	<p>The objector, effectively, questions the ability of Council to perform its Constitutional mandate of land use planning. The decision to identify the Dennesig Area as a densification area would not have been taken lightly and without public participation. It would have been thoroughly considered and debated.</p> <p>This application should not be used as a scapegoat for any disputes or grievances that the objector might have with regard to the decision. The objector should therefore take up the matter directly with the responsible officials.</p>	To ensure that the redevelopment of the Dennesig area does not happen on an ad-hoc basis an urban design study was done with a detailed traffic impact assessment and from this the Dennesig Neighbourhood Development Guidelines were developed. The development of the guidelines will ensure that the high density developments proposed adhere to a standard set of principles and that the high density development will add value to the landscape and ensure a vibrant
PARKING			
M (24/08/2018)	<p>We are concerned about the number of actual parking bays which are provided (25 bays proposed to be converted to bicycle and motorcycle bays) for the following reasons:</p> <p>i. The number of visitors' parking bays is reduced, and it is a concern that visitors who can't find parking inside the development will have to park in the road reserve. This will not only lead to traffic congestion but can draw the wrong</p>	<p>According to the Stellenbosch Zoning Scheme Regulations, parking needs to be provided at a ratio of 1.5 bays per unit for one- and two-bedroom units and at 1.25 bays per unit for bachelor or studio apartments. The total parking requirement for the proposed development, as per the scheme, is as follows:</p> <ul style="list-style-type: none"> • 91 x 2 bed units @ 1.5 bays / unit > 30m² = 136.5 bays • 15 x 1 bed units @ 1.5 / unit > 30m² = 22.5 bays • 70 x 1 bed units @ 1.25 / unit < 30m² = 87.5 bays 	<p>During a meeting held between the applicant and the Head: Directorate: Infrastructure Services on 5 July 2018, the latter confirmed that it is in favour of the principle to credit parking spaces for bicycle and/or motorcycles in lieu of vehicle parking bays shortages as long as the short fall does not exceed 15% of the total number of parking bays required for the development.</p> <p>Additional on street parking bays will be provided in areas where they do not have an impact on the movement of none motorised transport</p>



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	<p>elements into the area as cars parked in the street (unsecure) are easy targets by criminals.</p> <p>ii. There is no guarantee that the units will only be occupied by students with the result of lower motor vehicle use. The two bedroom units lend itself for young families who might have the need for more than one safe parking bay on-site.</p>	<p>The total number of parking bays required, as per the scheme is therefore 247.</p> <p>The Site Development Plans show that 177 bays will be provided in the semi-basement level and surface parking area.</p> <p>In accordance with the draft Stellenbosch Integrated Zoning Scheme (IZS), provision is made for bicycles and motorcycles parking bays in lieu of vehicular bays. The exact number of bays were carefully considered and discussed with the municipality, as required by the IZS.</p> <p>The shortfall of vehicular parking bays is compensated for by the provision of 90 bicycle bays (the equivalent of 15 vehicle bays) and 40 motorcycle bays (the equivalent of 10 vehicle bays).</p> <p>Having regard for the greater Dennesig initiative, the appointed traffic engineers regard this as acceptable given that the area is classified as a Transit Oriented Development with significant non-motorised transport and public transport infrastructure to be provided.</p>	<p>components thus ensuring that visitors to the area will be able to park in specific area where they will not have an impact on the existing traffic patterns.</p>
ER (24/08/2018)	<p>Deviation of the proposed minimum parking requirements is deemed ill-conceived and unrealistic and is not to be supported. This to be reconsidered and motivated with substantive proof and arguments.</p>	<p>Refer to response above.</p>	<p>The DIRECTORATE: INFRASTRUCTURE SERVICES (Traffic Engineers) supports the proposal to credit parking spaces for bicycle and/or motorcycles in lieu of vehicle parking bays as indicated above.</p>



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	Failure which the bulk and height of the development need to be reduced to be in line with minimum parking ratio requirements.		
RM (09/10/2018)	The development as such is not problematic, but the parking provision is too little. It must be enforced that the proponent must comply with the full parking requirement of 204 vehicular parking bays. Bicycle and motorcycle parking can additionally be provided, if desired.	Refer to response above.	The Traffic Engineers Department supports the proposal to credit parking spaces for bicycle and/or motorcycles in lieu of vehicle parking bays as indicated above.
INCREASED TRAFFIC			
M (24/08/2018)	The recommendations made by DECA consulting with regards to upgrade of intersections and the implementation of sidewalks are supported and should be imposed as conditions of approval. The Stellenbosch Municipality should also take note and take responsibility for the proposed non-motorised transport improvement plan, especially since this area is earmarked for high density development in future.	The proponent has no objection against the recommendations made by DECA (traffic engineers) being taken up as conditions of approval. Similarly, the developer has committed itself towards assisting the municipality with the drafting of a Transport Master Plan for the area.	This comment is noted and the relevant conditions have been imposed by the Manager: Development (Infrastructure Services) to ensure that the appropriate intersections are upgraded to deal with any additional traffic volumes.
ABH (7/08/2018)	Both Dennesig and Paul Kruger Streets are currently beautiful tree-lined, quiet residential streets. Should the proposed development go ahead, it will cause an enormous increase in traffic to this area. Higher traffic volumes will also increase noise and air pollution. The traffic increase is a direct threat to children and other	Whilst it is accepted that the proposed development will generate additional vehicular trips to the area, it is inaccurate to state that it will cause an enormous increase in traffic. The proposed development will make use of an access/egress in both Dennesig and Paul Kruger	While it is noted that the redevelopment of the Dennesig area will result in an increase in traffic. The greater Dennesig initiative included the appointment of a traffic engineers to undertake a detailed traffic study to facilitate the development of a Transit Oriented Development with significant non-motorised transport and public transport



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	<p>pedestrians using these streets.</p>	<p>Roads, respectively, thereby spreading the traffic across a larger area.</p> <p>Furthermore, the development will contribute towards the establishment of a woonerf in Dennesig and Hoffman Roads and the preparation of a Transport Master Plan which will focus on the broader traffic and pedestrian movements.</p> <p>Finally, both Dennesig and Paul Kruger Roads are cul-de-sacs. As a result, these streets are relatively quiet by nature with no through-traffic.</p>	<p>infrastructure to be provided.</p> <p>An urban design study was also undertaken to ensure that the scale of the building did not have a negative impact on the streetscape and to ensure that the buildings interacted with the street. The existing trees located in the road reserve or on the sidewalks will be retained where possible and form part of the urban design framework.</p> <p>The sidewalk will be landscaped where applicable and trees with soft landscaping will also be provided where possible.</p>
ER (24/08/2018)	<p>Direct traffic volumes as a direct result of this proposed development will have an adverse effect on the immediate and wider traffic network. Further to the above parking issue raised, the proposed upgrades to support non-motorized transport should be made a condition of approval.</p>	<p>Refer to response above.</p>	<p>The comment is noted and will be addressed by the recommendation made in the detailed traffic impact assessment that was prepared for the Dennesig Area. The recommendations made in the traffic study are to be implemented in phases as redevelopment of the area takes place. The recommendations will thus form part of the approval conditions that are to be complied with as imposed by the Manager: Development (Infrastructure Services).</p>
IM (25/08/2018)	<p>I do not have any objection to the proposed development as it appears to be in keeping with various other developments in the area and will bring capital injection and hopefully more residential units will bring a revitalization to this area.</p> <p>My comment is that with the</p>	<p>The proponent supports the view of the commentator and will assist the municipality as far as it can.</p>	<p>The comment is noted and has been addressed by the traffic impact assessment and the recommendations made by the professional team to ensure that the concerns noted in comment are addressed.</p>



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	<p>increase in residents in this and other similar developments in the area, there should be more provision made for the increase in traffic that this will bring. This is dealt with under section 6.1 of the Rezoning and associated application document, labelled Traffic Impact Statement.</p> <p>The TIA notes that there will be a moderate traffic impact, but with the current dire traffic situation in Stellenbosch any impact needs to be mitigated, let alone a moderate one. The Municipality will, through this development, be getting increased rates from the increase in number of units.</p> <p>There is a suggestion that a non-motorised transport improvement plan for the area be drawn up, with which I entirely agree. With the increasing population in this part of Stellenbosch, the cycle path initiative implemented towards the upper end of Merriman Avenue should be extended down to the R44 and also implemented along Bird Street. Converting to non-motorised and pedestrian transport will help reduce some of the pressure that vehicle numbers bring. The more effective policing of traffic around the Merriman Ave / Bird Street intersection will also greatly assist.</p>		
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PRIVACY			
ABH (7/08/2018)	<p>If the proposed development is to go ahead, it would have major negative effects on the living circumstances of residents of the remaining single residential properties in Paul Kruger, Dennesig and Hofman Streets. A development, as proposed, opposite or next to a single residential house, seriously violates the privacy of occupants of the residential houses.</p> <p>Occupants living on the upper levels of the proposed block of flats, can easily look right into rooms and backyards of residential properties adjacent to or across the street from the flats. This is a violation of people's rights to privacy at their homes, as per the Bill of Rights of our Constitution.</p>	<p>The objector aims to champion the cause of privacy to residential dwellings in the area. The objector's own property is four erven east of the proposed development, therefore this comment cannot be aimed at protecting his own rights. Yet, the owners of the properties neighbouring the project site has not submitted a comment relating to this concern – or for that matter, any comment at all.</p> <p>It is worth noting that the objector has submitted exactly the same comment on the proposed development of erven 132-134. This fact, alone, leads one to believe that there are other factors at play in the objection.</p> <p>Notwithstanding this, the proposed building is orientated in such a manner that the individual apartments will predominantly have views towards the north and south. The northerly views are across the internal courtyard and the Plumbago complex while southerly views are also across the courtyard but also towards the Melrose Square complex and the municipal park. The odd units that are orientated towards the west will front onto The Den development (erven 161 & 162) and a future apartment complex on erven 139 & 140.</p> <p>The proposed building is therefore located in an area</p>	<p>This comment is noted and as the Dennesig area has been identified as an area to be redeveloped as a high density area. The concerns raised by the objector will only be applicable over the short term as the Dennesig neighbourhood redevelops all the buildings in the area will become multi storey buildings having the same impact on each other.</p> <p>The fact that the proposed buildings are to be multi storey structures is required to facilitate higher densities within the Dennesig area and in most cases these overlooking features have been set back from the properties common boundaries to ensure that their impact on the adjoining property is limited and reduced where possible.</p>



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		<p>which is, to a large degree, already converted from single residential uses to general residential uses.</p> <p>It is therefore contended that no privacy will be lost as a result of the proposed development.</p>	
HERITAGE VALUE OF THE AREA			
ABH (7/08/2018)	<p>The residences on erven 141, 142, 163, 164 and 165 are all character-filled old homes dating from the 1930's and 1940's. Similar character-filled residences in Stellenbosch are found only in the Mostertsdrift area, and are selling at much higher prices. I am of the opinion that these residences should be renovated and preserved as part of our architectural heritage. This statement is in line with municipal and city policies of other towns and cities, where old established residential areas are restored and preserved and finally become very popular areas to live in.</p> <p>A heritage Impact Assessment was done for the Dennesig area in 2017 by the heritage specialist, Me Bridget O'Donoghue. According to that assessment, erven 163, 164 and 169 in Dennesig Street were found to be conservation worthy and were graded as such.</p>	<p>During September 2018, Cindy Postlethwayt, a professional heritage practitioner with additional input from Lize Malan, prepared a Heritage Impact Assessment (HIA) for the proposed development in terms of Section 38 of the National Heritage Resources Act, 25 of 1999.</p> <p>Amongst other, this HIA included an assessment of the existing structures. The HIA found that all of the existing dwellings have undergone some remodelling and that, in most cases, most of the original fabric has been lost.</p> <p>The HIA furthermore found that erven 164 and 165 represent relatively intact Cape Dutch Revival style houses which could possibly be graded IIIC on the grounds of remaining intrinsic significance. Notwithstanding, the HIA carefully considered the proposal to demolish these (and the other) structures given that they retain a level of intrinsic significance. The report states; <i>The main structure on erf 165 is more intact, although in poor</i></p>	<p>Heritage Western Cape resolved to endorse the recommendations of the Heritage Impact Assessment that was undertaken in accordance with the prescriptions listed in their letter of 13 July 2017.</p> <p>As such, Heritage Western Cape issued a Record of Decision, thereby approving the development in terms of Section 38 of the National Heritage Resources Act, 25 of 1999.</p>



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		<p>condition. The building on erf 164 has been considerably more altered. Neither are unique or rare, they both have mostly standard design and fittings of the period, with each having two front gables which add interest and a slightly greater degree of architectural merit than is common in this area.</p> <p>However, in the absence of a context of any heritage significance, and with no heritage overlay zone to enforce protection of the area, it is difficult to argue for their retention, particularly given the full extent of demolitions already approved by HWC in the immediate surrounds. On balance, there is no reason to consider these buildings heritage resources in this context. Demolition thereof is therefore supported.</p>	
SIG (23/08/2018)	<p>Although the suburb is typically middle class, this does not mean that it is not worthy of preservation. Dennesig represents a layer of history in Stellenbosch between two world wars with a mixture of Cape Dutch, Victorian, Arts and Crafts as well as Art Deco architecture. Regrettably, the recent HWC approved Stellenbosch Heritage Inventory did not include this part of Stellenbosch in the Heritage Protection Overlay Zone. The Stellenbosch Interest Group (SIG) believes this is a major oversight by the consultants, the municipality, and HWC.</p>	<p>The above-mentioned HIA elaborates on the history of the area. It also summarizes the development trend in the early 2000s that saw the introduction of several high-density sectional title developments in the area.</p> <p>The HIA state that it is has been argued that the Dennesig area has no surviving heritage significance as a context, since all but a few of the structures in the entire area are identified as Not Conservation Worthy. Those that are graded, or proposed to be graded IIIIC are identified as such not for their contribution to context</p>	<p>The comment is noted and has been addressed above as Heritage Western Cape has endorsed the redevelopment of the Dennesig area for high density residential units / accommodation facilities.</p> <p>The proposal under consideration will generate residential units for the middle income group as well as rental stock for the residents of Stellenbosch that cannot afford to purchase properties within close proximity to the CBD area of Stellenbosch.</p> <p>The various developments proposed will ensure that Dennesig becomes a mixed</p>



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		<p>so much as retaining some intrinsic heritage significance. Moreover, the development and proposed development of multi-storey apartments across most of the area renders any attempt to view the remaining small core as a heritage-sensitive context meaningless. It must follow then that in respect of this development parcel there are no justifiable heritage-related informants.</p> <p>Having regard for the changing landscape, HWC set a precedent in the approval of the demolition and re-development of 8, 10 and 12 Paul Kruger Street in which the following is noted (IACom 11 April 2018):</p> <ul style="list-style-type: none"> • "It was noted that the site, whilst located within the Stellenbosch historic core (Author note: This is in fact incorrect), can no longer be considered as a sensitive context; • The proposal is located in a precinct of Stellenbosch where precedent has already been set in respect of similar scaled development, and the Committee is aware of other proposals where demolition has already been approved and redevelopment is imminent." <p>The objector calls into question the decision made by Stellenbosch Municipality and Heritage Western Cape, as the competent authority for heritage-related matters in</p>	<p>income group area which is vibrant due to the interaction of the buildings with the streetscape.</p>
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		<p>the Western Cape to exclude this part of Stellenbosch from the Heritage Protection Overlay Zone.</p> <p>These parties were actively involved in the preparation of the Heritage Inventory and have carefully considered all the facts before the report was approved.</p> <p>The objectors should therefore not use this platform to voice its disappointment with a statutory document. Any disputes that the objectors might have with the decision by HWC on this matter should therefore be taken up with them directly.</p>	
SIG (23/08/2018)	<p>Insofar as application LU/7967 is concerned, the SIG is opposed to the demolition of the historic houses. Instead, the SIG proposes that infill densification be approved whereby the existing houses are retained and that, where possible, higher density apartments are constructed.</p>	Refer to response above.	<p>The comment is noted but is not implementable as the buildings within this area are not heritage worth buildings as can be seen by the approval obtained from Heritage Western Cape. The fact that the buildings are older than 60years does not mean that they have any heritage value.</p>
SRA (11/08/2018)	<p>Although the SRA is aware that developers are anxious to obtain planning approval as rapidly as possible, the SRA is of the view that this should not happen at the expense of the environmental amenity of Stellenbosch.</p> <p>In this respect it is noted from the application that approval has yet to be obtained from Heritage Western Cape (HWC), for</p>	<p>On 16 January 2019, the Impact Assessment Committee of Heritage Western Cape resolved to endorse the recommendations of the Heritage Impact Assessment that was undertaken in accordance with the prescriptions listed in their letter of 13 July 2017.</p> <p>As such, Heritage Western Cape issued a Record of Decision, thereby approving</p>	<p>The comment is noted and has been addressed by the applicant.</p> <p>A detailed urban design study which included a traffic impact assessment was done to ensure that the proposals under consideration would not have a negative impact on their surroundings and that redevelopment would take place in a cohesive manner.</p>



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	the demolition of the dwellings on the above-mentioned Erven. At this point in time the approval by HWC for the demolition of the dwellings on Erven 132 – 134 in Paul Kruger Street (opposite this site) is also the subject of an appeal. It accordingly appears to be prudent to first obtain the approval of HWC before proceeding with the rezoning and ancillary applications.	the development in terms of Section 38 of the National Heritage Resources Act, 25 of 1999.	
HV (27/09/2018)	I think many are aware that the character of Stellenbosch has to be safeguarded and further building on the scale you envisage might be termed 'another block of concrete' in an already overbuilt environment – and Stellenbosch is not just an ordinary town; it is unique and it is our duty to maintain its character in every way we can.	Refer to response above.	The comment is noted and to ensure that this does not happen a detailed Urban Design Study has been undertaken in conjunction with a detailed traffic impact assessment to ensure that the area becomes a vibrant sustainable area in which people want to live and any additional impact on the surrounding areas is negated.
REDUCTION IN PROPERTY VALUES			
ABH (7/08/2018)	Currently there are two blocks of flats on the southern side of Dennesig Street, and one block of flats on the northern side of Paul Kruger Street. I am totally against the spreading of such developments to a character-filled, quiet single residential area. Homeowners in the Dennesig Area, as in other areas, yearly spend lots of money on the maintenance and improvements of their properties and gardens. A	The developer has a proven track record in Stellenbosch and further afield. Those who are familiar with their developments will know that the company is known for their quality developments. The developer is not in the business of developing sub-standard housing. Following a desktop search of the sectional title units available in the area, the surrounding sectional title developments are valued between R790 000 and R1 549	The objector has obtained development rights within this area and thus his comments are noted. The Dennesig area has been identified as an urban area where high density infill development should take place as noted in the IDP and SDF of Stellenbosch that has been adopted by the Municipality. The proposal under consideration complies with the Dennesig Neighbourhood Development Guidelines that



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	<p>development as planned will have a negative effect on property values in the area.</p>	<p>000. The average selling price of similar units in the area is slightly less than R1.2m.</p> <p>The proposed residential apartments will be sold in excess of R1 500 000. For this price, residents will receive state of the art commodities and modern conveniences. The individual units will be finished with quality fittings and landscape features. The building will also be designed to be aesthetically pleasing in a timeless contemporary manner.</p> <p>The landscaping of the property would further enhance the qualitative environment. Tree planting will ensue along the road verge and internal courtyard.</p> <p>The argument that the proposed development will have a negative impact on property values is therefore completely out of order.</p> <p>It stands to reason that developments such as the proposed will have a positive impact on the neighbouring land prices. The proposed apartments will also present a much better offering than many of the existing sectional title developments in the area (except The Den, which the proponent is currently constructing). Any notion that the proposed development will reduce the property values of the area is therefore unsubstantiated and not fact based. Having regard for a qualitative development such as the</p>	<p>have been drafted / compiled to ensure that any proposal within the Dennesig area has a minimum set of design guidelines that need to be met prior to being considered and approved.</p>
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		proposed, it is very likely that the property values of the surrounding area might, in fact, increase.	
PROVISION OF ALTERNATIVE HOUSING			
SIG (23/08/2018)	<p>Stellenbosch has one of the highest segregation indexes in the country. As per current policy and governance directives - which is largely based on a neoliberal mentality dictated by the private sector (developers) acting as the de facto/shadow local authority- there is absolutely no room for integrating young working professionals and those that fall in the GAP housing category (i.e. the aspirant middle-class). Similarly, there is no mention of any social housing opportunities for low-middle income groups in society. These three groups are the type of persons one particularly needs to spatially integrate into the urban fabric, where places of opportunity and accessibility exist (because they can pay for basic services, etc.) because they will be socially mobile inclined. One would have assumed that by now Stellenbosch Municipality would realize that by "closing down" large chunks of the city's residential spaces for student accommodation, they are creating segregated spaces, reinforcing segregation and exclusion (indirectly still race-based): spaces that</p>	<p>The objector is, once again, venting his frustration with municipal policy by applying it to the proposed development.</p> <p>It is not the responsibility of the developer to provide GAP housing to the community and it is naïve of the objector to expect that a private developer must buy expensive property in order to develop social housing.</p> <p>Notwithstanding, the above, the Dennesig Urban Design Guidelines cautions against the neighbourhood becoming mono-functional and solely targeting high income brackets or student populations. As such the guidelines encourage developers to target a range of income levels. The report also calls for the municipal owned land in the neighbourhood to be considered for a mixed-use, mixed income scheme, as promoted by the Provincial Government's Better Living Model. These sites could accommodate a mix of subsidized housing alongside mixed-use market-related housing targeting the low-end and GAP markets.</p>	<p>The comment / concern raised by the objector is noted and due to the fact that the Municipality has not drafted and adopted a policy in this regard and the land is in private ownership it would be difficult to burden these owners with the provision of making Social and GAP residential units available within their prospective developments.</p> <p>The municipality has Identified a number of alternative areas for Social and GAP housing opportunities within close proximity to the Dennesig area, such as the Adam Tas corridor development which will specifically make provision for Social and GAP housing opportunities.</p>



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	are for between a third and a quarter of the year not inhabited because of university vacations. Surely, development plans, such as application LU/7967, should incorporate a social housing or GAP housing component. Is it not high time that by-laws should be formulated to ensure that this happens?		
SRA (11/08/2018)	<p>Most, if not all, newly built flats in and around Stellenbosch are occupied by students. The design of these units is aimed at providing a minimum amount of space at a maximum rental. (The units are therefore designed for student accommodation). There is, however, also a need for alternative housing options, for first time home buyers, young working persons and the middle-income group. Student flats are not "densification" in the true sense of the word. Students occupy these units for only eight months of the year. The safety and security risks are largely increased during the four months of the year that students are not in Stellenbosch. This period is also a loss to the local economy. The Dennesig area was/is the ideal solution for the categories of accommodation not provided for at present. Council has a facilitation role and needs to ensure sustainable development for the benefit of the broader community and</p>	<p>The proposal at hand aims to address the housing backlog in Stellenbosch town by providing well-located housing units for first-time home buyers, young working professionals, small families and students.</p> <p>The proposal will meet the current needs of the Stellenbosch town as a whole as it aims to introduce residential units at higher densities which are well-located, serviceable and which do not impact negatively on the surrounding properties. The proposal also steers away from the recent trend in Stellenbosch to provide only small, student accommodation that is only occupied for eight months of the year. The proposal provides a mix of housing options which includes larger units aimed at permanent residents.</p> <p>The application under consideration should therefore be considered as sensible densification. The proposal will also have a positive impact on existing traffic volumes as the</p>	<p>The proposal under consideration has not been designed to accommodate students only as can be seen but will provide accommodation for a diverse mix of tenants and owners.</p> <p>The building has been designed to meet the existing demand within the market and thus will house a diverse income group. As noted by the applicant the new building aims to redress the erosion of the historic qualities found throughout town by means of the introduction of a contemporary building which complements historic place-making principles within walking distance of the CBD and most amenities.</p>



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	<p>environment. The present trend is not sustainable at all. Permitting "overdevelopment" increases land prices and renders sound urban design and development very difficult if not impossible. Without a proper development plan and innovative urban design, opportunities will be lost. Present development approvals also have a negative impact on the character and attractiveness of Stellenbosch – our only hope for sustainable long-term stability.</p>	<p>development site is within walking distance from the CBD and the University campus, which reduces the need to use private vehicles.</p> <p>In terms of the design, the new building aims to redress the erosion of the historic qualities found throughout town by means of the introduction of a contemporary building which complements historic place-making principles.</p>	
HV (27/09/2018)	<p>I think the question many will pose is, simply, 'Is the building of another 135 further units in Stellenbosch necessary?' If one considers that there are already a large number of units in other complexes which have not always been readily filled, is further (mainly student) accommodation justified?</p>	Refer to response above.	<p>This comment is noted and can only be determined through market research, which according to the applicant the owners have done.</p>

EFFECT ON WATER TABLE

SRA (11/08/2018)	<p>A further objection to the application concerns the proposed provision of a parking basement covering 70% of the site. The provision of basement parking has the unfortunate effect of lowering the water table, which in turn has a major negative impact on the surrounding vegetation and street trees (unless the developer can prove that the groundwater can be</p>	<p>Whilst a basement is indeed planned for the development, careful consideration was given to the existing mature trees and their root structure. The basement therefore does not cover the entire property and leaves sufficient space for these mature trees.</p> <p>The basement is being designed in such a manner to intercept all stormwater and</p>	<p>The application was forwarded to the Department of Environmental Affairs and Development Planning for comment. However, the Department stated that it had no comment on the application.</p>
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	put back in the ecological system – watering of trees, greywater use etc.). A more sustainable development might be to provide ground floor parking with residential accommodation on floors 1 – 3. This approach has been used most successfully in other parts of Stellenbosch, including Die Laan	seepage groundwater. This water will be stored in tanks on site and will be reintroduced as part of the greywater system to be used for irrigation purposes.	
POSSITIVE EFFECT OF DEVELOPMENT			
CD (09/10/2018)	I am the owner of Unit 5 and I have no objection - in fact I am very much in favour of such developments in that very area as it will help shifting the student accommodation west of Bird street, which may have a positive effect on the value of the Boschen park units.	Noted	Noted
SS (11/08/2018)	My personal opinion is that the proposed development looks fine and apart from increasing traffic will in all probability have little impact on Boschen Park and the area and should contribute to enhanced security in the area. Should the Trustees of the Body Corporate of Boschen Park have a differing view and recommend objection please advise accordingly.	Noted Also refer to response above with regard to traffic.	Noted



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PART H: SUMMARY OF COMMENTS FROM INTERNAL DEPARTMENTS AND/OR ORGANS OF STATE AND/OR COMMUNITY ORGANISATIONS AND/OR WARD COUNCILLOR

NAME OF DEPARTMENT	DATE	SUMMARY OF COMMENTS	RECOMMENDATION		
Spatial Planning, Heritage and Environment	9 December 2019	Support the application due to the fact that the proposal complies with the Dennesig Neighbourhood Design Guide Lines which was compiled specifically to ensure that redevelopment of properties within Dennesig would create a vibrant neighbourhood consisting of a variety of income groups.	Positive	Negative	No Comment
Electrical Department	8 August 2018	<p>The electrical consulting engineer responsible for the development shall schedule an appointment with Manager Electricity Services (Engineering Services) before commencing with the construction of the development. As well as to discuss new power requirements if required.</p> <p>Development Bulk Levy Contributions are payable.</p> <p>The development's specifications must be submitted to Stellenbosch Municipality (Engineering Services) for approval. i.e.</p> <p>a) The design of the electrical distribution system;</p> <p>b) The location of substations(s) and related equipment.</p> <p>A separate distribution board/s shall be provided for municipal switchgear and</p>	Positive	Negative	No Comment



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		<p>metering. (Shall be accessible & lockable). Pre-paid metering systems shall be installed in domestic dwellings.</p> <p>24-hour access to the location of the substation, metering panel and main distribution board is required by Technical Services. Metering room should be away from refuse room as discussed with architect.</p> <p>Appropriate caution shall be taken during construction, to prevent damage to existing service cables and electrical equipment in the vicinity, should damage occur, the applicant will be liable for the cost involved for repairing damages.</p> <p>On completion of the development, Stellenbosch Municipality (Technical Services) together with the electrical consulting engineer and electrical contractor will conduct a take-over inspection.</p> <p>No electricity supply will be switched on (energised) if the Development contributions, take-over Inspection and Certificate(s) of Compliance are outstanding.</p>			
Directorate Infrastructure Services	27 November 2019	The proposal is supported with conditions	Positive	Negative	No Comment



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Manager: Community Services	6 September 2018	No work to be conducted within 3m of any trees – 3m tree protection fence to be placed around all trees on municipal property. Contact the Urban Greening officials for any deviations.	Positive	Nega- tive	No Com- ment
Manager: Building Development	13 July 2018	The building must comply with SANS 10400 – Part S. Facility for disabled persons.	Positive	Nega- tive	No Com- ment
Department of Environmental Affairs and Development Planning	1 August 2018	No comment	Positive	Nega- tive	No Com- ment
Heritage Western Cape	13 February 2019	<p>The approval of the proposed demolitions of the structures on erven 141 and 142 Paul Kruger and 163, 164 and 165 Dennesig Street;</p> <p>The approval of the proposed consolidation, rezoning and Site Development Plan for the proposed inclusive of erven 141 and 142 Paul Kruger and 163, 164 and 165 Dennesig Street, as indicated on the plans appended to the HIA report as Annexure D, subject to careful removal and recycling of at least the heritage fittings listed for salvage herein, prior to demolition of the structures. A close out report to HWC should confirm that this condition has been met.</p>	Positive	Nega- tive	No Com- ment



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PART I: MUNICIPAL PLANNING EVALUATION (REFER TO RELEVANT CONSIDERATIONS GUIDELINE)

Background

This land use planning application has been submitted in order to obtain planning approval for a proposed residential apartment development (consisting of 176 units) which is within walking distance of the Stellenbosch university campus and the Stellenbosch Central Business area.

The application area is located in the Dennesig area between Dennesig Road to the south and Paul Kruger Road to the north. Both of these roads have recently been converted into cul-de-sacs and no longer provide direct access onto Adam Tas Road (R44). The application area has been the subject of a comprehensive urban design, town planning and traffic study aimed to develop a set of spatial principles to transform the neighbourhood, over time, in accordance with municipal policy. The application area consists of five individual properties, namely erven 141, 142, 163, 164, and 165, Stellenbosch.

The character of the Dennesig area, generally situated between Merriman Avenue in the south and Molteno Road in the north, Bird Street in the east and the R44 in the west, has significantly changed over the last ten years. From an area characterised by predominantly single residential dwellings, the neighbourhood is today characterised by larger-scale residential apartment complexes. A number of new apartment complexes have been established along Dennesig Road, towards Bird Street, and between Paul Kruger Road and Molteno Road. Some of the more recent complexes include The Acorns, Boschen Park, Melrose Square and The Den.

The existing houses on the respective properties have, since inception, been used as family dwellings. Other than some of the dwellings in the area, which has changed in use over the years, the houses on the subject properties have all remained residential in nature and bare resemblance to the typical 1930s style of construction. The houses are, however, not of any heritage significance as pointed out by Heritage Western Cape in the Record of Decision of 13 February 2019.

Notwithstanding the recent introduction of larger-scale residential developments, the area possesses several qualitative characteristics. Chief amongst these are the mature trees which lends a particular sense of serenity about the area. The existing trees are therefore a particular form-giving element which has been taken into consideration in the design of the new buildings.

The application area borders on the Den apartment complex to the west, which has recently been completed. Apart from this development, several other development applications have since been submitted for primarily student accommodation on the single residential properties in the Dennesig area.



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During the consideration of the application, the Director: Engineering Services informed the applicant that the application can only be evaluated properly until such time that the urban design and transport study has been concluded. All active development applications in the Dennesig area were therefore suspended.

The overall traffic and urban design study ensued and upon acceptance of the same by the respective municipal departments, the development proposal was revised to comply with the guidelines put forward in the guideline document.

In accordance with the agreed-to principles, the appointed urban design consultants have undertaken a review of the latest development proposals for the development site. The proposal was reviewed in terms of architecture, urban design and parking requirements to ensure that the proposal is in keeping with the intent and spirit of the Dennesig Urban Design Guideline Report. The proposals have been found to be consistent with the guidelines.

(In)consistency with the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

The proposal complies with Section 42 of the Land Use Planning Act, 2014 (Act 3 of 2014) and section 49 of the Land Use Planning Act, 2014 (Act 3 of 2014).

(In)consistency with the principles referred to in Chapter VI of the Land Use Planning Act, 2014 (Act 3 of 2014)

The proposal is consistent with the forward planning vision for the area and it complies with the development principles contained in the Integrated Development Plan (IDP) and Spatial Development Framework (SDF), which aims to promote sensible densification within the urban edge of Stellenbosch. The proposal is not seen to be out of character and scale with its surroundings and proposed vision for the area.

The proposal is therefore consistent with the proposals of the spatial development framework and other policies of the Municipality. The proposal is furthermore in line with the land use planning principles referred to in section 59 (spatial justice, spatial sustainability, efficiency and good administration) of LUPA.

(In)consistency with the IDP/Various levels of SDF's/Applicable policies

The proposal is consistent with the principles contained in the IDP and SDF. The proposal is also consistent with the Dennesig Urban Design Guideline which aims to create a bespoke set of guidelines for the Dennesig area. The application does not contradict the strategic objectives of the Municipal IDP and the SDF in general and specifically with regards to development and densification principles within local urban edges.



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(In)consistency with guidelines prepared by the Provincial Minister

The Provincial Spatial Development Framework (PSDF) sets out a policy framework within which the Western Cape Government will carry out its spatial planning responsibilities. The proposed development aligns with key themes covered in this framework i.e. promoting infill and compact development within the urban edge, ensure functional integration between people of different income groups, the proposal does not perpetuate urban sprawl, opening up opportunities for community and business development and to develop integrated and sustainable settlements.

Outcomes of investigations/applications i.t.o other laws

Heritage Western Cape, as the competent authority for heritage-related matters in the Western Cape, on 136 February 2019, issued a statement in support of the demolition of the existing structures on the respective properties and the application items in general.

The project proposals have been considered in terms of the three Listing Notices (Regulations 983, 984 and 985) as issued in terms of the National Environmental Management Act, No. 107 of 1998 (NEMA). It was found that none of the activities included in the listing notices would be 'triggered' by the project proposal, hence, NEMA is not applicable. Notwithstanding, the Department of Environmental Affairs and Development Planning, on 1 August 2018 confirmed that it had no comment on the application.

Existing and proposed zoning comparisons and considerations (indicate latest land use approval and attach as an annexure)

The respective properties comprising the application area is zoned Single Residential in terms of the Stellenbosch Zoning Scheme Regulations. As such the properties need to be rezoned to General Residential in order to make provision for the envisaged apartment complex.

The zoning comparison between the existing and proposed zonings and associated development parameters are indicated in the table below. Also indicated is the comparison between the original proposal and the latest revised proposal following the compliance with the Dennesig Urban Design Guidelines:

Development parameters	Single Residential	General Residential	Original Proposal	Revised Proposal
Street boundary building line	5.0m (1501m ² and greater erf area) 4.0m (private garages)	7.6m	Dennesig & Paul Kruger Roads: 3.5m for the main building Dennesig & Paul Kruger Roads: 0.0m for refuse buildings	0.0m



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Common boundary building line	3.0m (1501m ² and greater erf area)	4.6m	Adjacent to erf 140: 4.5m 143: 4.5m 162: 4.5m 166: 4.5m for the main building. Adjacent to erf 140: 3.5m for a passage. Adjacent to erf 140: 0.0m 143: 0.0m 162: 0.0m 166: 0.0m for the semi-basement and parking structure.	Adjacent to erf 140: 0.0m 143: 4.6m 162: 0.0m 166: 0.0m for the main building. Adjacent to erf 140: 0.0m 143: 0.0m 162: 0.0m 166: 0.0m for the semi-basement and parking structure.
Coverage	30% (1500m ² and greater erf area)	25% (main building) plus 25% (covered vehicle shelters)	55%	79.4%
Minimum street frontage	N/A	15m	56m (Paul Kruger Road)	56m (Paul Kruger Road)
Minimum erf area	N/A	1000m ²	5218m ²	5218m ²
Height	2 storeys	3 storeys (one extra storey for 75% parking in block of flats)	5 storeys	5 storeys
Floor factor	0.45 (1500m ² and greater erf area)	0.75	1.33	1.6
Parking	2 parking bays (erven greater than 401m ²)	1.5 bays/dwelling unit > 30m ² 1.25 bays/dwelling unit < 30m ²	179 vehicle parking bays 12 motorcycle bays 132 bicycle bays	177 vehicle parking bays 44 motorcycle bays 176 bicycle bays
Recreational space	N/A	25%	24%	20%

Having regard for the above comparison between the existing and proposed zonings, the combined coverage of all 5 single residential erven is in the order of 1565m² (30%), whilst the combined floor factor is 2348m² (0.45). The comparative figures for General Residential zoning are 50% coverage and a floor factor of 0.75.

In comparison, the application is to depart from the zoning parameters to develop a larger-scale building than is permissible in terms of the applicable development rights and which is encouraged in terms of the Dennesig Urban Design Guidelines. As such, the proposal is to increase the coverage to approximately 79% and the floor factor to 1.6.



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Street and common building lines will be relaxed to comply with said guidelines for the neighbourhood. In doing so, existing vegetation in the central parts of the properties could be retained whilst also providing for a larger central courtyard and recreational space.

Whilst the proposed building will mostly be 4 storeys in height, several units have been positioned on a fifth storey. These units are only on facing inward and positioned on the internal courtyard. The fifth storey will therefore not be visible from the street elevation.

The proposal departs further from the zoning parameters by providing 177 vehicular parking bays in lieu of the conventional requirement for 204 bays. This is motivated in terms of the occupants being mostly students and the proximity of the building to the Central Business District and the University Campus, thereby negating the need for private vehicular trips. The motivation is also based on the fact that 176 bicycle bays and 44 motorcycle bays are provided, and that the development proposal forms part of the Dennesig area which will be transformed in line with woonerf principles. Further motivation is found in the Transport Master Plan which provides for a scheduled shuttle service for residents of the area, thereby further reducing the need for parking bays.

The need and desirability of the proposal

The residential properties that comprise the application area were developed in the 1930s as part of the Kromme Rivier A and B townships. At the time, Stellenbosch town was sparsely developed and was low in density and intensity. The existing residential properties, as part of the township, exacerbated this unsustainable settlement pattern as it only allowed for large single residential properties and associated dwellings houses.

Through the years, as the town developed and as the need for residential opportunities of varying sizes increased, Stellenbosch Municipality, as most other municipalities in the Western Cape started implementing policies aimed at increasing densities and protecting important agricultural, scenic and biodiversity resources. Rather than to allow urban sprawl to detract from the settlement qualities and cause urban management problems, the policies were to encourage inward growth to achieve sustainable internal densities.

Instead of allowing densification to occur throughout the town, several areas in Stellenbosch were subsequently identified as suitable locations where increased densities would be desirable. The development site is regarded to be located in one such suitable densification area as it is located across from the planned Van der Stel Sustainable Transit-Oriented Development hub. This was formally recognised in the 4th Generation IDP which identified the Dennesig area as a *primary densification and development intensification area for the establishment of blocks of flats*.

The lack of developable land within Stellenbosch and especially close to the University and CBD requires developers to maximise the development potential of underutilised brownfield sites. This principle is also underpinned in the IDP. The development site is located in one such area where densification, by means of brownfield development, is encouraged.



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In order to ensure the orderly densification of the Dennesig area, bespoke guidelines were prepared for the Dennesig area that would serve as a tool for the municipality to measure all development proposal. In terms of the latter, the entire development proposal was revised to be consistent with said guidelines. As such, buildings have been brought forward onto the street boundaries to strengthen the perimeter block design and to define the public space. As such, the buildings have also been pushed out onto the common boundary in order to ensure edge continuity. As required by the guidelines, the massing of the buildings has also been broken up so that it reads as a series of forms rather than a single extrusion.

The proposal further complies with the guidelines in the following manner:

- a) The core of the street-facing blocks has been set back in accordance with the articulated setback line while the stoeps and balconies have been set onto the build-to line on the street boundary.
- b) Use was made of architectural elements and landscaping to create grain and texture to the façade of the building.
- c) The building has been designed to a built-to line for floors 1-4 that equates to the site boundary. A fifth storey has been provided on the inside of the building facing onto the internal courtyard.
- d) The access / egress from Dennesig Road has been revised in order to restrict traffic movements along the new Dennesig Road woonerf.
- e) The parking allocation makes provision for sufficient vehicle parking bays. In addition, the development provides ample bicycle and motorcycle parking bays thereby encouraging residents to make use of non-motorised transport or the shuttle service to be instituted.

With the housing backlog increasing yearly and the total number of students enrolled at the University peaking over 30000, the proposal presents an ideal antidote to the housing backlog. The development site is centrally located and easily accessible. The CBD ($\pm 500\text{m}$) and University campus ($\pm 1000\text{m}$) is all within walking distance and eliminates the need for private vehicular trips.

In light of the above, the proposed development can be supported from a town planning point of view as the proposal will provide new housing opportunity, environmental benefits and job opportunities for the broader community of Stellenbosch.

PART J: ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS

Financial or other value of the rights affected

Not applicable to this application.

Benefits to the holder of such rights in terms of the restrictive condition

Not applicable to this application.



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Personal benefits which will accrue to the applicant

Not applicable to this application.

Social benefit of the restriction remaining in place

Not applicable to this application.

Social benefit of the proposal and whether the application will completely remove all rights enjoyed by the beneficiary or only some of those rights

Not applicable to this application.

PART K: SUMMARY OF EVALUATION

The application under consideration is to permit the removal of restrictive title deed conditions, the rezoning of the consolidated property with a number of departures to enable a residential apartment building comprising 176 residential units within a 5 storey building to be developed which is in line with the municipal vision for the area. The proposal makes provision for a predominantly 4-storey building, with an additional fifth storey to be provided on the internal courtyard, and two parking levels (of which one is a semi-basement).

Currently the zoning of the subject properties only allows for low density single residential buildings which perpetuate an unsustainable spatial pattern, that is unsustainable as existing infrastructure can be better utilized. Although the proposal under consideration departs quite significantly from the parameters associated with the general residential zone, the building size and position is still in line within the character of the recently approved general residential buildings located in the surrounding area. More importantly, the proposal complies with the development guidelines / urban design guide lines drafted for the Dennesig area.

The purpose of the zoning parameters in conjunction with the guide lines drafted for the Dennesig area is to ensure the orderly development of a particular property and the Dennesig area form a vibrant residential area where the buildings interact with the street and non-motorized forms of transport are promoted.

In evaluating the proposal, the nature and specifically the impact that the building would have on the surrounding properties were carefully considered. The Den apartment complex to the west of the application area is already four storeys (three storeys above a parking level) while the Melrose Square apartment complex, to the south of the application area, is three storeys with a raised ground storey and steep roof pitch – effectively having the height of a four storey building. The application area is also bordered by the Plumbago apartment complex directly north of Paul Kruger Road. In addition to these complexes, there are also several other 4-storey apartment buildings further along Dennesig Road.



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The subject properties are bordered by a number of single residential properties, both to the east and the west which are also to be redeveloped in line with the guide lines drafted for the Dennesig area. As a result, applications have been submitted for a number of departures, including building lines, permissible coverage, permissible floor factor, height and parking requirements to develop these properties and thus the proposal under consideration will not be setting a precedent for the area but will be the norm.

A development application had also been submitted on the properties to the east (erven 143-145 & 166-170 to rezone these properties to Specific Business Zone to enable the development of a high-density residential building, mixed with small ancillary business uses. The proposal comprises the development of 500 residential apartments of varying sizes within a 6 storey building. The application also includes the relaxation of street and common building lines, the permissible coverage and parking ratio.

None of the directly abutting neighbours to the application area have objected against the proposed development. The objection submitted for the application under consideration by a resident of the area is from the owners of erven 132-134 (consolidated erf 17274) which has also submitted an application for an apartment complex on the above-mentioned properties which is still in process.

The objections received on the application under consideration addresses a number of topics, including inappropriate massing, inadequate parking and increases traffic, the heritage value of the area, the designation of the area in terms of the IDP, excessive departures, and reduction in the property values. There have all been addressed in the detailed traffic impact assessments and urban design guide lines drafted for the Dennesig area.

The proposal under consideration is in line with the 4th generation IDP which identifies *the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

The proposal is also based on the guidelines that have been formulated for the Dennesig area. In order for the development under consideration to comply with the Dennesig guide lines the application need to be revised and thus an increase in coverage and floor factor and associated departures were required.

The departures (i.e. to increase the permissible height, coverage, floor factor and relax the parking provision) are all based on the vision of the municipality for the area which, accordingly to the applicants, would not be attainable whilst adhering to the development parameters of the applicable zoning.

The densification and infill of the area is encouraged by the municipality through its policies included in the SDF and the IDP. The increased floor factor, coverage and associated departures are therefore supported by the Land Use Department as a mechanism to curb urban sprawl, increase



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services efficiencies, to make the town more equitable and to contribute to qualitative urban place-making.

In support of the application, a Traffic Impact Assessment was included as part of the application documentation which commented on the parking ratio. The TIA noted the total number of parking bays required and the provided. In addition, the report stated that the shortfall of vehicular parking 25 bays is compensated for by the provision of bicycle bays and motorcycle bays. The total credit for parking bays is therefore in the order of 12% which is less than the 15% cap as enforced by the Traffic Engineering Department. The principle of providing bicycle and motorcycle bays in lieu of vehicle parking bays is supported by the Department to promote non-motorized forms of transport within the Dennesig area.

The TIA also verified that the additional traffic generated by the development will have a moderate impact on the area. The TIA subsequently made recommendations pertaining to intersection upgrades, the establishment of additional sidewalks and the compilation of a non-motorized transport improvement plan for the area.

The traffic impact and parking provisions have been further elaborated on in the Dennesig Urban Design Guidelines report and the Transport Master Plan. The guideline report notes that the manner in which parking is arranged on site can have a significant impact on the experience of the neighbourhood.

Despite the size of the building, several elements of the traditional cape vernacular have been incorporated into the building design. In particular, the historic white walls and roof typology that lends a unique character to Stellenbosch has been adopted in all designs. This recognizes the need to ensure that building composition and mass should be characterized by broken skyline profiles shaped by flat and double pitch roofs and focal points. The principles of *streets enclosed by buildings, parking screened and out of sight, building and street interface, and street and paving surfaces* will be adhered to.

The developer has also undertaken to support the findings and outcomes of a Transport Master Plan (TMP) for the area. The TMP indicate the prioritization of transport projects to be implemented. An initial fourteen projects have been identified in the TMP which is to be implemented by the developer and developers of other projects in the Dennesig area, over time.

The TMP prioritizes these transport projects to guide the implementation of the full Transport Master Plan over time. The goal of the TMP is to implement as many of the projects listed by the Dennesig developers as soon as possible to create a holistic pedestrianized environment that will be connected to the external non-motorised transport network of the municipality.

All projects will be funded from the applicable Development Charges (DCs). The first project will be implemented once sufficient funds have been collected from the Dennesig developers – individually or collectively.



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Other key aspects of the TMP, which will be applicable to the development proposal, include the following:

Memorandum Understanding:	of	A Memorandum of Undertaking (MOU) will be drafted and entered into by and between the respective developers in the Dennesig area. The purpose of the MOU will be to record the terms and conditions under which the Dennesig developers undertake to adhere and comply with the responsibilities imposed on them in terms of the conditions of approval imposed in terms of the Stellenbosch Municipality Land Use Planning By-law, 2015 (and most importantly, the TMP, the payment of DCs, implementation of priority projects, the shuttle service and the engineering services agreement).
Masters Homeowners' Association		<p>A Masters Homeowners' Association (MHOA) shall be established as a vehicle to manage the collection and allocation of Development Charges. DCs will be paid into a trust fund mutually selected by the Dennesig developers and managed by a selected lawyer as agreed by the Stellenbosch Municipality. The trust fund will be an interest-bearing account to the benefit of the municipality. The fund will be registered in the name of the MHOA. The Stellenbosch Municipality will have access to all information regarding the fund and balance statements.</p> <p>The MHOA will also have the obligation to undertake and complete the construction of the TMP projects in accordance with an approved programme guided by the unit threshold.</p> <p>All Dennesig developers will be required to form part of the MHOA.</p>
Shuttle service		<p>A shuttle service be implemented by the Dennesig developers. The trigger for implementation of the service will be determined by the collective number of units (e.g. 100 units).</p> <p>The funding mechanism for the shuttle service will be based on a monthly levy collected from each development to operate the service (e.g. 764 units x R100 p.m. = R76 400 p.m). The respective Body Corporates will be responsible to pay the levy to the MHOA. The levies are to be paid into a separate trust fund in the name of the MHOA.</p> <p>An independent transport operator will be contracted to supply and operate the shuttle service. Such service shall be scheduled, and a certain level of service must be maintained (i.e. neatness of vehicles, scheduling, mobile app, payment structures to be determined).</p> <p>The shuttle service route will be approved by the Stellenbosch Municipality. The preliminary route will be between Dennesig and the Neelsie or any other campus destination agreed between the Dennesig developers and the university.</p> <p>The shuttle service can only be terminated with mutual agreement of the Stellenbosch Municipality and Stellenbosch University.</p>



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Roads and parking requirement	<p>The primary spatial structure of the is focused on establishing a pedestrian-oriented movement system that supplements the larger superblock vehicular movement system. The principles that entrench this structure allows for limited vehicular movement through Hoffman Street between Dennesig and Paul Kruger Roads to prevent rat-runs.</p> <p>The principles also rely on converting Dennesig Road into a pedestrian oriented Woonerf where kerbs are removed from the road reserve to create a single plane on which both people and vehicles move. Vehicles are slowed through creating an indirect route and the opportunity to create interactive edges along both sides of the street are maximized.</p> <p>The Woonerf, as a part of the spatial structure, is a street typology that subverts the movement of vehicles in favour of pedestrian movement and is often called a 'living street'. The space is characterised by shared space between pedestrians and vehicles, slow vehicle speeds and traffic calming measures. The space is often well-landscaped which integrates planting into road calming measures.</p> <p>The guidelines promote pedestrian movement above vehicular movement and encourages car owners to leave them at home. In an attempt to promote moving on foot, bicycle or public transport, a set of principles were established to support this change in behavior. These include the following:</p> <ul style="list-style-type: none"> • Maximum parking ratio at 1.5 bays / unit and a retail factor of no more than 4 bays / 100m². • Minimum provision of 1 bicycle parking / unit. • Minimum of 0.25 motorbike/scooter parking bays / unit. • Provision of a scheduled shuttle service. <p>The development proposal complies with the above principles.</p>
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The proposed residential development will have the following benefits: Due to the proximity of the development site to the CBD and University Campus and the introduction of a shuttle service, the need for private vehicular trips would be reduced; the area will be occupied after working hours and during weekends thereby reducing crime in the area; the new building will contribute to the regeneration of the area through the application of historic place-making principles.

The Dennesig initiative has the potential to be a model for future large-scale developments in Stellenbosch and the manner in which public-private partnerships should be entered into between the municipality and developers.

The proposal is supported by all the internal departments.

In conclusion, it is the opinion of the Land Use Management Department that the development proposal is consistent with the municipal vision and policies for the area as a primary densification area. Notwithstanding the objections, the application for a general residential development and associated application items is desirable.



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PART L: RECOMMENDATION

1. **Approval be granted** in terms of Section 60 of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015, for:

- 1.1 The consolidation of erven 141, 142, 163, 164 and 165, Stellenbosch.
- 1.2 The removal of the restrictive title conditions applicable to each property as listed below.

1.2.1 Erf 141, Stellenbosch

T148892/1998 Conditions B(c)

T105912/1998 Conditions B(c)

T72846/1997 Condition (b)3

T16275/2017 Condition B3

T88203/2001 Condition B(3)

No bottle store, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any hotel, butcher, general or other business of a like nature be carried on or conducted thereon.

1.2.2 Erf 142, Stellenbosch

T148892/1998 Conditions C(a)

T105912/1998 Conditions C(a)

T72846/1997 Condition (d)(b)

T16275/2017 Condition C(b)

T88203/2001 Condition D(b)

That the lots be used for residential purposes only.

1.2.3 Erf 163, Stellenbosch

T148892/1998 Conditions C(b)

T105912/1998 Conditions C(b)

T72846/1997 Condition (d)(c)

T16275/2017 Condition C(c)

T88203/2001 Condition D(c)

That the lots be not subdivided without the approval of the Administrator.

1.2.4 Erf 164, Stellenbosch

T148892/1998 Conditions C(c)

T105912/1998 Conditions C(c)

T72846/1997 Condition (d)(d)

T16275/2017 Condition C(d)

T88203/2001 Condition D(d)

That not more than one dwelling house be erected on any lot, and that not more than one-third of the area of any one lot be built upon.



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1.2.5 Erf 165, Stellenbosch

T148892/1998 Conditions C(d)

T105912/1998 Conditions C(d)

T72846/1997 Condition (d)(f)

T16275/2017 Condition C(f)

T88203/2001 Condition D(f)

That all buildings to be erected on this property shall stand back not less than 5.67m (T148892) / 18 feet (T105912) / 10 feet (T72846) / 3.15m (T16275 & T88203) from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens but shall not be built upon.

- 1.3 Rezoning of the unregistered consolidated property from Single Residential to General Residential to develop 176 residential units within a 5 storey building;
- 1.4 Relaxation of the street building line (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m.
- 1.5 The relaxation of the lateral building lines adjacent to erven 140, 162 & 166 from 4.6m to 0.0m for the main building;
- 1.6 Relaxation of the lateral building line adjacent to erf 140, 143, 162 & 166 from 4.6m to 0.0m for the semi-basement and parking structure.
- 1.7 Departure to exceed the permitted coverage from 25% to 79.4%.
- 1.8 Departure to exceed the permitted floor factor from 0.75 to 1.6.
- 1.9 Departure to relax the required recreational space from 25% to 20%.
- 1.10 Departure to relax the required number of parking bays from 204 to 177.
- 1.11 Departure to exceed the number of storeys from four storeys to five storeys.
- 1.12 Site Development Plan.

2. That the approval(s) granted in Section 1 is subject to the following conditions in terms of Section 66 of the above-mentioned by-law;

- 2.1 The approval only applies to the proposed development in question, as indicated on Drawing Nos. P001 dated 15 May 2018, SDP001 dated 24 October 2018, 201-207 dated 23 October 2019 and 301 dated 23 October 2019, drawn by Dennis Moss Partnership, and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council;
- 2.2 The building plans shall be substantially in accordance with the approved SDP;
- 2.3 The applicant must after the publication of a notice in the Provincial Gazette apply to the Registrar of Deeds to make the appropriate entries in, and endorsements on, any relevant register or title deed to reflect the removal, suspension or amendment of the restrictive conditions;
- 2.4 The approval only comes into effect once the relevant title deed has been endorsed by the registrar of deeds; The approval may not be acted upon prior to the issuing of a certificate of consolidated title;
- 2.5 No building plan may be submitted for approval prior to the applicable conditions of approval being adhered to;



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- 2.6 All landscaping be implemented as indicated on the Site and Landscape Development Plan (Drawing No. SDP001 dated 24 October 2019) before any occupational certificates be issued.
- 2.7 The conditions imposed by the Director: Engineering Services in its memo dated XXX be adhered to attached as Annexure H;
- 2.8 The conditions imposed by the Manager: Electrical Engineering in its memo dated 8 August 2018 be adhered to;
- 2.9 The conditions imposed by the Manager: Community Services in its memo dated 6 September 2018 be adhered to;
- 2.10 A Masters Homeowners' Association (MHOA) be established for all new developments in the area. The primary purpose of which will be to see to the collection of Development Contributions and timely allocation of funds in accordance with the Transport Master Plan;
- 2.11 The body corporate shall be a member of the MHOA.
- 2.12 An engineering services agreement be drafted between the developer and the Engineering Services department;
- 2.13 Rates clearances will only be granted once all the conditions of approval for the development have been complied with;

PART M: REASONS FOR RECOMMENDATION

The approval as noted above is supported for the following reasons:

1. The subject property is located in an area where high density development is promoted by Council due to its proximity to the Central Business District and the Stellenbosch University;
2. The proposed development is not regarded to be out of scale or character with its surroundings;
3. The proposal promotes Council policy as noted in the SDF and IDP of densification within the urban edge;
4. The development is compatible with the surrounding land uses and built environment;
5. The proposed redevelopment of the subject property complies with the land use planning principles (spatial justice, spatial sustainability, efficiency, spatial resilience and good administration) referred to in section 59 of the Land Use Planning Act, 3 of 2014;
6. The residential development is in walking distance of the CBD and university which will reduce the number of vehicular trips generated by the development.
7. The developer has agreed to support the initiatives of the Municipality as it relates to a Transport Master Plan for the area.



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PART N: ANNEXURES

Annexure A	Locality Map.
Annexure B	Proposed Site Development Plan.
Annexure C	Title deed and/or Conveyance certificate.
Annexure D	Motivation of Applicant.
Annexure E	Portfolio of Evidence/ Affidavit.
Annexure F	Copy of Notices sent to Interested and Affected parties/ Organs of state.
Annexure G	Objections/ comments received from Interested Affected parties.
Annexure H	Comments received from Internal Departments.
Annexure I	Reply to objections/comments by the Applicant.
Annexure J	Dennesig Neighbourhood Design Guidelines.

PART T P: SIGNATURES

REPORT COMPILED BY:


 ROBERT FOOPY
 SENIOR TOWN PLANNER

14/01/2020
 DATE

RECOMMENDED BY:


 C ALEXANDER PR PLN (A/1749/2013)
 ACTING MANAGER: LAND USE MANAGEMENT

14/01/2020
 DATE



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PART U: MUNICIPAL PLANNING TRIBUNAL DECISION IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW, OCTOBER 2015:

APPROVE		APPROVE IN PART		REFUSE	
----------------	--	------------------------	--	---------------	--

Tick the appropriate box:

SIGNATURE: _____

DATE: _____

CHAIRPERSON OF THE MUNICIPAL PLANNING TRIBUNAL
DR D J DU PLESSIS

ADDITIONAL COMMENTS IF ANY:

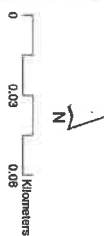


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ANNEXURE A

Locality Plan



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DENNIS MOSS PARTNERSHIP

WIEHAHN PROPERTY GROUP

PROPOSED RESIDENTIAL
DEVELOPMENT

LOCALITY MAP

PROJECT NO	02421	SCALE	1:1000
DRAWN BY	1	DATE	09/04/2018
REVIS	1	REVISION	REV
		DATE	09/04/2018

FOR APPROVAL



53
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ANNEXURE B

Site Development Plans

[illegible]

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DENNIS MOSS PARTNERSHIP
Architects/Engineers & Planners • Planning & Design for Land Use
1200 West 10th Street • Suite 100 • Portland, OR 97204
Tel: (503) 467-7474 • Fax: (503) 467-7477 • info@dmopart.com • www.dmo.com



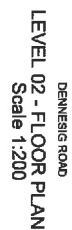
CLIENT
WIEHAHN PROPERTY
MANAGEMENT (PTY) LTD

PROJECT FILED
PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

PROJECT No.		Q4202	
CONTRACT No.		Q4202-D-202	
REV.	K	DATE	23 OCT 2018
		ISSUED	KL
		CHECKED	KL

SDP APPROVAL

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CROSS PARTNERSHIP
 Medical Practice and Biomedical Practice
 as Academic Business Partners
 Dr. Dr. G. Hübner, Dr. Dr. K. Hübner
 Dr. Dr. G. Hübner, Dr. Dr. K. Hübner
 Dr. Dr. G. Hübner, Dr. Dr. K. Hübner

**WIEHAHN PROPERTY
MANAGEMENT (PTY) LTD**

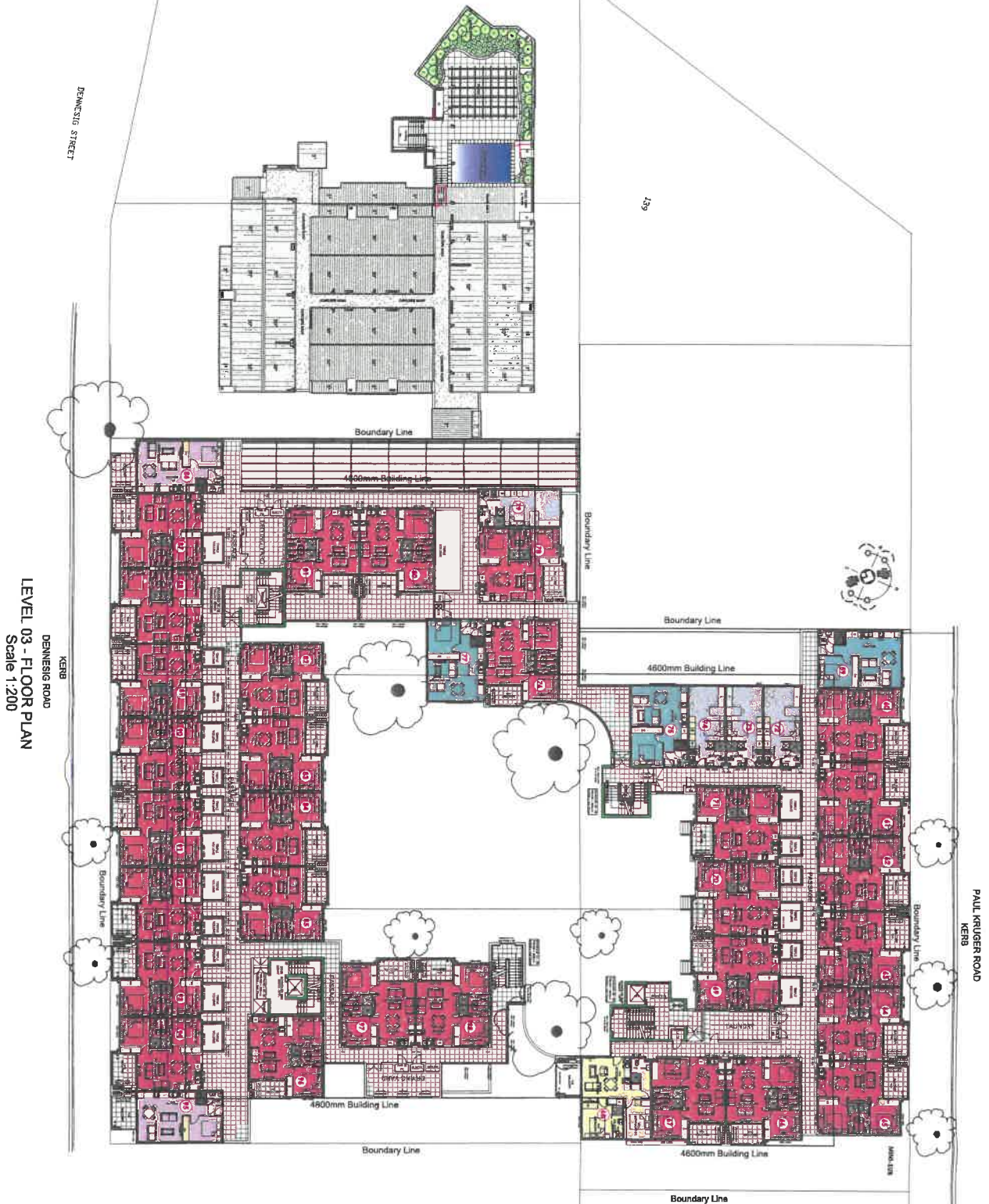
**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

LEVEL 02
FIRST FLOOR PLAN

PROJECT NO.	QA202	DATE	23 OCT 2019
CHARTERED BY:	QA202-D-203	DATE:	23 OCT 2019
REV	K	DATE:	ML
		DATE:	ML

SDP APPROVAL

The drawing shall be the property of the drafter and shall remain the property of Dennis Heiss Partnership and may not be copied or disclosed by a third party without their written consent.

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DENNIS MOSS PARTNERSHIP
LLP
 17 South 1st Street, Suite 1000, New Orleans, LA 70112
 Tel: (504) 581-1111 Fax: (504) 581-1112
 www.dennis-moss.com

**WIEHANN PROPERTY
MANAGEMENT (PTY) LTD**

**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

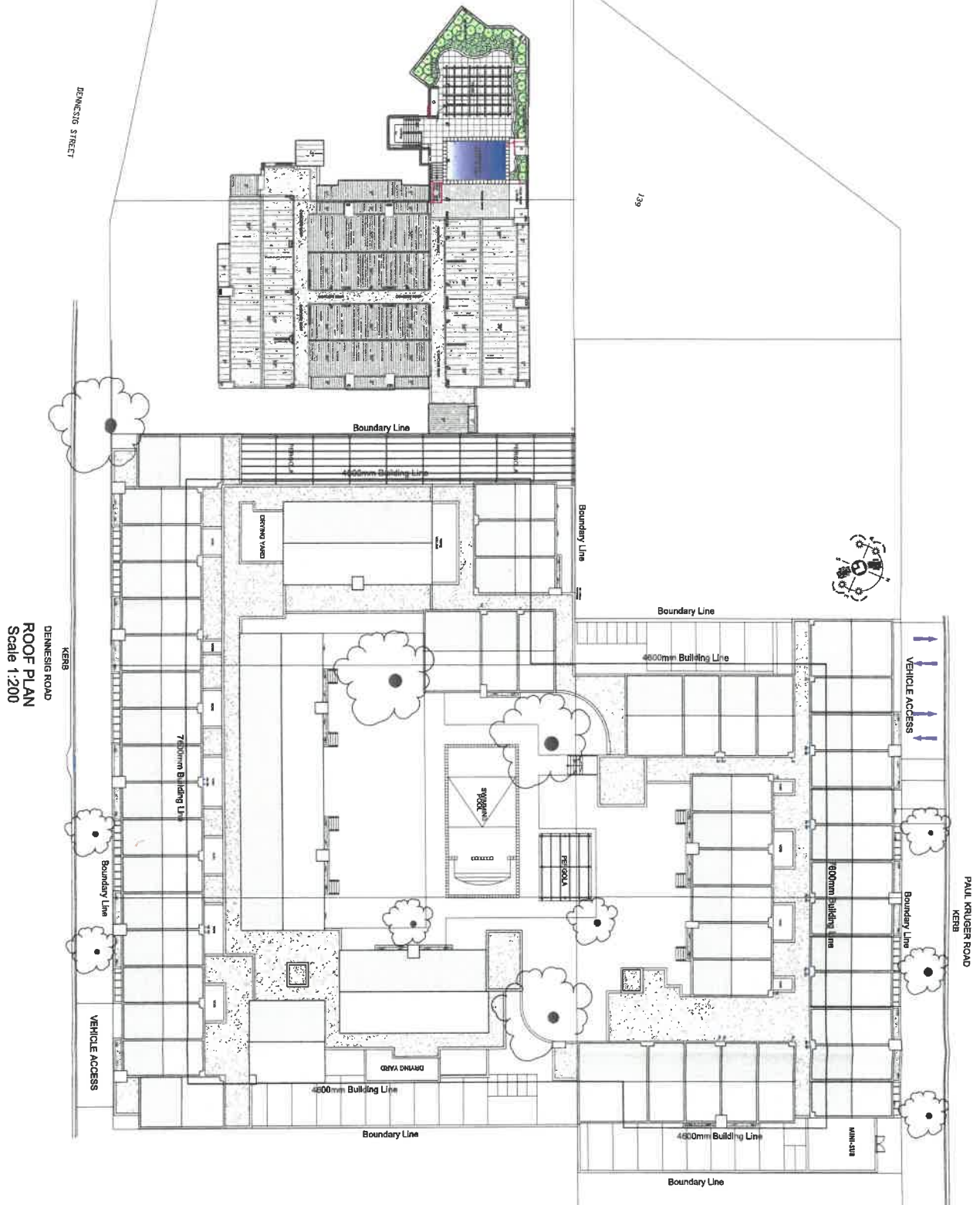
LEVEL 03
SECOND FLOOR PLAN

SDP APPROVAL

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THE DEN 2 - DEVELOPMENT SCENARIO	
<p>• 171 APTS</p> <p>APARTMENT FLOOR AREA</p> <p>COMMON FLOOR AREA</p> <p>COVERED PARKING</p> <p>LEVEL 01</p> <p>LEVEL 02</p> <p>LEVEL 03</p> <p>LEVEL 04</p> <p>LEVEL 05</p> <p>LEVEL 06</p> <p>LEVEL 07</p> <p>LEVEL 08</p> <p>LEVEL 09</p> <p>LEVEL 10</p> <p>LEVEL 11</p> <p>LEVEL 12</p> <p>LEVEL 13</p> <p>LEVEL 14</p> <p>LEVEL 15</p> <p>LEVEL 16</p> <p>LEVEL 17</p> <p>LEVEL 18</p> <p>LEVEL 19</p> <p>LEVEL 20</p> <p>LEVEL 21</p> <p>LEVEL 22</p> <p>LEVEL 23</p> <p>LEVEL 24</p> <p>LEVEL 25</p> <p>LEVEL 26</p> <p>LEVEL 27</p> <p>LEVEL 28</p> <p>LEVEL 29</p> <p>LEVEL 30</p> <p>LEVEL 31</p> <p>LEVEL 32</p> <p>LEVEL 33</p> <p>LEVEL 34</p> <p>LEVEL 35</p> <p>LEVEL 36</p> <p>LEVEL 37</p> <p>LEVEL 38</p> <p>LEVEL 39</p> <p>LEVEL 40</p> <p>LEVEL 41</p> <p>LEVEL 42</p> <p>LEVEL 43</p> <p>LEVEL 44</p> <p>LEVEL 45</p> <p>LEVEL 46</p> <p>LEVEL 47</p> <p>LEVEL 48</p> <p>LEVEL 49</p> <p>LEVEL 50</p> <p>LEVEL 51</p> <p>LEVEL 52</p> <p>LEVEL 53</p> <p>LEVEL 54</p> <p>LEVEL 55</p> <p>LEVEL 56</p> <p>LEVEL 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THE DEN 2 - DEVELOPMENT SCENARIO	
• 8th FLOOR	271.800sqm
• 7th FLOOR	271.800sqm
• 6th FLOOR	271.800sqm
• 5th FLOOR	271.800sqm
• 4th FLOOR	271.800sqm
• 3rd FLOOR	271.800sqm
• 2nd FLOOR	271.800sqm
• 1st FLOOR	271.800sqm
• 0th FLOOR	271.800sqm
• 1st FLOOR	271.800sqm
• 2nd FLOOR	271.800sqm
• 3rd FLOOR	271.800sqm
• 4th FLOOR	271.800sqm
• 5th FLOOR	271.800sqm
• 6th FLOOR	271.800sqm
• 7th FLOOR	271.800sqm
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• 9th FLOOR	271.800sqm
• 10th FLOOR	271.800sqm
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• 52nd FLOOR	271.800sqm
• 53rd FLOOR	271.800sqm
• 54th FLOOR	271.800sqm
• 55th FLOOR	271.800sqm
• 56th FLOOR	271.800sqm
• 57th FLOOR	271.800sqm
• 58th FLOOR	271.800sqm
• 59th FLOOR	271.800sqm
• 60th FLOOR	271.800sqm
• 61st FLOOR	271.800sqm
• 62nd FLOOR	271.800sqm
• 63rd FLOOR	271.800sqm
• 64th FLOOR	271.800sqm
• 65th FLOOR	271.800sqm
• 66th FLOOR	271.800sqm
• 67th FLOOR	271.800sqm
• 68th FLOOR	271.800sqm
• 69th FLOOR	271.800sqm
• 70th FLOOR	271.800sqm
• 71st FLOOR	271.800sqm
• 72nd FLOOR	271.800sqm
• 73rd FLOOR	271.800sqm
• 74th FLOOR	271.800sqm
• 75th FLOOR	271.800sqm
• 76th FLOOR	271.800sqm
• 77th FLOOR	271.800sqm
• 78th FLOOR	271.800sqm
• 79th FLOOR	271.800sqm
• 80th FLOOR	271.800sqm
• 81st FLOOR	271.800sqm
• 82nd FLOOR	271.800sqm
• 83rd FLOOR	271.800sqm
• 84th FLOOR	271.800sqm
• 85th FLOOR	271.800sqm
• 86th FLOOR	271.800sqm
• 87th FLOOR	271.800sqm
• 88th FLOOR	271.800sqm
• 89th FLOOR	271.800sqm
• 90th FLOOR	271.800sqm
• 91st FLOOR	271.800sqm
• 92nd FLOOR	271.800sqm
• 93rd FLOOR	271.800sqm
• 94th FLOOR	271.800sqm
• 95th FLOOR	271.800sqm
• 96th FLOOR	271.800sqm
• 97th FLOOR	271.800sqm
• 98th FLOOR	271.800sqm
• 99th FLOOR	271.800sqm
• 100th FLOOR	271.800sqm

DENNIS MOSS PARTNERSHIP
 Architects, Planners & Engineers
 11 BARNARD STREET, STELLENBOSCH 7600
 Tel: 021 881 1111 Fax: 021 881 1112
 Email: info@dennismoss.co.za Website: www.dennismoss.co.za

WIEHANN PROPERTY MANAGEMENT (PTY) LTD

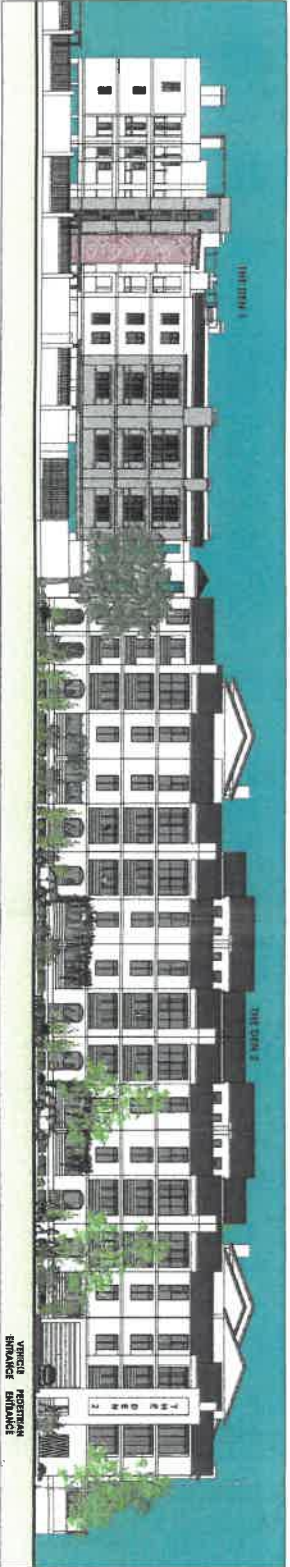
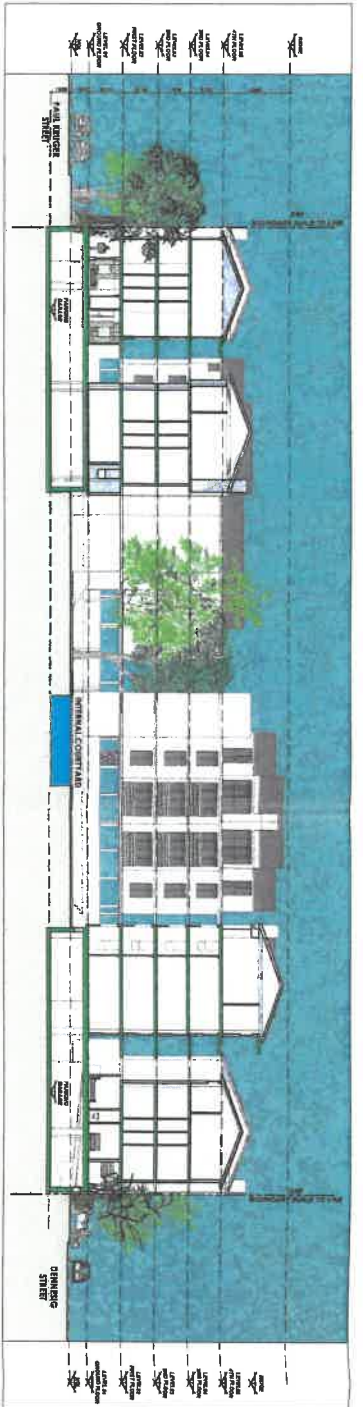
PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

ROOF PLAN

Project No: CH202
 Date: 25 OCT 2019
 Rev: 1
 Drawn: XL
 Checked: XL

FOR INFORMATION

This drawing and all the information contained therein is the property of Dennis Moss Partnership and may not be copied, reproduced or used in any way without the written consent of Dennis Moss Partnership.



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www.dennis-moss.com

WIEHAHN PROPERTY MANAGEMENT (PTY) LTD

PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

TYPICAL SECTION

Scale 1:200
Drawing No. 04002
Date: 23 OCT 2019
By: [Signature]
Check: [Signature]

SDP APPROVAL

This drawing is the property of the Architect and shall remain his/her property. It shall not be used for any other purpose without the written consent of the Architect.



ANNEXURE C

Title Deeds



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 141 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~are~~ are no restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development.

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	(Y)	N	NA	T14889/1998 - B(c); C(d)
Building lines	(Y)	N	NA	" - (d)
Height	Y	(N)	NA	
Number of dwellings	(Y)	N	NA	" - C(c)
Bulk floor area	Y	(N)	NA	
Coverage/built upon area	Y	N	NA	" - C(c)
Subdivision	(Y)	N	NA	" - C(b)
Servitudes that may be registered over or in favour of the property	Y	(N)	NA	
Other restrictive conditions	Y	(N)	NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to condition C in Deed of Transfer No. T 14889/1998.
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to condition B in Deed of Transfer No. T 14889/1998.
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to CQR du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T 14889/1998.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 20 17.Full names and Surname: Arend Leopold de Waal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

<u>PO Box 12</u>
<u>Stellenbosch</u>
<u>7599</u>

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel:

021- 808 5600

E-mail:

arendlw@cluvermarkotter.law

9. VAN DER WESTHUIZEN VOS & HORN

REVENUE	
TAX	150,00

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE

T 14889 98

VERBOND		MORTGAGE	
VR	R	350 000,00	
3	10231 98	3	
23 02 198			

Opgestel deur my

F J A HORN
Transporteersorder

TRANSPORTAKTE

kragtons 'n prokurasie

HIERMEE WORD BEKEND GEMAAK

GIDEON AMORIS VAN DER WESTHUIZEN

dat ~~PETRUS JOHANNES ABRAHAM HORN~~ voor my verskyn het te Kaapstad
behoorlik daartoe gemagtig deur 'n Volmag uitgevoer te Stellenbosch op 16
Januarie 1998 en aan hom verleen dour

LINDEN MAY MORRIS

Identiteitsnommer 601226 0063 002
getroud buite gemeenskap van goedere

6

VERBIND		MORTGAGED	
VTE FOR R		450 000 L	
B	000003251 / 2007		
1-B JAN 2007		REGISTRATEUR/REGISTRAR	

- 2 -

EN DIE KOMPARANT het verklaar dat nademaal sy lasgewer op 4 Desember 1997 werklik en wettiglik verkoop het, hy hiermee in volle en vrye eiendom sedeer en transporteer aan en ten gunste van

SCANDALS AFRICAN FOOTWEAR BK
Registrasienommer CK 95/04756/23

die se administrateurs of regsverkrygendes

ERF 141 STELLENBOSCH, in die Munisipaliteit en Afdeling van Stellenbosch, Provinsie Wes-Kaap;

GROOT 936 (Nege Honderd Ses en Dertig) vierkante meter

AANVANKLIK GEREГИSTREER kragtens Transportakte Nr. T 165/1941 met Kaart Nr. 766/1938 wat daarop betrekking het en gehou kragtens Transportakte Nr. T 12137/1990.

- A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Serliffikaat van Geregistraerde Titel gedateer 16 September 1932 Nr. 5749, maar weens spesiale voorwaarde B(a) hieronder sonder regte onder die serwituu waarna verwys word in die endossement gedateer 5 Oktober 1932 daarop.
- B. **VERDER ONDERHEWIG** aan die voorwaardes van die serwitule waarna verwys word in die twee endossemente op 2 Junie 1939 en 5 Junie 1939 aangeleken op Transportakte Nr. 7492 gedateer 10 Desember 1932, naamlik:

"Registrasie van Serwituu

Deur die ondergenoemde Aktes van Transport van erwe in die Kromme Rivier C Dorp is deur die eienaar en sy opvolgers in titel van die restant van die eiendomme paras. 1.2.3. & 4 van hierdie Aktes sal sy bestaande regte as oewerhoof uitgehou en die grond deur die gesegde Aktes oorgedra is onderhewig ten gunste van die gemelde eiendomme hieronder gehou aan sekere regte wat betref die bedryf van sekere besighede en verkoop van stork drank: soos meer volledig sal blyk uit Transport Nos 5594 ged. 2.6.1939; 9842 ged. 8.9.1939; 536 ged. 25.1.1940; No 4379 ged. 9.5.1940; No 9997 ged. 10.10.1940; 10502 ged. 24.10.1940; 11365 ged. 19.11.1940."

***Registrasie van Serwituut**

Deur die ondergenoemde Aktes van Transport is deur die eienaar en syopvolgers in titel van die restant van die eiendomme paras. 1.2.3 & 4 van hierdie akte al sy bestaande regte as owerelenaar uitgehou, en die grond hierdeur en deur die gesegde Aktes oorgedra is onderhewig, ten gunste van die gemelde eiendomme hieronder gehou, aan sekere regte wat betref en die bedryf van sekere besighede soos meer volledig sal blyk uit die Transport Nos 5668 ged. 5.6.1939; No 4379 ged. 9.5.40."

Transportakte Nr 165 gedateer 16 Januarie 1941 wat deur Charles Quilluame Rochner du Toit as eienaar van die restant van die grond geregistreer in sy naam deur Transportakte No 7492 godatoor 10 Desember 1932 voormeld bestaande uit die eiendomme beskryf in die Sertifikate van Geregistreerde Titels gedateer 16 September 1932 No 5749 en 20 Oktober 1931 No 7946 en die Akte van Transport No 149 gedateer 15 Oktober 1883 opgelê is vir die gesegde Sertifikate en Akte van Transport of enige toekomstige eienaar daarvan of deel daarvan, wie altyd die reg sal hê om enige verbreking van enige een daarvan verhaal te verkry, naamlik:

- (a) Dat die bogenoemde erf nie geregtig sal wees nie op die gebruik van enige wat. : uit die Kromme Rivier vir hulshoudelike of enige ander doeleindes - die transportgewer behou vir homself as eienaar van die Grond nog op 23 Augustus 1932 in sy naam geregistreer onder die gemelde Sertifikaat van Geregistreerde Titels gedateer 20ste Oktober 1931 No 7946 en Transport No 149 gedateer 15 Oktober 1888 en Sertifikaat van Geregistreerde Titels gedateer 16 September 1932 No 5749 en sy opvolgers in titel as sy teenwoordige bestaande regte as owerelenaar op sulke regte.
- (b)
- (c) Geen bottelstoor, kantien of plek waar sterk drankie kan verkry word sal op die hierbogemelde grond opgerig word nog sal enige hotel, slagter, algemene handelaar of andere besigheid van sulke aard gedryf of gedoen word daarop."

C. **VERDER ONDERHEWIG** aan die voorwaardes (a), (b) en (c) vervat in gemelde Transportakte No 165/1941 waaronder die Administrateur tot die oprigting van die gesegde Stadsgebied in terme van Ordonnanse 13/1927 Artikel 15, sy toestemming gegee het, naamlik:

- (a) Die erf moet uitsluitlik vir wonings doeleindes gebruik word. Geen winkel of hotel en geen handel of industriële besigheid van enige aard sal daarop gedryf word nie.
- (b) Dat die erf nie sal verdeel word nie.
- (c) Dat nie meer dan een woonhuis met die nodige buitegeboue en toebehoorsels op die erf sal gebou word nie en dat nie meer daaneen helfte van die oppervlakte van die erf op gebou word nie.
- (d) Dat geen gebou binne 5,67 metres van enige straallyn wat die grens van die erf is moet opgerig word nie."

D. **VERDER ONDERHEWIG** aan die voorwarde (3) vervat in gemelde Transportakte Nr. 165/1941 opgelê deur die Munisipaliteit van Stellenbosch so sal blyk van die byvoegsel aan die toestemming van die Administrateur voormeld te wete -

- "(3) "Dat die eienaar van elke erf en die namalige eienare daarvan verplig sal wees om die riolering en rioolstelsel van enige erf of erwe oor sodanige erf te laat neem indien nodig geag deur die Munisipaliteit op sulke wyse en op so 'n plek as mag van tyd tot tyd deur die Munisipaliteit redelik vereis word."

WESHALWE/...

19

- 5 -

WESHALWE die komparant afstand doen van al die regte en titel wat die gesegde Linden May Morris voortien op die eiendom gehad het, en gevolglik ook erken dat die transportgewer geheel en al van die besit daarvan onthef is en nie meer daartoe geregtig is nie en dat kragtens hierdie akte die bogenoemde Scandals African Footwear BK, die se administrateurs of regverkrygendes tans en voortaan daarop geregtig is ooreenkomstig plaaslike gebruik en behoudens die regte van die Staat.

TEN SLOTTE erken hy dat die koopprys die som van R400 000,00 (Vier Honderd Duisend Rand) beloop, wat behoorlik betaal of verseker is.

TEN BEWYSE waarvan ek, die genoemde Registrateur, tesame met die komparant hierdie akte onderteken en met die ampseël bekragtig het.

ALDUS gedoen en verly in die kantoor van die Registrateur van Aktes te Kaapstad,


op hierdie 23^{ste} dag van Februarie 1998.

Certified true copy of the original of record in this Registry in terms of

Reg 66

Deeds Registry
Cape Town
15/12/2017

Registrar of Deeds


qq sy prinsipaal

In my teenwoordigheid


Registrateur van Aktes

12



CONVEYANCER'S CERTIFICATE

I/We

Arend Leppold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 142 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~*are/are no~~ restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	T105912/1998 - B(c); C(a)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(a)
Height	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(c)
Bulk floor area	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(c)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(b)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to Condition C in Deed of Transfer No. T105912/1998
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to Condition B in Deed of Transfer No T105912/1998
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to JHC du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T105912/1998.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 2017.Full names and Surname: Arend Leopold de Haal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

<u>PO Box 12</u>
<u>Stellenbosch</u>
<u>7599</u>

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
 MEULSTRAAT/MILL STREET
 POB/PO BOX 12
 STELLENBOSCH
 TEL: (021) 808 5600

Tel:

021- 808 5600

E-mail:

arendw@clurermarkotter.law

Erf 142

114 DANIE SIEBRITS

Opgetrek deur my

VIR ENDOSSIMENTE KYK BLADSY

FOR ENDORSEMENTS SEE PAGE.....

TRANSPORTBESORGER

SIEBRITS, DJ

VERBIND	MORTGAGED
VR FOR R 260 000 00	
B 1589/2000	hal
1999-01-14	

JOHANN MARAIS
PROKUREURS
STELLENBOSCH

105912/98

TRANSPORTAKTE

SY DIT KENNELIK AAN ALMAL WIE DIT MAG AANGAAN

DAT

DANIEL JACOBUS SIEBRITS


verskyn het voor my, Registrateur van Aktes te Kaapstad, Hy die gesegde Komparant
synde daartoe behoorlik gemagtig deur 'n volmag uitgevoer te STELLENBOSCH op
die 30ste dag van Oktober 1998 deur:

Die Trustees indertyd van
DIEPKLOOF TRUST
Nommer IT 286/1997

welke volmag, geteken in die teenwoordigheid van getuie ooreenkomstig die Wet, my
hede getoon is;

EN DIE/...2

-6-

VERBIND		MORTGAGED	
VIR FOR R: 540 000.00			
B 000015176 / 2007		 REGISTRATEUR/REGISTRAR	
2007-02-16			

For Information

EN DIE gesegde Komparant het verklaar dat sy voorsegde Prinsipaal werklik en wettiglik verkoop het op 28ste Oktober 1998 en dat hy, in sy hoedanigheid as voorsegde Prokureurs, deur hierdie Akte, gesedeer en getranspoteer het in volle en vrye eiendom aan en ten behoeve van

**Die Trustees indertyd van
JOZ INVESTMENT TRUST
Nommer IT 3860/1998**

die se Opvolgers-in-Titel of Gemagtigdes:

ERF 142 STELLENBOSCH, geleë in die Munisipaliteit en Afdeling Stellenbosch, Provinsie Wes Kaap;

GROOT 937 (Negenhonderd Sewe en Dertig) Vierkante Meter;

OORSPRONKLIK OORGEDRA kragtens Transportakte Nr. T6104/1932 met Kaart Nr. 2380/32 wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr. T24362/1997

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr. T21357/1977.

B. VERDER.../3

B. **VERDER ONDERHEWIG** aan die volgende spesiale voorwaardes vervat in Transportakte Nr. T6104/1932 opgelê deur Hendrik Johannes Louw du Toit as eienaar van die restant van die grond geregistreer in sy naam kragtens Sertifikate van Geregistreerde Titel Nr. T5749/1932, Nr. T7946/1931 en Transportakte Nr. T149 gedateer 15 Oktober 1888 ten gunste van homself as eienaar van die restant van die grond soos voormeld, of enige namalige eienaar daarvan, of gedeelte daarvan wie altyd die reg sal hê om 'n geding in te stel ten opsigte van 'n oortreding van enigeen van die volgende voorwaardes:

"(a) Dat die bogenoemde erf nie geregtig sal wees nie op die gebruik van enige water uit die Kromme rivier vir huishoudelike of enige ander doeleindes - die Transportgewer behou vir homself, as eienaar van die grond nog op 23 Augustus 1932 in sy naam geregistreer onder die gemelde Sertifikaat van Geregistreerde Titel gedateer 20 Oktober 1931, Nr. 7946 en Transportakte Nr. 149 gedateer 15 Oktober 1888 en Sertifikaat van Geregistreerde Titel gedateer 16 September 1932, Nr. 5749 en sy Opvolgers in Titel, al sy teenwoordige bestaande regte as oewereienaar op sulke regte.

use (c) Geen bottelstoor, kantien of plek waar sterk drank kan verkry word, sal op die hierbo gemelde opgerig word, nog sal enige hotel, slagter, algemene handelaar, of andere besigheid van sulke aard gedryf of gedoen word daarop."

C. **ONDERHEWIG VERDER** aan die voorwaardes gemerk (a), (b), (c), (d) vervat in Transportakte Nr. T8433/1963 opgelê deur die Administrateur kragtens die bepalings van Ordonnansie Nr. 13 van 1927, Artikel 15, naamlik :-

"(a) Die.../4

- use (a) Die erf moet uitsluitlik vir woningsdoeleindes gebruik word. G'n winkel of hotel en g'n handel of industriële besigheid van enige aard sal daarop gedryf word nie.

- subdivision (b) Dat die erf nie sal verdeel word nie.

- number building
+
built upon area (c) Dat nie meer dan een woonhuis, met die nodige buitegeboue en toebehoorsels op die erf sal gebou word nie, en dat nie meer dan een helfte van die oppervlakte van die erf op gebou word nie.

- building lines (d) Dat g'n gebou binne 18 voet van enige straatlyn wat die grens van die erf is, moet opgerig word nie."

D. **VERDER ONDERHEWIG** aan voorwaarde 3, vervat in Transportakte Nr. T8433/1963 opgelê deur die **Munisipaliteit van Stellenbosch** soos per aanhangsel aangeheg aan die toestemming van die Administrateur, naamlik :-

- "3. Dat die eienaar van elke erf die namalige eienare daarvan verplig sal wees om die riolering en rioolstelsel van enige ander erf of erwe, oor sodanige erf te laat neem, indien nodig geag deur die Munisipaliteit, op sulke wyse en op so 'n plem as mag van tyd tot tyd deur die Munisipaliteit redelik vereis word."

-5-

WESHALWE die Komparant, q.q. afstand van al die regte en titel wat die bogenoemde TRANSPORTGEWER

voorheen op genoemde eiendom gehad het, en gevolglik ook erken dat hy geheel en al van die besit daarvan onthef en nie meer daarop geregtig is nie, en dat kragtens hierdie akte, bogenoemde TRANSPORTNEMER

Hul Gemagtigdes tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat; en ten slotte erken hy dat die hele Koopsom ten bedrae van R514 920.00 (Vyfhonderd en Veertien Duisend Negehonderd en Twintig Rand) behoorlik betaal of verseker is.


TEN BEWYSE waarvan ek, die genoemde Registrateur, tesame met die Komparant, hierdie Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN en verly op die Kantoor van die Registrateur van Aktes, te KAAPSTAD

op hede die 11^e dag van November
in die jaar van Ons Heer Een Duisend Nege Honderd Agt en Negentig (1998).

In my teenwoordigheid


Registrateur van Aktes


q.q.



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 163 Stellenbosch

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there *are/are no restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional Title development

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	T72846/97 : (b)3 ; (d)(b)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(f)
Height	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(d)
Bulk floor area	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(d) ; (d)(f)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(c)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	

[Signature]


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	Y	<u>N</u>	NA
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	Y	N	<u>NA</u>
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	Y	N	<u>NA</u>

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 24th day of May 20 18.Full names and Surname: Arend Leopold de Waal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

<u>PO Box 12</u>
<u>Stellenbosch</u>
<u>7599</u>

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel:

021- 808 5600

E-mail:

arendw@cluvermarkotter.law

170

CARINUS & BOTHA
POSBUS 535 STELLENBOSCH 7599

Opgestel deur my,

TRANSPORTBESORGER
CARINUS P D

STELLENBOSCH	100-00
100-00	

VERBIND	MORTGAGED
VR 472 500-00	
B 47710 97	
01 08 97	REGISTRATEUR/REGISTRAR

72846197

TRANSPORTAKTE

SY DIT KENNELIK AAN ALMAL WIE DIT MAG AANGAAN

Dat DANIEL JACOBUS SIEBRITS

verskyn het voor my, Registrateur van Aktes te KAAPSTAD, Hy die gesegde Komparant synde daartoe behoorlik gemagtig deur 'n volmag geteken te STELLENBOSCH op 18 JUNIE 1997 aan hom verleen deur

ANDRE NEL

IDENTITEITSNOMMER 490401 5094 00 5
getroud buite gemeenskap van goedere

welke volmag, geteken in die teenwoordigheid van getuie ooreenkomstig die Wet, my hede getoor is;

En die Komparant het verklaar dat voormelde TRANSPORTGEWER waarlik en wettiglik verkoop het op 5 MEI 1997 en dat Hy, in sy hoedanigheid as voormeld hiermee in volle en vrye eiendom sedeer en transporteer aan en ten behoeve van

DANIEL JACOBUS WINTERBACH
 IDENTITEITSNOMMER 590917 5100 08 7
 en
SARA DA LUZ WINTERBACH
 IDENTITEITSNOMMER 630617 0084 00 3
 getroud binne gemeenskap van goedere met mekaar

Hulle Erfgename, Eksekuteurs, Administrateurs of Regverkrygendes

ERF 163 STELLENBOSCH
IN DIE MUNISIPALITEIT EN AFDELING VAN STELLENBOSCH
PROVINSIE WES-KAAP

**GROOT: 1115 (EEN DUISEND EEN HONDERD EN VYFTIEN) VIERKANTE
 METER**

Oorspronklik oorgedra kragtens TRANSPORTAKTE N.R. T7469/1936 met Kaart Nr. 2227/1936 wat daarop betrekking het en gehou kragtens TRANSPORTAKTE NR T22555/1988.

ONDERHEWIG

- (a) Aan die voorwaardes soos vervat in Transportakte Nr. T11437/1970.
- (b) Aan die volgende spesiale voorwaardes, vervat in Akte van Transport No. 7469 gedateer 7 Augustus 1936, opgelê deur CHARLE GUILLUAME ROCHER DU TOIT, as eienaar van die restant van die grond gehou deur hom, kragtens Transportakte No. 7492, gedateer 10 Desember 1932, vir die voordeel aan homself as eienaar van die grond gehou kragtens voormelde transportakte of enige toekomstige eienaar daarvan, of gedeelte daarvan, wie geregtig sal wees om te enige tyd herstel te verkry vir enige nienakoming van die gemelde

Weshalwe die Komparant afstand doen van al die regte en titel wat die TRANSPORTGEWER voorheen op genoemde eiendom gehad het, en gevolglik ook erken dat die TRANSPORTGEWER/S geheel en al van die besit daarvan onthef en nie meer daartoe geregtig is nie, en dat kragtens hierdie akte, bogenoemde TRANSPORTNEMER, Hulle Erfgename, Eksekuteurs, Administrateurs of Regverkrygendes, tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat; en ten slotte erken hy dat die hele Koopsom die bedrag van R450 000,00 (VIERHONDERD EN VYFTIGDUISEND RAND) bedra, wat ten volle betaal of verseker is.

Ten Bewyse waarvan ek, die genoemde Registrateur, tesame met die Komparant, hierdie Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN en verly op die Kantoer van die Registrateur van Aktes, te KAAPSTAD op 1 August 1997.


q.q. sy Prinsipaal/ale

In my teenwoordigheid,


REGISTRATEUR VAN AKTES.



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 164 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~*are/are no~~ restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development.

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	T16275/2017: B(3); C(b)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(f)
Height	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(d)
Bulk floor area	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(d)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(c)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to Condition C in Deed of Transfer No. T16275/2017.
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to Condition B in Deed of Transfer No. T16275/2017.
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to CGR du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T16275/2017.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 2017.Full names and Surname: Arend Leopold de Haal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

PO Box 12
Stellenbosch
7599

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel:

021 - 808 5600

E-mail:

arendlw@cluvermarkotter.law

88
Erf 164

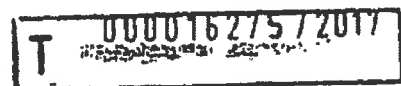
225

Louw & Coetzee Prokureurs

Opgestel deur my

fee endorsement		
	Amount	Calculated
Procedural proceedings	3 700 000,00	1 200,00
Other proceedings		
Reason for exemption		


TRANSPORTBESORGER
TANIA VAN TOORN



TRANSPORTAKTE

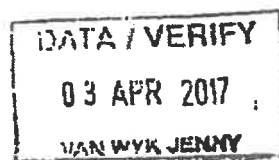
HIERBY WORD BEKEND GEMAAK DAT

TANIA VAN TOORN

voor my verskyn het, REGISTRATEUR VAN AKTES te KAAPSTAD, hy die genoemde
komparant synde behoorlik daartoe gemagtig kragtens 'n Volmag aan hom verleen deur

Die Trustees van tyd en wyl van
TFD TRUST
Registrasienommer IT964/1995

geteken te STELLENBOSCH op 23 November 2016



En genoemde Komparant het verklaar dat sy prinsipaal, op 28 Oktober 2016, waarlik en wettiglik verkoop by Privaat ooreenkoms, en dat hy, in sy voorgenoemde hoedanigheid hierby sedgeer en transporteer aan en ten gunste van

SAPER INVESTMENTS (PTY) LTD
Registration Number 2008/016031/07

diese Opvolgers in titel of Regverkrygendes, in volkome en vrye eiendom

ERF 164 STELLENBOSCH
IN DIE MUNISIPALITEIT EN AFDELING STELLENBOSCH
PROVINSIE WES-KAAP

GROOT 1115 (EEN DUISEND EEN HONDERD EN VYFTIEN) Vierkante meter

Eerste geregistreer kragtens Transportakte T7587/1933 met kaart daaraan geheg en gehou kragtens Transportakte Nr T35813/2006

- A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr 3076 gedateer 8 Februarie 1971.
- B. VERDER ONDERHEWIG aan die volgende spesiale voorwaardes vervat in Akte van Transport gedateer 21 November 1933, nr 7587 opgelê deur Charlie Guillaume Rocher du Toit as eienaar van die restant van die grond gehou deur hom deur Akte van Transport gedateer 10 Desember 1932, nr 7492 vir sy voordeel as eienaar van die grond gehou kragtens sodanige laasgenoemde Akte van Transport of enige toekomstige eienaar daarvan, of gedeelte daarvan, wie ten alle tye geregtig sal wees om herstelling vir enige breuk van die gesegde voorwaardes te verkry, naamlik:

1. "That the above lot shall not be entitled to the use of any water out of the Kromme Rivier for domestic or any other purposes – the Transferor reserving to himself, as owner of the land remaining registered in his name on the 11th day of November 1933, under the aforesaid Deed of Transfer No 7492 dated 10th December, 1932, and his successors-in-title, all his existing rights to such water as a riparian owner.

3. No canteen, hotel, butcher, General or other business of a like nature be erected, carried on or conducted thereon."

- C. ONDERHEWIG VERDER aan die volgende voorwaardes vervat in Akte van Transport gedateer 21 November 1933, nr 7587 opgelê deur die Administrateur van die Kaapprovinsie tensy goedkeuring kragtens Ordonnansie 13 van 1927, Artikel 15 tot die oprigting van die Kromme Rivier A Dorpsgebied, naamlik:

- (b) "That the lots be used for residential purposes only.

- (c) That the lots be not subdivided without the approval of the Administrator.

- (d) That not more than one dwelling be erected on any lot, and that not more than one-third of the area of any one lot be built upon. *built upon area?*

- (f) That all buildings to be erected on this property shall stand back not less than 3,15 metres from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens, but shall not be built upon."

WESHALWE die komparant afstand doen van al die regte en titel wat

Die Trustees vir die tyd en wyl van TFD TRUST Registrasienommer
IT964/1995

voorheen op genoemde eiendom gehad het, en gevolglik ook erken het dat hulle geheel en
al van die besit daarvan onthef en nie meer daartoe geregtig is nie en dat, kragtens hierdie
akte, bogenoemde

SAPER INVESTMENTS (PTY) LTD Registrasienommer 2008/016031/07

diese Opvolgers in titel of Regverkrygendes, tans en voortaan daartoe geregtig is,
ooreenkomstig plaaslike gebruik, behoudens die regte van die Staat en ten slotte erken dit
dat die verkoopprijs die bedrag van R3 700 000,00 (DRIE MILJOEN SEWE HONDERD
DUISEND RAND) beloop.

TEN BEWYSE WAARVAN ek, genoemde Registrateur, tesame met die Komparant hierdie
Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN EN VERLY op die Kantoor van die REGISTRATEUR VAN AKTES te
KAAPSTAD op hede die 28 Maart 2017.

q.q.

In my teenwoordigheid


REGISTRATEUR VAN AKTES



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 165 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~*are/are no~~ restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development.

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	(Y)	N	NA	T88203 / 2001 : B(3) ; D(b)
Building lines	(Y)	N	NA	: D(f)
Height	Y	(N)	NA	
Number of dwellings	(Y)	N	NA	: D(d)
Bulk floor area	Y	(N)	NA	
Coverage/built upon area	(Y)	N	NA	: D(d)
Subdivision	(Y)	N	NA	: D(c)
Servitudes that may be registered over or in favour of the property	Y	(N)	NA	
Other restrictive conditions	Y	(N)	NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set cut in introduction to condition D in Deed of Transfer No. T88203/2001.
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set cut in introduction to condition B in Deed of Transfer No. T88203/2001.
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to HJL du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T88203/2001.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 2017.Full names and Surname: Arend Leopold de Waal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

PO Box 12
Stellenbosch
7599

Tel:

021 - 808 5600

E-mail:

arendw@cluvermarkotter.law

Erf 165

Opgestel deur my

*Paul*AKTEBESORGER
DE KOCK, P.M.

SPERK	R.....
FOR	R.....
FEP	R..... 340,00

VERBIND		MORTGAGED	
VR FOR R..... 350,00,00			
E	661289/2001	<i>Paul</i> REGISTRATEUR/REGISTRARI	
2001-11-01			

T	088203 * 2001
---	---------------

AKTE VAN TRANSPORT

JOHAN VENTER & GENOTE/ASSOCIATES
REITZSTRAAT 53
SOMERSET WES
POSBUS 419, SOMERSET-WES 7129
Telephone (021) 851 7033

HIERMEE WORD BEKEND GEMAAK

DAT PAUL MÜLLER DE KOCK

voor n v REGISTRATEUR VAN AKTES te KAAPSTAD verskyn het, die genoemde
komparant synde behoorlik daartoe gemagtig deur 'n Volmag aan hom/haar
verleen deur:

ALBERT JACOBUS STALS
Identiteitsnommer 520207 5002 08 0
Ongetroud

18 Oktober 2001
gedateer die en geteken te SOMERSET WES

*Paul**ELK*

Bladsy 2

EN die genoemde Komparant het verklaar dat ALBERT JACOBUS STALS die ondergemelde eiendom op 27 September 2001 waarlik en wettiglik per PRIVATE TREATY verkoopt het en dat hy/sy in sy/haar voormelde hoedanigheid hierby sedgeer en transporteer aan en ten gunste van:

1. CHRISTOPHER VERNON SWART
Identiteitsnommer 590819 5057 09 9
Ongetroud: en
2. INGRID KIRSTEN BLUMER
Identiteitsnommer 760326 6055 08 6
Ongetroud

hulle erfgename, ekssekuteurs, administrateurs of regverkers, gendes, in volkome en vrye eiendom,

ERF 165 STELLENBOSCH GELEë IN DIE MUNISIPALITEIT VAN STELLENBOSCH AFDELING STELLENBOSCH, PROVINSIE WES-KAAP

GROOT: ± 115 (EEN DUISEND EEN HONDERD EN VYFTIEN) vierkante meter

Aanvanklik oorgedra kragtens Akte van Transport Nr 10066/1931 met Kaart Nr. 3782/1931 wat daarop betrekking het en gehou kragtens Akte van Transport No T 50701/1981.

- A. ONDERHEWIG aan die voorwaardes waarna verwys word in Akte van Transport No. 10066 gedateer 31 Desember 1931.
- B. ONDERHEWIG aan die volgende spesiale voorwaardes verval in Akte van Transport No. 10066 gedateer 31 Desember 1931 opgedra deur H J L du Toit as eienaar van die Restant van die grond gehou deur hom kragtens Sertifikaat van Geregistreerde Titel No. 7943 gedateer 20 Oktober 1931, en die grond gehou deur hom kragtens Akte van Transport No. 149 gedateer 15 Oktober 1883, vir die voordeel van homself as eienaar van die grond gehou deur die voormelde Aktes of enige toekomstige eienaar daarvan, of gedsalte daarvan, wie te alle tye geregtig sal wees tot verhaal vir enige oortreding van enige gedeelte van die voorwaardes, naamlik:-

- (1) That the above Lot shall not be entitled to the use of any water out of the Kromme Rivier for domestic or any other purposes - the Transferor reserving to himself, as owner of the land remaining registered in his name at this date under the Certificate of Registered Title aforesaid and Transfer No.

RLH

Bladsy 3

149 dated 15th October 1888, and his successors-in-title, all his hitherto existing rights to such water as a riparian owner.

(2)

use (3) No bottlestore, canten, or place for obtaining strong drink shall be erected on the above land, nor shall any Hotel, butcher, general or other business of a like nature be carried on or conducted thereon.

C. NIE ONDERHEWIG nie aan die voorwaarde B.(2) genoem in gemelde Transportakte Nr. 10066 gedateer 31 Desember 1931 welke voorwaarde verval het weens die bepelings van Artikel 28 van Wet Nr. 101 van 1969.

D. ONDERHEWIG aan voorwaardes (b), (c), (d) en (f) vervat in Akte van Transport No. 10066 gedateer 31 Desember 1931 waarkragtens die Administrateur sy goedkeuring verleen het kragtens Artike. 15 van Ordonnansie No. 13 van 1927 tot die stigting van KROMME RIVIER A DORPSGEBIED, naamlik:-

USE (b) That the lots be used for residential purposes only.

Subdivided (c) That the lots be not subdivided without the approval of the Administrator.

*number of dwellings
coverage built upon area* (d) That not more than one dwelling be erected on any lot, and that no more than one-third of the area of any one lot be built upon.

building lines (f) That all buildings to be erected on this property shall stand back not less than 3,15 metres from the line of any street or avenue on which the lots may abut - such spaces may be used as gardens, but shall not be built upon.

Blic

Bladsy 4

WESHALWE die Komparant afstand doen van al die reg en titel wat die gesegde ALBERT JACOBUS STALS voorheen in die genoemde eiendom gehad het en gevolglik ook erken dat hy geheel en al uit die besit daarvan onthef is en nie meer daartoe geregtig is en dat kragtens hierdie akte, die genoemde

1. CHRISTOPHER VERNON SWART en 2. INGRID KIRSTEN BLUMER

hulle erfgename, eksekuteurs, administrateurs of regverkrygendes tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat en erken hy ten slotte dat die koopprys van die eiendom wat hiermee getransporeer word die bedrag van R400 000.00 (VIER HONDERD DUISEND RAND) is.

IN GETUIENIS WAAKVAAN EK, die genoemde REGISTRATEUR VAN AKTES tesame met die Komparant, q.q. hierdie Akte onderteken het en met my Ampseël bekragtig het.

ALDUS GEDOEN EN GETEKEN op die kantoor van die REGISTRATEUR VAN AKTES te KAAPSTAD op 6 NOVEMBER 2001

Reak
q.q.

In my teenwoordigheid

halk
REGISTRATEUR VAN AKTES

RELIC



ANNEXURE D

Motivation Reports

SECTION A: INTRODUCTION

1 BACKGROUND AND CONTEXT OF THE APPLICATION

Saper Investments (Pty) Ltd. has entered into an agreement with the owners of erven 141, 142, 163, 164 and 165, Stellenbosch whereby the combined properties would be developed for higher density residential purposes, in line with the municipal vision and policy for the area.

Of particular relevance and importance to this application is the municipal strategy for the Dennesig area highlighted in the recently-approved Integrated Development Plan. This strategy identifies the *Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

The mentioned properties are hereinafter referred to as the project site or subject property.

This office has subsequently been appointed by the owners of the properties to apply to the Stellenbosch Municipality and all other relevant decision-making authorities for the necessary approvals, which would allow for the establishment of a residential apartment complex on the subject property, as described in the chapters below.

In particular, this application comprises the following:

- a) Application is made in terms of Section 15(2)(e) of the Stellenbosch Municipality Land Use Planning By-Law, 2015 (hereinafter referred to as the By-Law), for the **consolidation** of the following properties:
 - Erf 141,
 - Erf 142,
 - Erf 163,
 - Erf 164, and
 - Erf 165, Stellenbosch.
- b) Application is made in terms of Section 15(2)(a) of the By-Law for the **rezoning** of the consolidated development site from **Single Residential** to **General Residential**.
- c) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the following building lines:
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building.
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 4.5m for the main building.
 - Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0 m for the basement and parking structure.

- d) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$).
- e) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the permitted floor factor from 0.75 to 1.33.
- f) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the requirement for recreational space from 25% to 24%.
- g) In accordance with Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations application is made for a **departure** to permit an extra (5th) storey.
- h) Application is made for the approval of a **Site Development Plan**, which illustrates the built form and typical landscaping.
- i) Application is made, in terms of Section 15(2)(f) of the By-Law, for the complete **removal of the restrictive title deed conditions** listed under the relevant title deeds.
- j) Application is made in terms of Clause 13 of the *By-Law Relating to the Control of Boundary Walls and Fences* (Provincial Gazette 6671, 30 October 2009) to deviate from the By-Law by constructing a boundary wall that does not comply with the By-Law in terms of permitted maximum height and transparency.

SECTION B: THE PROJECT SITE

2 SITE INFORMATION

2.1 CONTEXT AND LOCATION

The project site consists of five individual properties, namely erven 141, 142, 163, 164 and 165, Stellenbosch. Erven 141 and 142 are located at Nos. 5 and 7 Paul Kruger Road while the remaining erven are located at Nos. 6, 8 and 10 Dennesig Street, respectively. The properties along Dennesig Road formed part of the erstwhile Kromme Rivier A township, which was laid out in 1931 while the properties along Paul Kruger Road formed part of Kromme Rivier B township, which followed in 1932. The dwellings on the respective properties were built in the late 1930's.

Despite its relative old age, the dwellings has no cultural or heritage significance. This was also pointed out by Snelling (2016) in the *Notification of Intent to Develop* for the houses of similar type and nature on erven 161 & 162. Heritage Western Cape subsequently supported this notion and issued a permit for the demolition of the houses on the latter two properties. A separate Notification of Intent to Develop and application for a demolition permit for the demolition of the respective buildings on the subject property will be submitted to Heritage Western Cape in due course.

Both Dennesig and Paul Kruger Roads run in an east-west direction from Bird Street (in the east) to Adam Tas Street (R44) (in the West). More recently, Dennesig Road as well as Paul Kruger Road have been converted into cul-de-sacs and they no longer offer direct access onto the R44. Paul Kruger Road, in particular, has been enclosed by a palisade fence next to the R44 thereby negating any pedestrian movement from the R44 and beyond into the street.



Figure 1: Photograph illustrating the character of the neighbourhood with the tree-lined Paul Kruger Road.

2.2 CHARACTER OF THE AREA

The character of the Dennesig area, generally situated between Merriman Avenue in the south, Molteno Road in the north, Bird Street in the east and the R44 in the west, has changed significantly over the last ten years. From an area characterised by predominantly single residential dwellings, the neighbourhood is today dotted with larger-scale residential apartment complexes. A number of new apartment complexes have been established along Dennesig Road, towards Bird Street, and between Paul Kruger Road and Molteno Road. Some of the more recent complexes include The Acorns, Boschen Park, and Erf 15886.

Notwithstanding the recent introduction of larger-scale residential developments, the area possesses several qualitative characteristics. Chief amongst these are the mature trees which lends a particular sense of calmness about the area. The existing trees are therefore a particular form-giving element which has been taken into consideration in the design of the new residential complex on the subject property.

Bordering the development site to the west is a new apartment complex, named The Den, which is currently under construction. To the east and north, the project site is bordered by conventional single residential dwellings, all dating to the same era of construction as the dwellings on the development site. Immediately north of the project site, along Paul Kruger Road, the property is also bordered by the Apple Tree Guest House.

While the project site falls outside the recognised historical core of Stellenbosch and even outside the historical area identified in the draft Stellenbosch Zoning Scheme By-Law, it falls within the geographical area adjacent to the same often used for planning purposes.



Figure 2: Residential apartment complexes in the vicinity of the project site.

2.3 EXISTING BUILDINGS AND STRUCTURES

The existing houses on the properties have, since inception, been used as family dwellings. Other than some of the dwellings in the area, which has changed in use over the years, the subject properties have all remained residential in nature. In typical 1930s style, all of the houses on the individual properties are separated from the garage. It is worth noting that the settlement footprint on all properties in the area include the residence in the front portion of the property and the garage and ancillary buildings to the rear of the properties.

All of the individual properties are currently enclosed by perimeter walls and fences.

A number of large trees are also present on site or in the adjacent road reserves. The most prominent trees that will be retained include a Tipu Tree, Pecan, Camphor, Wild Olive, Yellowwood, and several Jacaranda Trees in the road reserve. Although not all trees are worthy of conservation in terms of their protection status, the majority of the trees on site will be retained for aesthetic and recreational purposes.



Figure 3: Street elevation of the dwelling on erf 163 (top left); erf 164 (top right); erf 165 (bottom left); and the dwelling on erf 142 (bottom right).

2.4 SITE DETAIL AND PARAMETERS

The table below provides a breakdown of the properties constituting the development site. The property details as per the applicable title deeds are summarised in the table below.

Table 1: Properties constituting the development site.

PROPERTY DESCRIPTION	SIZE	TITLE DEED	OWNER
Erf 141, Stellenbosch	936m ²	T14889/1998	Scandals African Footwear CC
Erf 142, Stellenbosch	937m ²	T105912/1998	Joz Investments Trust
Erf 163, Stellenbosch	1115m ²	T72846/1997	Daniel Jacobus & Sara Da Luz Winterbach
Erf 164, Stellenbosch	1115m ²	T16275/2017	Saper Investments (Pty) Ltd.
Erf 165, Stellenbosch	1115m ²	T88203/2001	Ingrid Kirsten Blumer & Christopher Vernon Swart

The subject properties constitute a total of 5218m².

In order for the development site to be developed to its full potential, an application for the rezoning of the project site from its current zoning of Single Residential to General Residential will be required. The zoning parameters, which apply to General Residential, will be as follows:

Street boundary building line	7.6m
Common boundary building line	4.6m
Coverage	25% (main building) plus 25% (covered vehicle shelters)
Minimum street frontage	15m
Minimum erf area	1000m ²
Height	3 storeys (one extra storey for 75% parking in block of flats)
Floor factor	0.75
Parking	1.5 bays/dwelling unit >30 m ² 1.25 bay/dwelling unit <30m ²
Recreational space	25%

In the interest of thoroughness, the parameters of *Multi-Unit Residential Zone*, as per the draft Stellenbosch Municipality Zoning Scheme By-Law, are presented below. These parameters have also been used to inform the design and will also be used by the Municipality to evaluate the proposal.

Street boundary building line	4.5m
Common boundary building line	4.5m (ground floor) 4.5m (first floor) 6.0m (second floor)
Maximum coverage	50%
Height	4 Storeys
Floor area	75%
Parking	1 bay/dwelling unit (1 & 2 bedroom units) 1.25 bays/dwelling unit (3 bedroom units) 1.5 bays/dwelling unit (4 or more bedroom unit)

2.4.1 RESTRICTIVE TITLE CONDITIONS

Owing to the establishment of the Kromme Rivier Township, all of the properties have roughly the same restrictive conditions. These conditions would have to be removed before the properties could be developed, as proposed (refer to Annexure 3).

The typical restrictive conditions, as per the title deeds, are as follows:

- *No bottlestore, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any hotel, butcher, general or other business of a like nature be carried on or conducted thereon.*
- *That the lots be used for residential purposes only.*
- *That the lots be not subdivided without the approval of the Administrator.*
- *That not more than one dwelling house be erected on any lot, and that not more than one-third of the area of any one lot be built upon.*
- *That all buildings to be erected on this property shall stand back not less than feet from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens, but shall not be built upon.*

The correlating restrictive conditions to be removed, as per the applicable title deeds, are listed in the table below.

Table 2: Title restrictions to be removed.

PROPERTY	TITLE DEED	RESTRICTIVE CONDITION NO.
Erf 141, Stellenbosch	T14889/1998	B(c), C(a), C(b), C(c), C(d)
Erf 142, Stellenbosch	T105912/1998	B(c), C(a), C(b), C(c), C(d)
Erf 163, Stellenbosch	T72846/1997	(b)3, (d)(b), (d)(c), (d)(d), (d)(f)
Erf 164, Stellenbosch	T35813/2006	B(3), C(b), C(c), C(d), C(f)
Erf 165, Stellenbosch	T88203/2001	B(3), C(b), C(c), C(d), C(f)

SECTION C: APPLICATION DETAILS

3 CONSOLIDATION, REZONING, DEPARTURE AND ASSOCIATED ASPECTS

Application is herewith made on behalf of the owners of the properties for the aspects listed below in order to allow for the redevelopment of the project site for a residential apartment complex.

3.1 CONSOLIDATION

Application is made, in terms of Section 15(2)(e) of the Stellenbosch Municipal Planning By-Law promulgated by notice number 354/2015, dated 20 October 2015 (hereinafter referred to as the By-Law), for the **consolidation** of the following properties:

- Erf 141, Stellenbosch (936m²),
- Erf 142, Stellenbosch (937m²),
- Erf 163, Stellenbosch (1115m²),
- Erf 164, Stellenbosch (1115m²), and
- Erf 165, Stellenbosch (1115m²).

The total consolidated development site will comprise some 5218m². The proposed consolidation is illustrated by the attached Consolidation and Rezoning Plan, Drawing No. PL001, dated 15 May 2018, drawn by JLV (refer to Annexure 1).

3.2 REZONING

Application is herewith made for the **rezoning of the consolidated development site**, in terms of Section 15(2)(a) of the By-Law, from **Single Residential** to **General Residential**.

The total consolidated development site will comprise some 5218m². The proposed rezoning is illustrated by the attached Consolidation and Rezoning Plan, Drawing No. PL001, dated 15 May 2018, drawn by JLV (refer to Annexure 1).

3.3 DEPARTURE

3.3.1 RELAXATION OF BUILDING LINES

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure for the following:

- a) **To relax the street building lines (Dennesig & Paul Kruger Roads) from 4.6m to 3.5m to allow for residential units closer to the street edge.**

The proposed building will be set back at least 3.5m from the street boundary to 'enclose the street', as required by the Conservation Strategy of the Historical Core of Stellenbosch. By moving buildings closer to the street boundary, the traditional pattern of buildings lining

the street will be adhered to, thereby creating a positive interaction between building and street.

- b) To relax the street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m to allow for the refuse rooms on the street boundaries.**

It is a requirement for projects of this nature to provide refuse lay-by facilities in the street reserve from where refuse trucks can collect refuse. As such, it is proposed that two refuse facilities be provided on either side of the property, in the vicinity of such lay-bay facility. The refuse facilities will be neatly incorporated into the proposed boundary wall/fence.

- c) To relax the lateral building lines (adjacent to erven 140, 143, 162 and 166) from 4.6m to 4.5m allow for residential units.**

- d) To relax the lateral building lines (adjacent to erf 140) from 4.6m to 3.5m to allow for a passage.**

The development proposal has been carefully planned around the existing trees. These trees have been incorporated into the design of the building and will play a major role in the enjoyment of the development. As a result, some minor departures to the lateral building lines are required to enable the optimal use of the property.

- e) To relax the lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0m to allow for the basement and parking structure.**

While the residential footprint will generally be set back from the lateral boundaries, the basement and associated parking structure will be built onto the lateral boundary. It is envisaged that the basement will protrude $\pm 800\text{mm}$ from the ground level to enable natural ventilation and that 'surface' level parking will be provided on top of the basement along the eastern and western sections of the property.

The building line departures are illustrated by the attached Site Development and Landscape Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

3.3.2 RELAXATION OF PERMISSIBLE COVERAGE

Application is also made, in terms of Section 15(2)(b) of the By-Lay, for a permanent departure to relax the maximum permissible coverage from **25% to 55%** (2890m²).

The coverage calculation per floor equates to the following:

Level 1 - Ground Floor:	624m ² (11.95%)
Level 2 – First Floor:	2845m ² (54.52%)
Level 3 – Second Floor:	2845m ² (54.52%)
Level 4 – Third Floor:	2845m ² (54.52%)
Level 5 – Fourth Floor:	2782m ² (53.32%)

3.3.3 RELAXATION OF PERMISSIBLE FLOOR FACTOR

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure to relax the maximum permissible floor factor from **0.75 to 1.33** ($\pm 6934\text{m}^2$). The floor factor only represents the sectional title area of units and excludes balconies, communal passages, entrance halls, staircases, lift shafts, parking facilities and basements, as directed by the applicable zoning scheme.

3.3.4 RELAXATION OF RECREATIONAL SPACE

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure to relax the requirement for recreational space from 25% to 24%.

Due notice is taken of the requirement to have 25% of the property in an unbroken unit area to be reserved for gardening and recreation. The development proposal will provide 24% (1254m^2) recreational area although this figure comprises three recreational areas – the central large open space and two open space strips along the street boundaries.

3.3.5 RELAXATION FOR NUMBER OF STOREYS

In accordance with Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations and in terms of Section 15(2)(b) of the By-Law, application is made for a permanent departure to permit an extra (5th) storey in defined areas, as indicated on Drawing No. Q4202-D-301.

While the majority of the building will be 4 storeys high, a number of focal elements have been introduced in the top storey and roof space to create an interesting roofscape. In this regard several duplex units will be introduced on the fourth floor, extending into the fifth floor.

3.4 SITE DEVELOPMENT PLAN

Application is made for the approval of the Site Development Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

The Site Development Plan (SDP) conceptually illustrates the spatial configuration and proposed urban design of the development. The SDP also illustrates the typical landscaping features, and the fence type. Once approved, the SDP will serve as the development parameters applicable to the proposed development.

3.5 REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS

Application is made, in terms of Section 15(2)(f) of the By-Law, for the complete removal of the following restrictive title deed conditions (also refer to Paragraph 2.4.2 above):

- Conditions B(c), C(a), C(b), C(c), C(d) applicable to erf 141 (T14889/1998).
- Conditions B(c), C(a), C(b), C(c), C(d) applicable to erf 142 (T105912/1998).
- Conditions (b)3, (d)(b), (d)(c), (d)(d), (d)(f) applicable to erf 163 (T72846/1997).
- Conditions B(3), C(b), C(c), C(d), C(f) applicable to erf 164 (T35813/2006).

- Conditions B(3), C(b), C(c), C(d), C(f) applicable to erf 165 (T88203/2001).

3.6 DEVIATION FROM POLICY ON BOUNDARY WALLS AND FENCES

The erection of boundary walls and fences in the Stellenbosch Municipality is governed by the Municipal *By-Law Relating to the Control of Boundary Walls and Fences* (2009).

Section 5 of the By-Law states that:

'For residential zoned properties the height of any wall or fence (including the entrance structure and columns) shall be regulated as follows;

- (a) *On a street boundary: - 2.1m high, on condition that 50% of the height of the wall or fence, including gates on residential zoned properties must consist of open decorative work to create transparency. The solid construction shall not interfere with sight lines of vehicles entering or leaving the property, or passing traffic.*
- (b) *On a boundary other than a street boundary: - 2.1m high and shall comprise of materials as described in sections 9 below, except where the screening of backyards or swimming pools are concerned, in which case the height may at the discretion of Council be increased to 2.5m.'*

Application is subsequently made in terms of Clause 13 of the *By-Law Relating to the Control of Boundary Walls and Fences* (Provincial Gazette 6671, 30 October 2009) in order to deviate from the By-Law in the following manner:

- By constructing a street boundary wall with solid sections to visually screen vehicles parked on the property from passers-by. The boundary wall is also to incorporate ancillary building such as the refuse building, which will be constructed as part of the boundary wall.
- By permitting electrification on top of the external perimeter fences.

The proposed boundary wall/fence is illustrated on the Site Development Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

4 APPLICATIONS TO OTHER DEPARTMENTS

4.1 NATIONAL HERITAGE RESOURCES ACT

Section 38(1) of the National Heritage Resources Act 25 of 1999 lists several activities which require approval from *the responsible heritage resources authority* (i.e. Heritage Western Cape) before construction may commence. As it relates to the proposed development, several activities have been identified which resulted in the preparation of a Notification of Intent to Develop (NID) and subsequent submission to Heritage Western Cape.

As such, an NID will be prepared and submitted to Heritage Western Cape (HWC), in terms of the National Heritage Resources Act 25 of 1999. The application to HWC will also be made in terms of Section 34 of the Act (25 of 1999) to obtain a demolition permit for the demolition of the existing structures on the project site.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT ACT

The Minister of Environmental Affairs and Tourism has, in terms of Section 24(5) read with Section 44 of the National Environmental Management Act (NEMA) 107 of 1998, listed activities in terms of Section 24 and 24D of NEMA in a schedule, which may not commence without environmental authorization.

The EIA Regulations, 2014, which govern the implementation of the above sections of NEMA, outline the activities for which EIAs should apply.

The project proposals have been considered in terms of the three Listing Notices (Regulations 983, 984 and 985) as issued in terms of the National Environmental Management Act, No. 107 of 1998 (NEMA). It was found that none of the activities included in the listing notices would be 'triggered' by the project proposal, hence, **NEMA is not applicable**.

SECTION D: THE PROJECT PROPOSALS

5 KEY ASPECTS OF THE PROPOSED DEVELOPMENT

5.1 PLANNING AND DESIGN APPROACH

The rationale behind the planning, design and construction approach adopted for the development is to create a specific character and atmosphere, which people will recognize as qualitative and unique and which will instil a sense of pride, belonging and identity with those associated with the development.

The architectural design of the building was not considered in isolation but as one of the key components of coherent urban design that would ensure the establishment of a high-quality development with a unique atmosphere and *genius loci* (spirit of place).

The proposed new buildings will, as far as possible, be designed and constructed in accordance with energy-efficient and place-specific planning and design, as contemplated in official policy. All efforts will be made to ensure that the design of the building embraces the natural attributes. Natural materials and locally-manufactured materials would be encouraged while full use would be made of available technologies aimed at ensuring environmental sustainability.

As such, the planning and design of the proposed development would give effect to the concept of 'critical regionalism' which promotes a return to the development of high-quality settlements that comply with the definition of a unique sustainable man-made environment which is in harmony with the natural environment that 'contains' it and which demonstrates the five guiding principles of 'critical regionalism' (PGWC 2003¹). Such a quality is often dependent upon a specific 'sense of togetherness' and character that requires a specific scale and density.

'Critical regionalism' constitutes a sensory understanding and appreciation of the environment and its component 'things', and is therefore a very complex concept to apply. It is based on five basic principles that should guide the planning, design and management of development (Kelbaugh, 1997²), namely a sense of place, sense of nature, sense of history, sense of craft and a sense of limits.

5.2 DEVELOPMENT CONCEPT

The project proposal entails the construction of a new apartment complex consisting of 145 units. The complex will comprise the following residential options:

- 3 x 1-bedroom units,
- 76 x 2-bedroom units,
- 54 x bachelor units, and
- 12 x 2-bedroom duplex units.

¹ PGWC, 2003. *Manual for Bioregional Planning and Management in the Western Cape*. Cape Town.

² Kelbaugh, D. 1997. *Common Place: Toward neighborhood and regional design*. Seattle: University of Washington Press.

It is worth noting that the proposed development is being undertaken by the same developer responsible for the development on the adjacent erven 161 and 162 ('The Den'). As such, the development on the subject property aims to present a continuation of the architectural design and style along the streetscape. The street elevation of the proposed development and the buildings on erven 161 and 162 is included as drawing no. Q4202-D-301 under Annexure 1.



Figure 4: Southern street elevation showing the interface with Dennesig Road.

The development concept is illustrated by Drawings No. Q4202-D-201 to Q4202-D-207, Q4202-D-301 as well as by Drawing Nos. SDP001, and P001 (refer to Annexure 1).

As illustrated on Figures 4 and 5, the development concept is loosely based on a perimeter block design which allows for buildings to define the street boundary while creating central, semi-private courtyards at the rear of the buildings. Whilst the perimeter block design is more defined along the street boundaries, the design allows for a continuation of the design principle to neighbouring properties. In this regard, provision has been made for a continuation of the central green area to be extended into neighbouring properties in future.

Apart from the existing mature trees, the positioning of buildings were largely done with due regard of the optimum northern orientation and advantages of the open space areas. The new buildings also respect the privacy of the neighbouring properties by largely adhering to the lateral building lines. The Site Development Plan illustrates the manner in which landscaping will contribute to the establishment of a qualitative development. In this regard, the Site Development Plan also points out where large specimen trees will be retained and new trees planted to provide privacy and enhance the sense of place of the development.



Figure 5: Artistic illustration of the internal courtyard.

Provision has been made for two pedestrian and vehicular entrances to the development, one off Dennesig Road in the south and one off Paul Kruger Road in the north. Both vehicular access points will be grade-separated and users will be able to enter/exit the basement parking or surface parking level directly off the adjacent roads. Access will be managed by means of sliding security gates. These gates will be well set back from the street kerb to ensure sufficient stacking distance. As illustrated on the plans mentioned above under Annexure 1, most of the parking is provided in the basement level while the remainder of the required parking bays are provided on-grade. In order to reduce the negative visual impact of large open parking areas, the majority of surface parking will be underneath the building structure.

Two separate refuse yards and associated buildings will be provided along Dennesig and Paul Kruger Roads. The refuse yards have been designed in such a manner as to provide direct access to it from the street as well as from inside the complex. The refuse rooms will be of sufficient size and capacity, and each will be served with an embayment in the road reserve.

It is proposed that the development will comprise a multi-level scheme. The buildings will mostly be four storeys with the odd focus points, which will be accommodated as duplex units into a fifth storey.

As mentioned above, a broad spectrum of residential units will be provided. All residential units will be served with an open-plan kitchen, lounge and dining room, bed- and bathrooms. Most units will also have a private balcony or stoep while some units will only have a Juliette balcony. The buildings have been positioned and orientated in such a manner to provide sufficient light and living space along the northern façade.

The boundary walls along the perimeter of the property will be mostly transparent in accordance with the Municipality's policy on boundary walls and fences. The proposed boundary walls do, however, deviate slightly from the policy in terms of transparency to hide vehicles parked on site and the overall height. The proposed boundary wall treatments are indicated on Drawing No. SDP001.

The extent of the new building complex will be as follows:

- The overall **coverage** of the new buildings will be in the order of **55%** ($\pm 2890\text{m}^2$).
- The complex will be **five** storeys in total of which the fourth storey will include duplex units.
- The **floor area** will be in the order of 6937m^2 (**1.23 floor factor**).
- **Parking** will be a combination of open surface parking and basement parking. In accordance with the zoning parameters applicable, a total of **204 parking bays** are required. Having regard for the provision of bicycles and/or motorcycle bays in lieu of parking bays, **179 vehicular parking bays, 12 motorcycle bays (equal to 3 conventional bays) and 132 bicycle bays (equal to 22 conventional bays)** have been provided, for a grand total of 204 parking bays.

6 ENGINEERING SERVICES

The engineering services reports, included under Annexure 6, provide the design philosophy that has been applied when designing the internal engineering services for the proposed development. The report also provides relevant data on existing municipal infrastructure, and the ability of this infrastructure to accommodate the proposed development.

The key aspects of the engineering services are summarized below. These are to be read together with the services reports and the proposed Site Development Plan.

6.1 TRAFFIC IMPACT STATEMENT

Deca Consulting Engineers prepared a Traffic Impact Assessment (TIA) for the proposed development during May 2018. The report summarises the transportation conditions within the vicinity of the project site and provides an assessment of the transportation impacts on the surrounding road network. The analyses evaluate both existing year (2018) and expected (2020) traffic conditions during the expected peak traffic hours of the development.

The TIA notes that the proposed development will have a moderate traffic impact and recommends that the application be approved. The following recommendations are also made:

- A queuing survey done at the R44 Adam Tas Road / Molteno Road intersection shows that traffic signals are not currently warranted. It is the opinion of the traffic engineers that improvements to the geometric layout of the intersection would be more beneficial at this stage than traffic signals. It is suggested that a left turn deceleration and acceleration lanes should be provided on Adam Tas Road southbound, with a dedicated right turn lane on Adam Tas Road northbound. It is important to note that the improvements are recommended to improve the existing situation and not as a result of additional traffic from the proposed development. The development can therefore not be held liable for the cost of improvements, although development contributions may be used towards the funding of improvements.

- It is recommended that sidewalks should be provided along Dennesig Road in front of Erven 163-165 along Paul Kruger Road in front of Erven 142 and 143;
- It is suggested that Stellenbosch Municipality should draw up a non-motorised transport improvement plan for this area so that future improvements may happen in a coordinated and standardised manner.

6.2 WATER DEMAND AND SUPPLY

The preliminary potable water demand for the proposed development has been estimated as approximately 72.5 kl/day, which equates to 0.5 kl/day or 0.8391 l/s. The peak factor is expected to be 11.3 while peak water demand is therefore estimated at 9.482 l/s.

The Civil Engineering service report notes that the existing municipal water reticulation network is found in Dennesig and Paul Kruger Roads and that supply to the scheme would be from either of the two sides – both of which is currently supplied with a 90mm water main.

In order to adequately supply the scheme, including provision for firefighting services, one of these mains will have to be upgraded to a 110mm line - probably in Dennesig Road between the 100m line along Adam Tas and the cross feed to the 225mm line just to the East of Hofman Street.

Water upgrades associated with the development of Erven 4202 and 4203, Stellenbosch are expected to relieve any anticipated pressure issues in the area.

6.3 SEWAGE AND EFFLUENT MANAGEMENT

The average daily sewer run-off from the proposed development is estimated at 61.625 kl/day or 0.713 l/s. Peak sewage flow is estimated at 1.828 l/s, which is well below the peak factor of 2.5, as per the Red Book.

The Red Book requires that a normal infiltration factor of 15% be allowed to developments. However, since this scheme comprises soffit hung services with a basement, the only portion of the sewer line subject to infiltration is between the face of the building and the municipal connection. A nominal provision of 2.5% is therefore suggested.

It was indicated that the next phase (Phase 3) of the main outfall sewer is to commence soon and may well be in place before the demand from this scheme (December 2019) is placed onto the network.

6.4 STORMWATER MANAGEMENT

The scheme comprises a redevelopment of 5 existing erven. An inspection of aerial photographs of the existing houses and associated hard stand/driveways indicates that at least 70% of the existing properties are impermeable. It is therefore expected that the impact of site coverage on the total stormwater discharge will be minimal.

6.5 SOLID WASTE MANAGEMENT

An integrated waste management strategy will be followed in the proposed development. This strategy is based on waste minimization and will include recycling and disposal where appropriate. Solid waste will be collected by the Stellenbosch Municipality on a weekly basis.

A solid waste/refuse yard will be provided on the boundary with both Dennesig and Paul Kruger Streets from where the development will be serviced.

6.6 ELECTRICITY

Based on the proposed development of 145 apartments with basic cooking facilities and central heat pumps for hot water generation, it is estimated that the maximum demand will be in the order of 500kVA.

The Stellenbosch Municipality will be the Supply Authority and service provider for this area and it has been confirmed that the electricity supply can be made available from the existing network. A new mini-substation will, however, be required for the proposed development.

All services will be designed and installed according to the municipality's latest electrical guidelines and will be handed over to them once complete. Each residential unit will have its own electrical supply and will be metered by means of pre-payment meters. The managing of the metering system will be done by a company specializing in this service.

SECTION E: LEGISLATIVE CONTEXT AND COMPLIANCE WITH RELEVANT POLICY

7 RELEVANT PLANNING POLICY AND FRAMEWORKS

The primary planning and development frameworks that are relevant to this application and the compliance of the proposed project therewith are summarised below.

7.1 NATIONAL DEVELOPMENT PLAN

During November 2011, the National Planning Commission published a document titled; The National Development Plan 2030: Our Future – Make it Work, as a broad strategic framework which sets out a coherent and holistic approach to confronting poverty and inequality.

As its main goals, the National Development Plan (NDP) focuses of the following:

- Eliminate income poverty – Reduce the proportion of households with a monthly income below R419 per person (in 2009 prices) from 39% to zero.
- Reduce inequality – The Gini coefficient should fall from 0.69 to 0.6.

The NDP identifies 15 themes that as objectives and actions that will give effect to the overarching goal. These themes include the following:

- a) Economy and Employment
- b) Economic infrastructure
- c) Environmental sustainability and resilience
- d) Inclusive rural economy
- e) South Africa in the region and the world
- f) Transforming Human Settlements
- g) Improving education, training and innovation
- h) Health care for all
- i) Social protection
- j) Building Safer Communities
- k) Building a capable and developmental state
- l) Fighting corruption
- m) National building and social cohesion

In as far as the proposed development is concerned, the themes concerning *Economy and Employment*, *Environmental Sustainability and Resilience*, *Transforming Human Settlements* and *Building Safer Communities* will be given effect to in the following manner.

(i) *Economy and Employment*

The proposed development will make a significant contribution to the local economy both during the construction and operational phases.

The construction phase will lead to the expansion of business sales for existing businesses located in the area. These changes are measured in terms of new business sales, i.e. new sales that will be generated in the economy as a direct result of the capital investment in the development.

The development will furthermore contribute to the GGP. The GGP measures the value of all final goods and services produced/provided within one year of the area's economy. The generation of additional business sales and employment opportunities will initiate an on-going ripple effect through the local area, resulting in an increase in product and service value (measured in GGP).

Finally, constructing the development will result in direct jobs being created on site and other directly related sectors such as transport, warehousing and communication services. Indirect jobs are also created due to the multiplier effect in the economy in industries that provide goods, materials and services to the proposed development.

(ii) Environmental Sustainability and Resilience

The proposed development will comply with the specific actions listed under this heading by manner of various direct responses. These include the preservation of selected trees on the property and the creation of qualitative open spaces.

Efficient water and energy saving measures will also be implemented as part of the proposed development in order to minimize the consumption of scarce environmental resources.

(iii) Transforming Human Settlements

The NDP lists the objective of having more people living closer to their places of work. It also calls for the development of a strategy for densification of cities and resource allocation to promote better located housing settlements.

In this regard, the proposed development is located in the heart of Stellenbosch and is close to places of work, commercial and recreational facilities. The development will also provide for a variety of residential options thereby breaking down the apartheid spatial patterns and increasing urban efficiencies such as the utilisation of infrastructure by increasing densities.

(iv) Building Safer Communities

The objective of this theme is for people living in South Africa to feel safe and have no fear of crime. The NDP acknowledges that personal safety is a human right and that it is a necessary condition for human development, improved quality of life and enhanced productivity.

The proposed development will create an environment where residents can feel safe at home and where all people, especially women and children, can walk freely in the street and play safely outside.

7.2 WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The Western Cape Provincial Spatial Development Framework (hereinafter referred to as the PSDF) was approved by the Minister of Local Government, Environmental Affairs and Development Planning and submitted to the Provincial Cabinet for endorsement in April 2014.

The PSDF sets out to put in place a coherent framework for the Province's urban and rural areas that:

- a) gives spatial expression to the national and Provincial development agendas;
- b) serves as basis for coordinating, integrating and aligning 'on the ground' delivery of national and Provincial departmental programmes;
- c) supports municipalities fulfil their municipal planning mandate in line with the national and Provincial agendas; and
- d) communicates government's spatial development intentions to the private sector and civil society.

The PSDF seeks to improve the effectiveness of public investment in the Western Cape's built and natural environments by:

- adopting credible spatial planning principles to underpin all capital investment programmes,
- spatially targeting and aligning the various investment programmes, and
- opening-up opportunities for community and business development in targeted areas.

In fulfilment of the mandate ascribed to it in SPLUMA and to take forward the Province's spatial development agenda, the PSDF sets out a policy framework within which the Western Cape Government will carry out its spatial planning responsibilities. The policy framework covers Provincial spatial planning's three interrelated themes, namely:

- a) Sustainable use of the Western Cape's spatial assets,
- b) Opening-up opportunities in the Provincial space-economy, and
- c) Developing integrated and sustainable settlements.

For each theme key challenges as distilled from the Provincial spatial profile and their spatial implications are noted and Provincial policies for dealing with them are presented. The table below put forward the respective themes, PSDF policies applicable to the development proposal and the manner in which the project will comply with the same.

Table 3: The three interrelated themes and applicable policies.

THEME AND POLICY		RESPONSE
a)	SUSTAINABLE USE OF PROVINCIAL ASSETS	
	<i>Policy R1: Protect biodiversity and ecosystem services</i>	As mentioned above, the design of the buildings was, first and foremost, informed by the mature trees on site. As such, the project will make a positive contribution towards conserving the biodiversity on site.
	<i>Policy R2: Safeguard inland and</i>	A water-wise approach will be adopted in the landscaping and

coastal water recourse, and manage the sustainable use of water. maintenance of the project. The approach is aimed at maximising efficiencies, optimising storage capacity and ground water extraction.

Policy R5: Safeguard cultural and scenic assets In an effort to safeguard the cultural and scenic assets of the subject property and of the area as a whole, a Notification of Intent to Develop will be prepared and submitted to Heritage Western Cape for consideration.

b) OPENING-UP OPPORTUNITIES IN THE SPACE ECONOMY

Policy E3: Revitalise and strengthen urban Space-economies as the engine of growth The property is favourably located near the centre of town and is able to regenerate and revitalise the urban economy of Stellenbosch town. The project, together with recent and planned projects, will furthermore attract economic activity to the area.

c) DEVELOPING INTEGRATED AND SUSTAINABLE SETTLEMENTS

Policy S1: Protect, manage and enhance sense of place, cultural and scenic landscapes The project is presented as a qualitative development that adheres to many of the place-making principles which aims to enhance the qualitative characteristics of Stellenbosch (refer to Chapter 7.4 below).

Policy S3: Promote compact, mixed use and integrated settlements The project aims to break down the apartheid spatial patterns and increase urban densities. The proposed development will also ensure functional integration between people of different income groups as a variety of residential options are provided in the scheme.

Policy S5: Promote sustainable, integrated and inclusive housing in formal and informal markets The location of the project will ensure that households are provided with easy access to opportunities and that the new development is of such a density to optimise efficiencies in the municipal infrastructure network.

7.3 STELLENBOSCH INTEGRATED DEVELOPMENT PLAN

The Integrated Development Plan (IDP) is the Municipality's principal five year strategic plan that deals with the most critical development needs of the municipal area as well as the most critical governance needs of the organisation.

Section 34 of the Local Government: Municipal Systems Act 32 of 2000 prescribes that a municipality must review its IDP annually and to the extent that changing circumstances so demand. The Stellenbosch Municipality, in collaboration with all relevant stakeholders, therefore reviewed its IDP to examine the progresses made and assess the municipality's strategic objectives and targets as set out in the IDP.

On 28 May 2018, during a special meeting of the Council of Stellenbosch Municipality, the review of the 2017/2018-2021/2022 4th Generation IDP was approved.

The priorities and actions identified in the review of the IDP will seek to better inform the municipality's budget and streamline service delivery initiatives. This will ensure that the Stellenbosch Municipality remains on course to attain its strategic objectives.

The Municipality has a number of medium- and longer term sector plans that direct the implementation of the different functional areas. These plans form an integral part of the IDP.

Chief amongst these is the Municipal Spatial Development Framework (MSDF). The MSDF forms a key component of the IDP as it indicates the spatial location and opportunities to achieve the various objectives and meet the demands of the local communities. The MSDF has been reviewed as part of the IDP and propose minor changes.

Specific issues for amendment of the current SDF, as it relates to the application at hand, include:

- Major transport infrastructure in the form of STOD (Sustainable Transit-Oriented Development) including identified areas for densification in Stellenbosch Town.

From discussions with the municipal officials it has been communicated that a primary STOD is being planned for the Van der Stel Sports Ground. This STOD is located a mere 200m from the project site.

A number of strategies are also being proposed to address some of the spatial issues, namely:

- *Significant densification of existing neighbourhoods located in proximity of major transport infrastructure and the Stellenbosch University;*
- *Identification of the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

Having regard for the above, it is contended that the project proposal is in line with the approved Integrated Development Plan.

7.4 STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK

The Stellenbosch Spatial Development Framework (SDF) (May 2017) aims to guide the future spatial form of the greater Stellenbosch area. It is aimed at developing a binding set of principles which guide development and development rights of property owners.

At its core, the SDF identifies seven strategic perspectives that will guide the future spatial development of Stellenbosch and ensure that development does not diminish the resources base on which its economy depends. Of the seven strategic perspectives, the following principles bear a direct or indirect relevance to the proposed development.

a) Interconnected nodes

The proposed new development will enhance the principles of interconnected through the intensification of uses and creating a high density development near a strategic transport intersection (the planned Van der Stel TOD). The development aims to increase the internal average gross density of the town to an approximate 25 du/ha, as envisaged in formal policies.

The development will contribute to the principles of walking distance, functional integration, socio-economic integration and making optimal use of infrastructure, thereby minimising the need for travel by private vehicles.

b) Car-free transport

The Stellenbosch SDF states that development should be focussed around transport thoroughfares and that a combination of non-motorised transport (NMT) and public transport facilities should be used so that residents commute without the need of a private car.

With the proposed development being situated approximately 1km from the centre of Stellenbosch, it is regarded to be situated within an appropriate walking distance of activities found within the urban area (e.g. employment, shopping, public transport, social and recreational). It is to be noted that Stellenbosch Municipality is currently planning a Transit Oriented Development (TOD) on the Van der Stel Sportsground. This TOD is closer than 200m from the project site and will provide added motivation for car-free transport to the project site.

The proposed development will also contribute to the NMT strategy by allocating a large number of bicycle stands as well as motorcycle bays to residents and visitors of the apartments.

c) Inclusive economic growth

The SDF notes the historic trends where retail and economic opportunities have been created far separated from lower-income communities. It also notes the housing developments which have catered to the needs of car owners, thereby widening the gap between the income classes.

In line with the strategic perspective, the subject property has been prioritised as a brownfields site in close proximity to economic and commercial opportunities.

d) Optimal land use

Instead of expanding the footprint of built areas, the SDF proposes that suitable areas for development be identified within existing settlements through densification projects. Preference must also be to develop locations close to public transport hubs and brownfield sites over greenfield locations.

As mentioned above, the proposed redevelopment of the property represents a brownfield development in a densification area. The development will contribute to the densification of Stellenbosch town whilst at the same time assist with the expansion of the NMT system in Stellenbosch. The proposed apartment complex aims to maximize the potential of the subject

property through redevelopment of the site. It is contended that, in line with the SDF, the proposed development is regarded as the most suitable and appropriate use of the property.

e) Resource custodianship

The developer aims to contribute to a sustainable future for Stellenbosch. Key to this is the ability of the municipality to deliver services to the development. As such, the developer aims to minimise the impact of the development in terms of energy and water utilisation, and waste generation. The proposed development will comply with the latest SANS 10400-XA energy efficiency standards by introducing heat pumps as an alternative source of energy. The development will also introduce water saving devices whilst waterwise gardening will be promoted throughout the development.

f) Heritage

It is recognised that Stellenbosch town's sense of place is derived from its historic architecture. Apart from the wine farms, natural areas, historic sites and museums, the main attraction of the town is the tight-knit urban street character.

Being located in the expanded historic core, the proposed development will be consistent with the place-making principles described in Chapter 7.4 below. The latter principles aim to protect the historical spatial structure and architectural forms.

7.4.1 PRECINCT MASTER PLAN

During the pre-submission meetings with the municipality, the future need for a Precinct Master Plan was discussed. Such a Master Plan, which would have to be driven by the Municipality, would tie in with the recently-approved IDP to ensure the orderly development of the Dennesig densification area.

Specific reference is also made to the minutes of the pre-submission meetings during which it was agreed that the current application can proceed without such a Master Plan being in place for the area. The developer will, however, support initiatives on the Master Plan level for the area as it relates to landscaping, pedestrian / cycle routes, etc. (refer to Annexure 7).

7.5 DESIGN INFORMANTS AND PLACE-MAKING PRINCIPLES

During 1995, an assessment of the Assets of Stellenbosch: the special qualities and settlement patterns, which represent the essential architectural and place-making qualities was undertaken by Piet Louw and Martin Kruger Architects. This study served as the basis for a comprehensive Conservation Strategy of the Historical Core of Stellenbosch, which was undertaken by KrugerRoos architects urban designers and planners during 1997. The latter report provided guidelines for new development, alterations to existing buildings and public actions in the Historical Core.

The chapters below provide a summary of the principles and design informants contained in the Conservation Strategy. The chapters below also illustrate the manner in which the development proposal is consistent with said principles.

a) Streets enclosed by buildings

The Dennesig area still has a predominantly single residential character, even though some larger-scale apartment complexes have been introduced to the area. Whilst the area has been earmarked for densification, the single residential dwellings do not comply with the stated principle. It is therefore the intention of all new buildings in the area to be design and positioned in such a manner to follow the traditional pattern of buildings enclosing the street boundary.

b) Building and street interface

The traditional pattern is that of buildings lining the street (as mentioned above). Access to the front door was typically via a semi-private stoep.

The proposed design also makes provision for an interaction between the building and the street as a semi-private garden will be created along both the Dennesig and Paul Kruger Road facades.

c) Street and paving surfaces

The proposed development will make use of a variety of hard and soft landscaping elements and techniques to define the respective spaces along the street and on the 'inside' of the development. The project will *inter alia* make provision for an additional cycle lane along Dennesig and Paul Kruger Roads to contribute to the implementation of an NMT system throughout town.

d) Parking

The Study Report proposes that small, discrete parking areas are provided in the Historical Core, where possible, with suitable planting providing screening and shade.

The proposed development will however provide ample secure parking underneath the building in a basement level. In line with the policy, only small portions of surface parking will be provided along the eastern and western portions of the site. These parking areas will not be visible from the adjoining streets. The total number of parking bays to be provided will be in accordance with the applicable zoning scheme.

e) Walls and Roofs

It is generally recognized that Stellenbosch is the town of white walls, because of the traditional use of lime wash and the solid, walled architecture, penetrated by carefully proportioned openings.

Where thatched roofs are typical of early Cape architecture, these were sometimes later replaced with corrugated iron. Flat roofs were also used.

The proposed development pays specific homage to these traditional elements by the ample use of white walls and corrugated iron in the design. Whilst not adhering to the traditional building footprint, these other elements together with carefully proportioned openings strike a balance between traditional and modern.

8 LEGISLATIVE CONTEXT

This application is submitted and will be considered in terms of the Stellenbosch Municipality: Land Use Planning By-Law, 2015. As such, the planning principles as advocated in the Spatial Planning and Land Use Management Act, No. 16 of 2013 (SPLUMA) and the Western Cape Land use Planning Act, No. 3 of 2014 (LUPA) is also applicable.

8.1 DEVELOPMENT PRINCIPLES

Chapter 2 of the Spatial Planning and Land Use Management Act, No. 16 of 2013, and Section 59 of the Western Cape Land Use Planning Act, No. 3 of 2014, lists development principles and norms and standards that shall apply to spatial planning, land development and land use management. These principles are as follows:

8.1.1 SPATIAL JUSTICE

Spatial justice is primarily concerned with the commitment to redress past spatial and other development imbalances. The principle also calls for the improved access to and use of land.

As mentioned above, it is herewith contended that the proposed redevelopment of the project site is the most suitable and appropriate use of the property given its context and location.

8.1.2 SPATIAL SUSTAINABILITY

Spatial sustainability requires land development to be aligned with fiscal and institutional means. The aim is further to promote land development that is spatially compact, resource frugal and within fiscal, institutional and administrative means of the competent authority.

This translates on the ground to development in locations that are sustainable and that limit urban sprawl (as this development does), that uphold environmental considerations such as the protection of mature trees on site, and that ensures that development is feasible and financially viable.

8.1.3 EFFICIENCY

Efficiency requires land development to optimally use existing resources and infrastructure.

The development will connect to the existing infrastructure network of Stellenbosch and will not add additional unwanted pressure on the municipal services network.

8.1.4 SPATIAL RESILIENCE

Spatial resilience provides for flexibility in spatial plans, policies and land use management systems to be accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

The project site has proved to be resilient in terms of its land use. The proposal put forward has shown that a development such as the planned apartment complex could just as easily be accommodated on the site.

8.1.5 GOOD ADMINISTRATION

This principle primarily places an onus on decision-making authorities to ensure that due process is followed. It also requires that legislative and development requirements are met timeously by both applicants and authorities and that public consultation is undertaken, as required.

8.2 KEY QUESTIONS TO BE CONSIDERED

Both SPLUMA and LUPA state that it is the municipality's responsibility to decide on applications for removal, suspension or amendment of restrictive title deed conditions. Section 33(5) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 and Section 39(5) of the Western Cape Land Use Planning Act, No. 3 of 2014, require that a municipality must have regard for, amongst other, the financial and personal benefits to holder and neighbour of the rights when considering the removal, suspension or amendment of a restrictive title condition.

In an effort to aid decision-making in this regard, a set of key questions have been developed by the authorities. Although it only represents some of the questions that should be asked (as these will vary according to the type of application), these key questions should be taken into consideration with the removal/amendment of each and every restrictive condition.

The questions and manner in which the proposal aims to address the same is as follows:

8.2.1 *Why was the restrictive condition imposed and how is it beneficial?*

The conditions imposed aim to protect the character of the area. It is, however, contended that the area has already been identified by the Stellenbosch Municipality as an area where higher densities could be considered. As such the character of the area has changed over time from predominantly single residential uses to denser apartment-type complexes.

8.2.2 *Do the rights have any financial or other value for the holder of those rights (i.e. including any other property owner) and is this value measurable?*

The current rights on the properties constituting the project site restrict the owners to fully enjoy their property in line with accepted municipal policy. Should the restrictions be amended it will allow them to maximise the use of the property whilst enhancing the otherwise stale status of the site.

8.2.3 *Why will the restriction remaining in place be in the public interest or benefit?*

The restrictive condition is not relevant to the public interest or benefit.

8.2.4 *How will the removal, amendment or suspension of the restrictive condition be in the public interest or benefit?*

The restrictive condition is not relevant to the public interest or benefit.

8.2.5 *How will the personal benefit to the applicant in the removal or amendment of the restrictive condition impact on the personal benefits currently enjoyed by any other holders of those rights?*

As mentioned above, the removal of the restrictive condition will allow the owners to maximise the use of their property. The current restrictions leave little room to enhance the property in accordance with adopted municipal policy.

Furthermore, the neighbouring properties will not suffer a financial or other value loss whilst the amendment of the building lines will not result in a loss of privacy or sunlight or reduce property values. In fact, it is believed that the proposed development will only be beneficial to neighbouring properties in terms of their value.

SECTION F: CONCLUSION

9 CONSIDERATION OF THE DEVELOPMENT PROPOSAL

Section 65(1) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 lists the criteria to be taken into consideration on land use applications. The criteria and the section of this report in which those criteria are addressed, is provided in the table below.

Table 4: Criteria taken into consideration.

REQUIREMENT		SECTION ADDRESSED
a)	the application submitted in terms of this By-law	/
b)	the procedure followed in processing the application	/
c)	the desirability of the proposed utilisation of land and any guidelines issued by the Provincial Minister regarding the desirability of proposed land uses	Section D
d)	the comments received	Nil to date
e)	the response by the applicant, if any, to the comments referred to in paragraph (d)	N/A
f)	investigations carried out in terms of other laws that are relevant to the consideration of the application	Chapter 4
g)	a registered planner's written assessment in respect of an application for— (i) a rezoning; (iii) a removal, suspension or amendment of a restrictive condition if it relates to a change of land use;	Municipality
h)	the impact of the proposed land development on municipal engineering services	Chapter 6
i)	the integrated development plan, including the municipal spatial development framework	Section E
j)	the integrated development plan and spatial development framework of the district municipality, where applicable	N/A
k)	the applicable local spatial development frameworks adopted by the Municipality	Section E
l)	the applicable structure plans	N/A
m)	the applicable policies of the Municipality that guide decision-making	Municipality
n)	the provincial spatial development framework	/
o)	where applicable, a regional spatial development framework	N/A
p)	the policies, principles and the planning and development norms and criteria set by the national and provincial government	Section E
q)	the matters referred to in section 42 of the Spatial Planning and Land Use Management Act	Municipality
r)	the principles referred to in Chapter VI of the Land Use Planning Act	Municipality
s)	the applicable provisions of the zoning scheme	Chapter 2.4

9.1 CONCLUSION

It is well known that Stellenbosch has a severe housing backlog. This backlog is especially evident in the continuous growth in weekday commuter trips from the Cape Town Metropole and surrounding areas into Stellenbosch. This, in part, reflects increased employment opportunities but also the shortage of affordable local accommodation requiring many employees to commute from distant locations with cheaper housing.

The Stellenbosch Integrated Development Plan (IDP) (March 2018) notes that at least half of the housing backlog is for middle and upper income households.

The IDP reflects on the growth rate between 2011 and 2016 and notes that Stellenbosch experienced a higher growth rate in number of households during this 5-year period compared to the Cape Winelands District. The IDP reports that the number of dwellings in Stellenbosch increased by 1447 between 2011 and 2016 at an average annual rate of 0.9%, which translates into approximately 289 additional formal dwellings per year over this period. This increase in formal dwellings was, however, unable to keep pace with the growth in the total number of households, resulting in the percentage of formal households declining from 75.1 per cent in 2011 to 65.1 per cent in 2016.

The spatial challenge for the Stellenbosch Municipality, as it relates to housing as part of the built environment context, is therefore to *provide for a balanced supply of low, middle and high income housing in each settlement to promote integration and minimize the need for travel.*

Whilst the majority of units in the proposed development will be 2-bedroom apartments which aim to cater for small families, a number of one-bedroom and bachelor units have also been provided. These units are to provide accommodation for students or young professionals.

As such it is to be noted that Stellenbosch University has increased its student numbers over the last few years and currently has more than 30000 enrolled students. This has contributed to the increasing demand for student accommodation within close proximity to the University. Although there has recently been an increase in the provision of student accommodation within the surrounding area, it is clear from the current demand and supply that there is still a vast shortage of affordable student accommodation within the greater Stellenbosch area.

In conclusion, the following motivating factors should be considered during the adjudication of the application:

- a) The local area, which includes the area between Dennesig and Paul Kruger Roads, has been identified by the Stellenbosch Municipality as an area of densification.
- b) The recent rezoning of the adjacent erven 161 and 162, for similar general residential purposes shows the intent by the municipality to increase densities in the area.
- c) A number of dwellings, which forms part of the project site, have previously been recommended for demolition by the Planning Advisory Committee of Stellenbosch Municipality.
- d) The majority of the mature trees on site will be retained and will form part of the completed development. The proposed design shows an appreciation for local conditions and will resonate much better with its surroundings.

- e) The restrictive conditions are not imposed as praedial servitudes for the benefit of other erven. The conditions are intended to protect the character of the area, which is already changing in accordance with adopted municipal policy.
- f) Despite the number of departures, it is contended that the approval of the application will not set a negative precedent. Several examples of new apartment complexes, departures and removal of restrictive conditions can be found throughout the area.
- g) The proposed development presents a case study in adherence to municipal policy and guidelines especially the concept and aspects of spatial planning and management as per the IDP.
- h) The existing layout of single residential plots has shown little regard for any place-making principles or for the historical significance of the area. It is contended that the proposed development will be of a high architectural standard and will bring back qualitative elements which got lost several years ago.
- i) The proposed development will contribute to the enhancement of the area through appropriate landscaping and the introduction of NMT facilities.

Council is therefore herewith requested to recognize the importance of the project proposals and to find in favour of the application.



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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DENNIS MOSS PART NEIGHBORHOOD

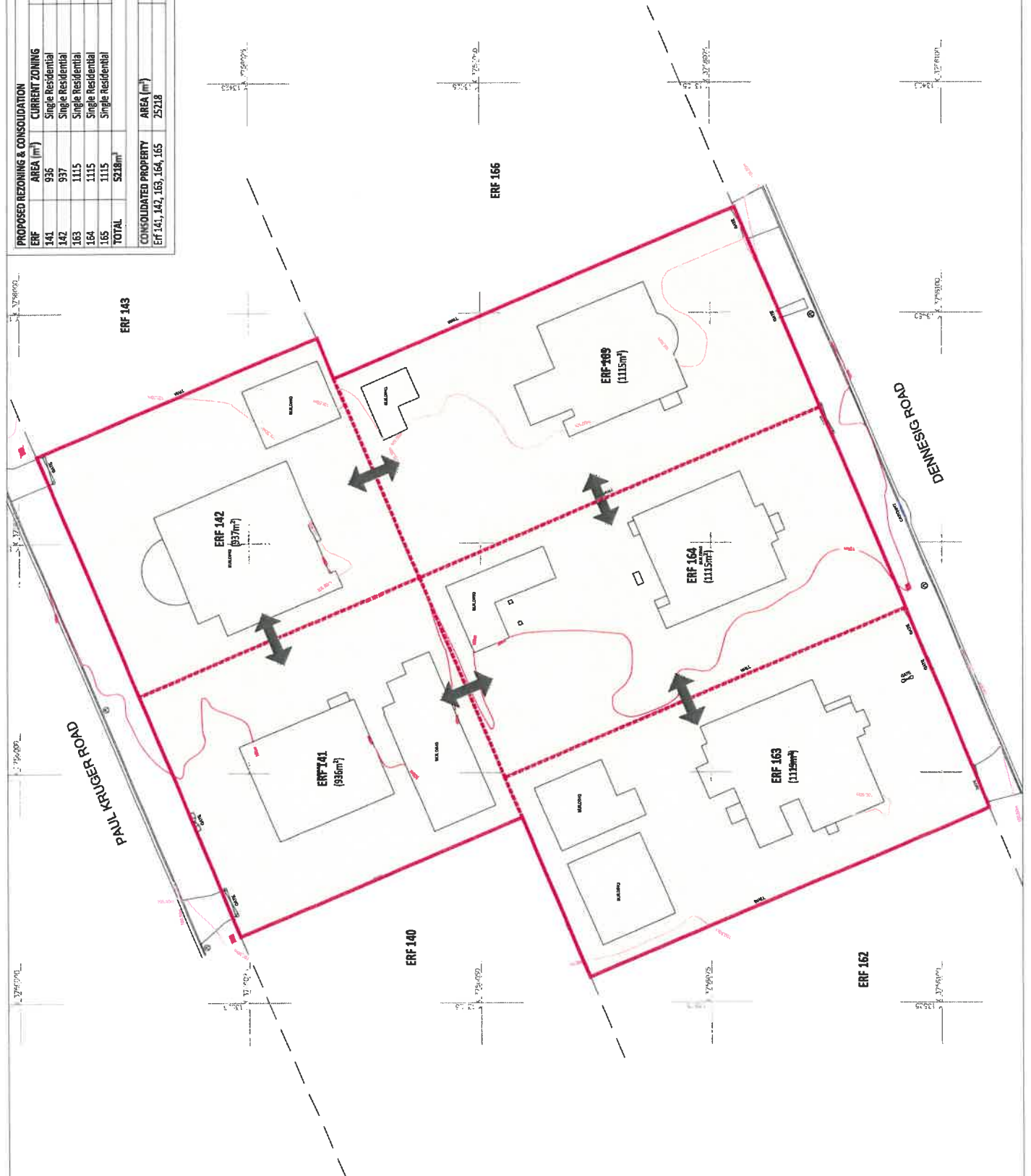
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PROPOSED RESIDENTIAL DEVELOPMENT

LOCALITY MAP

FOR APPROVAL

PROPOSED REZONING & CONSOLIDATION			
ERF	AREA (m ²)	CURRENT ZONING	NEW ZONING
141	936	Single Residential	General Residential
142	937	Single Residential	General Residential
163	1115	Single Residential	General Residential
164	1115	Single Residential	General Residential
165	1115	Single Residential	General Residential
TOTAL	5218		
CONSOLIDATED PROPERTY		AREA (m ²)	ZONING
Erf 141, 142, 163, 164, 165		25218	General Residential



THE ENGINEERING CONSULTANTS
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CLIENT: **WIEHAHN**
 PROPERTY MANAGEMENT

PROJECT TITLE:
ERF 141, 142, 163, 164 & 165 CONCEPT PROPOSAL

DRAWING TITLE:
REZONING & CONSOLIDATION PLAN

PROJECT NO.: 1300
 DRAWING NO.: 0002
 DATE: 15/05/2018
 REV: 0
 DRAWN BY: T. O. B. B.
 CHECKED BY: T. O. B. B.

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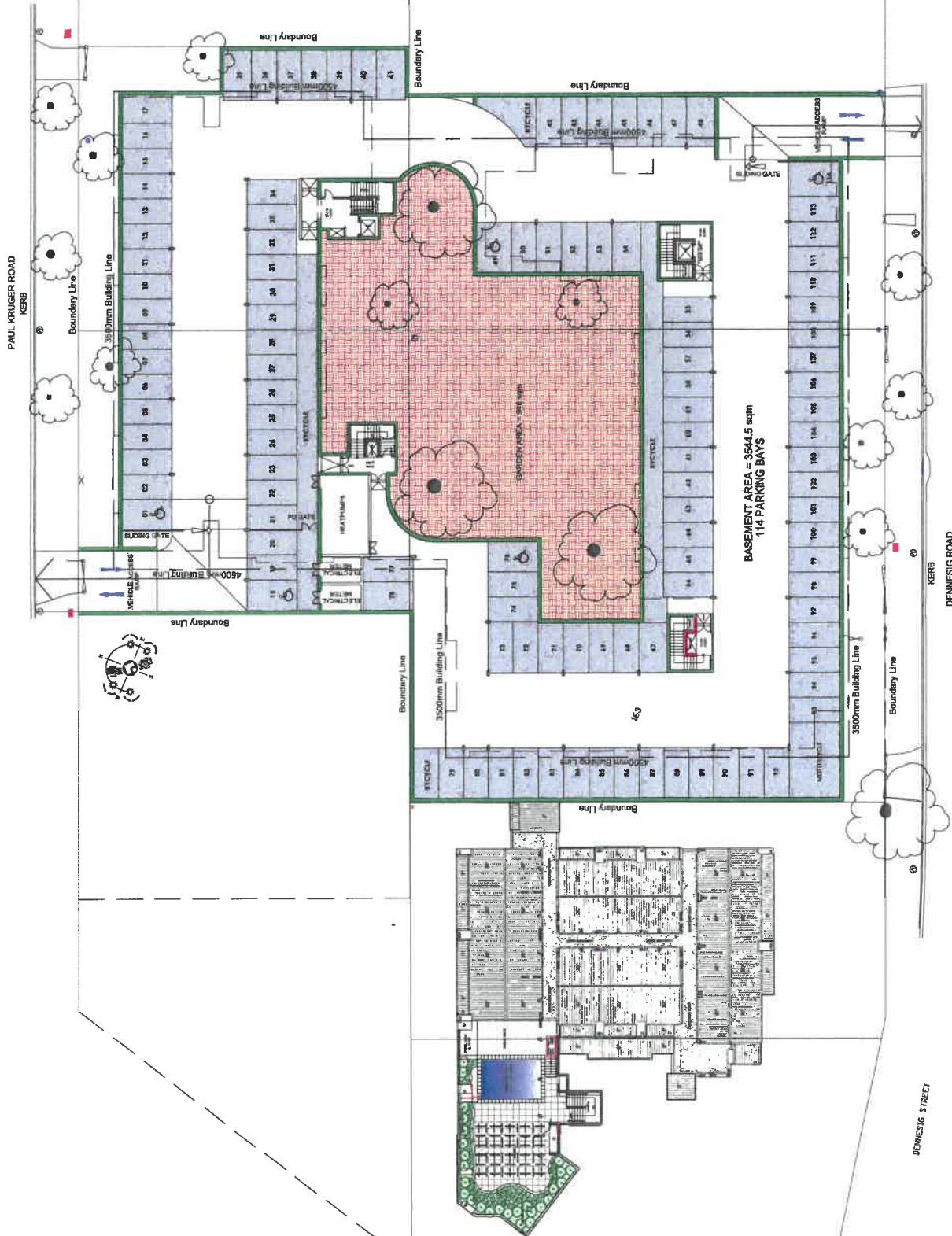
PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

BASEMENT PARKING GARAGE

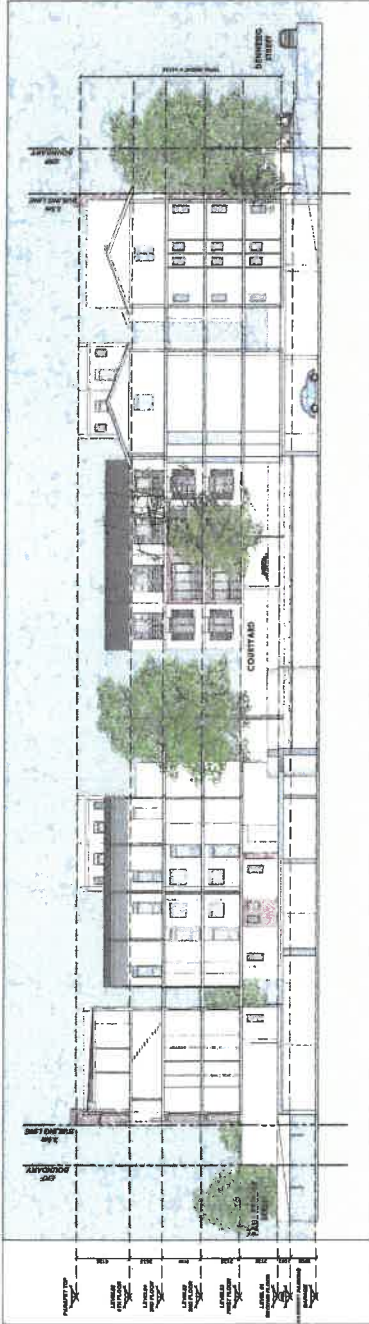
PROJECT No:	Q4202	REALD	1:2010
ISSUED No:	Q4202-D-201	DATE	21 MAY 2018
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BASEMENT PARKING GARAGE
Scale 1:200



TYPICAL SECTION
Scale 1:200



SOUTH ELEVATION - DENNESSIG STREET
Scale 1:100



NORTH ELEVATION - PAUL KRUGER STREET
Scale 1:100



SOUTH ELEVATION - DENNESSIG STREET
Scale 1:100

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**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

**TYPICAL
SECTION**

PROJECT NO.	04222	SCALE	1:100 & 1:200
DATE	30 MAY 2019	DATE	30 MAY 2019
BY	KL	BY	KL
CHECKED	KL	CHECKED	KL

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DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Our Ref: Q4202
Date: 1 November 2019

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

(Attention: Robert Fooy)

Dear Robert,

ADDENDUM TO APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERF 141 & 142, 163-165, PAUL KRUGER ROAD, STELLENBOSCH

The above-mentioned application submitted on 6 June 2018 on erven 141, 142 & 163-165, Stellenbosch refer.

Also of reference is the meeting held between the applicants for the various development projects in the Dennesig area and representatives of the Municipality on 30 October 2019.

The application is one of a number of applications that were submitted during 2018 in the Dennesig neighbourhood.

As is well-known by now, in response to the applications, the Stellenbosch Municipality decided to put all active applications on hold until the Municipality, developers and other role-players had established a vision for the area to assist in the evaluation process. The Municipality subsequently elected to undertake an urban design process which was supplemented by town planning and traffic engineering services. The end result is an Urban Design Guideline Report, the purpose of which is to:

- Develop a spatial set of principles and a rationale for the way in which the neighbourhood could transform over time;
- Serve as a tool to negotiate and guide the various actors in the development process as the various proposals are processed by the Municipality, property owners, their professional



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teams and development partners that respond to the generally-accepted urban design principles; and

- Serve as a tool for the Municipality to measure the development proposals.

The Urban Design Guideline Report has now been completed and, as agreed to by the municipality and the respective developers, all development applications were revised to comply with the bespoke guidelines for the Dennesig area.

The chapters below provide a summary of the manner in which the development proposal has been revised to comply with the guideline report. It also summarises and describes the manner in which the revised development component is consistent with the transport conditions for the area.

1 DENNESIG NEIGHBOURHOOD DEVELOPMENT GUIDELINES

Following the approval of the 4th Generation IDP, which identified the Dennesig area as a densification area, the Stellenbosch Municipality initiated a process of preparing a master plan for the Dennesig area.

The municipality subsequently elected to undertake an urban design process which was supplemented by town planning and traffic engineering services. The end result was an Urban Design Guideline Report for the Dennesig Neighbourhood, the aims of which is described above.

The philosophy behind the urban design approach is governed by a number of key principles. These include the following:

- *Places matter most* – to create attractive and interesting places that are shaped by the human scale, qualitative and functional organization of the site.
- *Craft is king* – giving attention to the grain and texture of the making of public places.
- *People and space integration* – a positive relationship with the existing morphology and integrate it with its *genius loci*.
- *Community over time* – incremental development will allow opportunity for the development to shape its form and character over time.

The ambition of the guidelines is to create a high density, mixed-use development that is an interesting and vibrant place to live, work and play. The design principles that are regarded necessary to support a healthy, safe and sustainable environment and which have been adopted in the study are as follows:

- A pedestrian focused environment
- A safe activated public realm
- Vibrant mixed-use opportunities
- A sustainable lifestyle community
- Multiplicity in scale
- Contemporary architectural approach

Having regard for the above, a proposed neighbourhood spatial structure was prepared. This structure is focused on establishing a pedestrian oriented movement system that supplements the larger superblock vehicular system. Other structuring elements on the neighbourhood scale include the expansion of the Catholic church werf; limiting vehicular movement through Hoffman Street; converting Dennesig Road into a pedestrian oriented woonerf; creating a pedestrian link

between Dennesig Road and Merriman Avenue; creating urban rooms along Bird Street; and creating a raised pedestrian crossing where Dennesig Road and Banghoek Street intersects with Bird Street. The project proposal will find application within this spatial structure.

On a building design level, the guidelines provide design indicators that is fine grained and articulated, the purpose of which is to allow for buildings that respond to both human scale and neighbourhood built form. The neighbourhood design indicators and the manner in which it has been applied in the project is indicated below.

Table 1: Building design indicators.

	DESIGN INDICATOR	RESPONSE
a)	<i>Massing of buildings to be responsive to its interfaces.</i>	The massing of the building has been broken up so that it reads as a series of forms rather than a single extrusion.
b)	<i>Develop a perimeter block model that makes and holds streets.</i>	Due to the size of the property, the application of the perimeter block design was found to be appropriate. As such, the building was position on the street and common boundaries to define the street and create a semi-private internal courtyard.
c)	<i>Fragment the building form so that it reads as a series of buildings within a perimeter block pattern.</i>	The perimeter block form has been fragmented so that it reads as a series of buildings separated by a courtyard in the centre.
d)	<i>Create difference on corner units through architectural articulation on the ground floor and integrating over-looking features.</i>	Street-facing ground floor units have been articulated with crafted steel screens, planted with creepers while balconies on floors 1-4 look onto the street thereby providing passive surveillance.
e)	<i>Ensure depth and layering of interfaces between buildings and streets.</i>	The core of the street-facing block has been set back in accordance with the articulated setback line while the stoeps and balconies have been set onto the build-to line on the street boundary. Use was also made of architectural elements and landscaping to create grain and texture to the façade of the building.
f)	<i>Design a built-to line for floors 1-4 that equates to the site boundary.</i>	The building has been designed to a built-to line for floors 1-4 that equates to the site boundary. A fifth storey has been made provision for that fronts onto the internal courtyard. This storey will not be visible from the street.
g)	<i>Use setbacks on the ground floor and floors 5-6 to articulate depth and recede the building from view.</i>	As mentioned, the fifth storey has been set back to articulate depth and recede the building from view.
h)	<i>Employ an 80/20 principle for the articulation of the façade plane between floors 1-4 with 80% aligning to the built-to line.</i>	The building complies with the 80/20 principles for the articulation of the façade plane.

The Urban Design Guidelines report is attached herewith under Annexure 4. The urban designers that compiled the Guidelines have also confirmed that the revised development proposal is

consistent with said guidelines. A letter confirming as much as well as the endorsed plans are included under Annexure 2.

2 TRANSPORT MASTER PLAN

As mentioned above, the proposed neighbourhood spatial structure is focused on establishing a pedestrian oriented movement system that supplements the larger superblock vehicular system. To this end a Transport Master Plan (TMP) was prepared for the area. The TMP indicate the prioritization of transport projects to be implemented. Fourteen transport items have been identified to be implemented by the Dennesig developers over time. The focus of the TMP is to improve pedestrian and cycling facilities and activity in an attempt to reduce private car usage over time.

The TMP prioritizes these transport projects to guide the implementation of the full Transport Master Plan over time. The goal of the TMP is to implement as many of the projects listed by the Dennesig developers as soon as possible to create a holistic pedestrianized environment that will be connected to the external non-motorised transport network of the municipality.

All projects will be funded from the applicable Development Charges (DCs). The first project will be implemented once sufficient funds have been collected from the Dennesig developers – individually or collectively. The priority projects and applicable unit threshold is indicated in the table below:

Table 2: TMP priority projects.

PRIORITY	DESCRIPTION	TERM	AREA	RATE	COST	UNITS THRESHOLD
1	Dennesig Road woonerf	Short	3120	R1000	R3 120 000	123
2	Dennesig Road PT Facility (e.g. embayments, shelter, signs)	Short	Lump		R150 000	6
3	Hoffman Road woonerf & chicane	Short	1520	R1000	R1 520 000	60
4	Reconfiguration of Bird Street cross section and raised pedestrian crossing	Short	8000	R1000	R8 000 000	316
5	Parking area pedestrian and cycle lane	Short	675	R1000	R675 000	27
6	Closure of Caltex access in Birds Street	Short	30	R1000	R30 000	1
Total					R13 495 000	
7	Paul Kruger Road woonerf	Medium	1920	R1000	R1 920 000	81
8	Molteno Road woonerf	Medium	1280	R1000	R1 280 000	54
9	Bird Street: Extension on NMT facilities south of Merriman	Medium	1500	R1000	R1 500 000	63
10	Dennesig Road: Woonerf extension	Medium	2500	R1000	R2 500 000	105
Total					R7 200 000	
11	Merriman/Adam Tas upgrade + signal changes	Medium	1120	1500	R2 180 000	92
12	Molteno/Adam Tas upgrade	Medium	270	1500	R405 000	17
13	Molteno/Adam Tas signalisation	Medium	Lump		R2 500 000	105

14	Merriman median and Long	360	1500	R540 000	23
Total				R5 625 000	1074
Overall Total				R23 320 000	

2.1 MEMORANDUM OF UNDERTAKING

A Memorandum of Undertaking (MOU) will be drafted and entered into by and between the respective developers in the Dennesig area. The purpose of the MOU will be to record the terms and conditions under which the Dennesig developers undertake to adhere and comply with the responsibilities imposed on them in terms of the conditions of approval imposed in terms of the Stellenbosch Municipality Land Use Planning By-law, 2015 (and most importantly, the TMP, the payment of DCs, implementation of priority projects, the shuttle service and the engineering services agreement).

2.2 MASTERS HOMEOWNERS' ASSOCIATION

A Masters Homeowners' Association (MHOA) shall be established as a vehicle to manage the collection and allocation of Development Charges. DCs will be paid into a trust fund mutually selected by the Dennesig developers and managed by a selected lawyer as agreed by the Stellenbosch Municipality. The trust fund will be an interest-bearing account to the benefit of the municipality. The fund will be registered in the name of the MHOA. The Stellenbosch Municipality will have access to all information regarding the fund and balance statements.

The MHOA will also have the obligation to undertake and complete the construction of the TMP projects in accordance with an approved programme guided by the unit threshold.

All Dennesig developers will be required to form part of the MHOA.

2.3 SHUTTLE SERVICE

It is proposed that a shuttle service be implemented by the Dennesig developers. The trigger for implementation of the service will be determined by the collective number of units (e.g. 100 units).

The funding mechanism for the shuttle service will be based on a monthly levy collected from each development to operate the service (e.g. 764 units x R100 p.m. = R76 400 p.m). The respective Body Corporates will be responsible to pay the levy to the MHOA. The levies are to be paid into a separate trust fund in the name of the MHOA.

It is proposed that instead of burdening the Dennesig developers with the capital cost of establishing the service, an independent transport operator will be contracted to supply and operate the shuttle service. Such service shall be scheduled, and a certain level of service must be maintained (i.e. neatness of vehicles, scheduling, mobile app, payment structures to be determined).

The shuttle service route will be approved by the Stellenbosch Municipality. The preliminary route will be between Dennesig and the Neelsie or any other campus destination agreed between the Dennesig developers and the university.

The shuttle service can only be terminated with mutual agreement of the Stellenbosch Municipality and Stellenbosch University.

2.4 ROADS AND PARKING REQUIREMENTS

As mentioned above and in the attached Urban Design Guideline report, the primary spatial structure is focused on establishing a pedestrian-oriented movement system that supplements the larger superblock vehicular movement system.

The principles that entrench this structure allows for limited vehicular movement through Hoffman Street between Dennesig and Paul Kruger Roads to prevent rat-runs.

The principles also rely on converting Dennesig Road into a pedestrian oriented Woonerf where kerbs are removed from the road reserve to create a single plane on which both people and vehicles move. Vehicles are slowed through creating an indirect route and the opportunity to create interactive edges along both sides of the street are maximized.

The Woonerf, as a part of the spatial structure, is a street typology that subverts the movement of vehicles in favour of pedestrian movement and is often called a 'living street'. The space is characterised by shared space between pedestrians and vehicles, slow vehicle speeds and traffic calming measures. The space is often well-landscaped which integrates planting into road calming measures.

In particular, it is proposed that the following measures be implemented along Dennesig Road and Hoffman Street to convert the same into a woonerf:

- a) Remove kerbs and establish a level surface from building edge to building edge. Define extent of the space for vehicles through changes in surface materials. Allow for the movement pattern of vehicle routes to deviate through the course of the woonerf.
- b) Shift movement patterns to prioritize one side of the road reserve and make room for concession spaces.
- c) Establish interactive faces throughout the length of the woonerf with the corners accommodating retail uses such as coffee shops, local grocers or service relation retail such as laundromats.
- d) Use landscaping to direct changes in vehicular movement.
- e) Change the interface with existing multi storey developments over time to respond to the woonerf.
- f) Create multiple entrances off the woonerf.
- g) Make provision for limited on street parking for visitors and loading bay areas.

The manner in which parking is arranged on site can have a significant impact on the experience of the neighbourhood. First principles built into the Urban Design Guidelines promote pedestrian movement above vehicular movement and encourages car owners to leave them at home. In an attempt to promote moving on foot, bicycle or public transport, a set of principles were established to support this change in behaviour. These principles and the manner in which the proposed development comply with the same include the following:

Table 3: Parking guidelines.

	DESIGN INDICATOR	RESPONSE
a)	<i>Maximum parking ratio 1.5 bays / unit.</i>	Parking provided at 1.0 bays / unit (total 177 bays).
b)	<i>Minimum provision of 1 bicycle parking / unit.</i>	Bicycle bays provided at 1 bay / unit (total 176 bays).
c)	<i>Minimum of 0.25 motorbike/scooter parking bays / unit.</i>	Motorcycle bays provided at 0.25 bays / unit (total 44 bays).
d)	<i>Set back semi lower grounds from façade and mitigate street interface.</i>	Street façade treated with recessed ventilators screened with plants and landscaping elements.
e)	<i>When parking is on site and on grade, screen with a layer of function.</i>	On grade parking has been provided on the 'inside' of the development behind the street-facing buildings. All parking is therefore effectively screened from adjacent roads or public areas.
f)	<i>Access to lower ground parking to be integrated into the façade (garage door).</i>	Garage doors treated with same crafted steel gates as street-facing ground floor units to ensure continuity in material and design.

The Stellenbosch Zoning Scheme, under which the original application was submitted, requires 1.5 bays/dwelling unit greater than 30m² and 1.25 bays/dwelling unit smaller than 30m². In accordance with this requirement, 204 parking bays are required.

The original application therefore included a departure to relax the required number of parking bays, 204 to 179.

The revised proposal allows for parking to be provided in accordance with the Dennesig Urban Design Guidelines and associated Transport Master Plan. As such, 177 vehicular parking bays have been provided while 176 bicycle bays and 44 motorcycle bays have also been provided. This equates to 216 conventional vehicular parking bays at 1.2 parking bays per unit.

3 COMPARISON BETWEEN CURRENT AND FORMER PROPOSALS

The table below serves as a comparison between the original proposal and the revised proposal.

Table 4: Comparative development proposals.

STELLENBOSCH PARAMETERS RESIDENTIAL	ZONING (1996) – SCHEME GENERAL	ORIGINAL PROPOSAL ADVERTISED	REVISED PROPOSAL (OCTOBER 2019)
Street boundary building line	7.6m	<ul style="list-style-type: none"> Dennesig & Paul Kruger Roads: 3.5m for the main building Dennesig & Paul Kruger Roads: 0.0m for refuse buildings 	0.0m for main building and refuse

Common boundary building line	4.6m	<ul style="list-style-type: none"> • Adjacent to erven 140, 143, 162 & 166: 4.5m for the main building. • Adjacent to erf 140: 3.5m for a passage. • Adjacent to erven 140, 143, 162 & 166: 0.0m for the basement and parking structure. 	<ul style="list-style-type: none"> • Adjacent to erf 140: 0.0m 143: 4.6m 162: 0.0m 166: 0.0m for the main building. • Adjacent to erven 140, 143, 162 & 166: 0.0m for the semi-basement and parking structure.
Coverage	25% (main building) plus 25% (covered vehicle shelters)	55% ($\pm 2890\text{m}^2$)	79.4% ($\pm 4141\text{m}^2$)
Minimum street frontage	15m	56m (Paul Kruger Street)	56m (Paul Kruger Street)
Minimum erf area	1000m^2	5218m^2	5218m^2
Height	3 storeys (one extra storey for 75% parking in block of flats)	5 storeys	5 storeys
Floor factor	0.75	1.33	1.6
Parking	1.5 bays/dwelling unit $>30\text{m}^2$ 1.25 bay/dwelling unit $<30\text{m}^2$	179 vehicular bays 132 bicycle bays 12 motorcycle bays	177 vehicular bays 176 bicycle bays 44 motorcycle bays
Recreational space	25%	24%	20%

The drawings for the revised proposal are included herewith under Annexure 1. The above comparison is also illustrated by the 3D modelling, also included under Annexure 1.

4 LANDSCAPING

Whilst the ambition of the urban design guidelines is to create a high density, mixed-use development, it is recognized that this will not be achieved without generous landscaping integrated into the designs of the respective developments and the public realm.

The revised Site and Landscape Development Plan, attached herewith under Annexure 1, illustrates the manner in which the proposed development will contribute towards the softening of the building elevation on the streets. The Site and Landscape Development Plan illustrate that several shrubs and ground covers will be planted on the sidewalk while hedge plantings such as Carissa or Dovyalis would be planted right up to the edge of the building.

The landscaping elements will be continued on the courtyard side of the buildings where feature plants and trees will be added in between lawns and courtyard paving elements.

5 CONCLUSION

In addition to the above, the following salient points of the revised proposal needs to be highlighted:

- a) The buildings have been brought forward onto the street boundaries to reflect the perimeter block design and to define the public space. As such, the buildings have also been pushed out onto the common boundary in order to ensure edge continuity.
- b) The massing of the buildings has been broken up so that it reads as a series of forms rather than a single extrusion.
- c) The core of the street-facing blocks has been set back in accordance with the articulated setback line while the stoeps and balconies have been set onto the build-to line on the street boundary.
- d) Use was made of architectural elements and landscaping to create grain and texture to the façade of the building.
- e) The building has been designed to a built-to line for floors 1-4 that equates to the site boundary. A fifth storey has been provided on the inside of the building facing onto the internal courtyard.
- f) Due to the revised building form, the total number of units have been increased from 145 to 176.
- g) The access / egress from Dennesig Road has been revised. Only a single access / egress point will be provided on Dennesig Road onto the ground floor parking level in order to restrict traffic movements along the new Dennesig Road woonerf. The access point along Paul Kruger Road will provide access to both the surface parking level as well as the basement level.

Notwithstanding the above deviations, it is contended that the development proposal is still substantially in accordance with the original approval, as advertised. Whilst key indicators such as bulk and coverage have increased in the revised proposal, it is to be acknowledged that this was brought about in order to comply with the new guidelines for the area.

Further to the discussions with yourself, we attach herewith the following documentation in order to aid decision making:

- The complete set of revised drawings (i.e. Site Development Plan, Floor Plans & 3D illustrative rendering between previous and current proposals);
- The 'happy letter' and endorsed plans of the appointed urban designer as proof that the revised drawings are consistent with the Dennesig Urban Design Guidelines;
- Draft Planners' Report (MPT Item).

We trust that with this information you will be able to bring the application to a swift conclusion.

Kind regards



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP

ANNEXURE 1
REVISED DRAWINGS

LEGEND

TREES TO BE TRANSPLANTED
IF REQUIRED

TREES TO BE REMOVED

TREES TO RETAIN

NEW TREES

Callia africana (White Stinkwood)
Syzgium guineense (Water Pear)
Olea europaea subsp. africana (Wild Olive)
Erythrina lysidemon (Coral Tree)
Cupressus sempervirens
Scaevola (Rhus) pendulifolia (White Karsie)

SIDEWALK PAVING

COURTYARD PAVING

VEHICULAR PAVING

LAWN (BUFFALO AND/OR REBEA)

SHRUBS & GROUND COVERS

Acacia spp. (5 plants /m²)
Agave spp. (5 plants /m²)
Aporosa spp. (5 plants /m²)
Cassia multicaulis (3 plants /m²)
Gazania rigens (3 plants /m²)
Clitoria teretica (3 plants /m²)
Coleonema album (3 plants /m²)
Corydalis orbiculata (3 plants /m²)
Dioscorea spp. (3 plants /m²)
Hebe spp. (3 plants /m²)
Lampyrus tenuifolius (3 plants /m²)
Plectranthus spp. (3 plants /m²)
Suaresia campanulata (5 plants /m²)

FEATURE/FOCAL PLANTS

Carissa macrocarpa (1 plants /m²)
Chusquea macrocarpa (2 plants /m²)
Elaeagnus argentea (1 plants /m²)
Gardenia thunbergia (3 plants /m²)
Elaeagnus argentea (1 plants /m²)
Plumbago auriculata (1 plants /m²)
Tecoma capensis (1 plants /m²)
Pelargonium peltatum (4 plants /m²)
Salvia chalcidifolia (1 plants /m²)
Tubeghia villosa (5 plants /m²)

CREEPER ON PERGOLA
(BOUGAINVILLE OR SIMILAR)

HEDGE PLANTING

Cordia or Borydia

POT WITH CREEPER AGAINST WALL
(BOUGAINVILLE OR SIMILAR)

LEGEND: BUILDING LINES

EXISTING BUILDING LINE

NOTES:

- GENERAL**
- All work on Deneasig & Paul Kruger street is dependent on wayleave approval.
- TREES**
- All existing trees on site and on the side walk to be cordoned off and protected during the construction period as per approved Landscape Plan.
 - The yellowwood to be transplanted to new position on site after the appropriate approval permits.

- IRRIGATION**
- Rainwater harvesting will be utilized to irrigate all the landscaped areas.
 - Rainwater harvesting will be supplemented by either a borehole or a well point.
 - Position of water storage tanks will be determined.
 - Install 100mm Ø uPVC SABS irrigation sleeves at all road crossings.
 - As-saves to be installed approx. 500mm below ground level and clearly marked.
 - All sleeves should extend a minimum of 200mm into the landscaped area.

PAVING

- Cambering paving towards the trees

PROGRAMME

- The landscape plan shall be implemented by and at the cost of the developer in accordance with the approved landscape plan. The development will not be phased.
- 12 Month landscape maintenance period will follow the construction of the Apartments and afterwards the responsibility will pass to the Body Corporate of the development.

THE DEN 2 - DEVELOPMENT SCENARIO

SCENARIO	AREA
SCENARIO 1	11 x TWO BEDROOM TYPE A
SCENARIO 2	7 x TWO BEDROOM TYPE B
SCENARIO 3	11 x TWO BEDROOM TYPE A
SCENARIO 4	7 x TWO BEDROOM TYPE B
SCENARIO 5	11 x TWO BEDROOM TYPE A
SCENARIO 6	7 x TWO BEDROOM TYPE B
SCENARIO 7	11 x TWO BEDROOM TYPE A
SCENARIO 8	7 x TWO BEDROOM TYPE B
SCENARIO 9	11 x TWO BEDROOM TYPE A
SCENARIO 10	7 x TWO BEDROOM TYPE B
SCENARIO 11	11 x TWO BEDROOM TYPE A
SCENARIO 12	7 x TWO BEDROOM TYPE B
SCENARIO 13	11 x TWO BEDROOM TYPE A
SCENARIO 14	7 x TWO BEDROOM TYPE B
SCENARIO 15	11 x TWO BEDROOM TYPE A
SCENARIO 16	7 x TWO BEDROOM TYPE B
SCENARIO 17	11 x TWO BEDROOM TYPE A
SCENARIO 18	7 x TWO BEDROOM TYPE B
SCENARIO 19	11 x TWO BEDROOM TYPE A
SCENARIO 20	7 x TWO BEDROOM TYPE B
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SCENARIO 98	7 x TWO BEDROOM TYPE B
SCENARIO 99	11 x TWO BEDROOM TYPE A
SCENARIO 100	7 x TWO BEDROOM TYPE B

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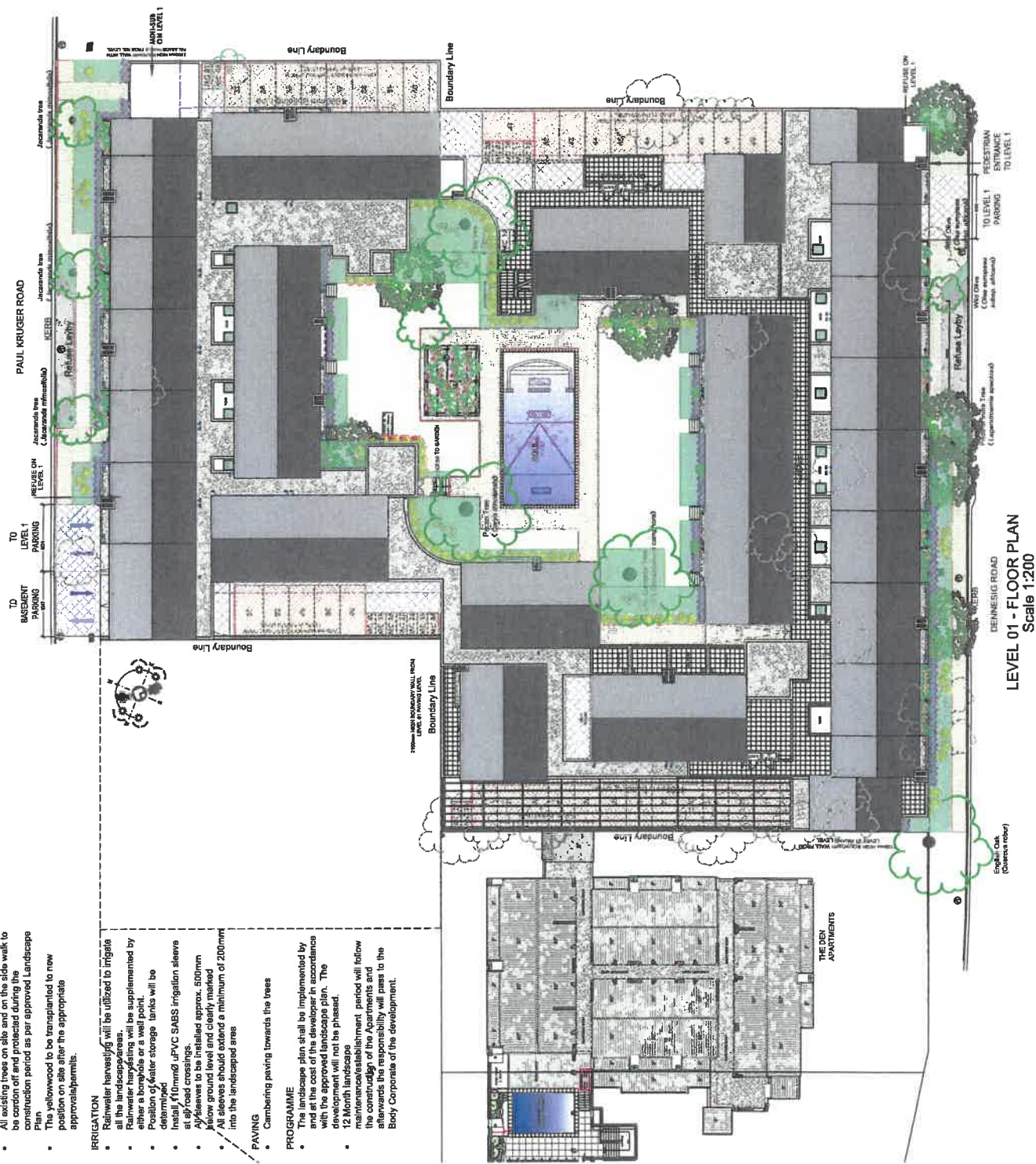
**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

**SITE AND LANDSCAPE
DEVELOPMENT PLAN**

Project No: 04002
Client: WPM
Date: 24 OCT 2019
Scale: 1:200
Status: ADP

FOR SDP SUBMISSION

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LEVEL 01 - FLOOR PLAN
Scale 1:200





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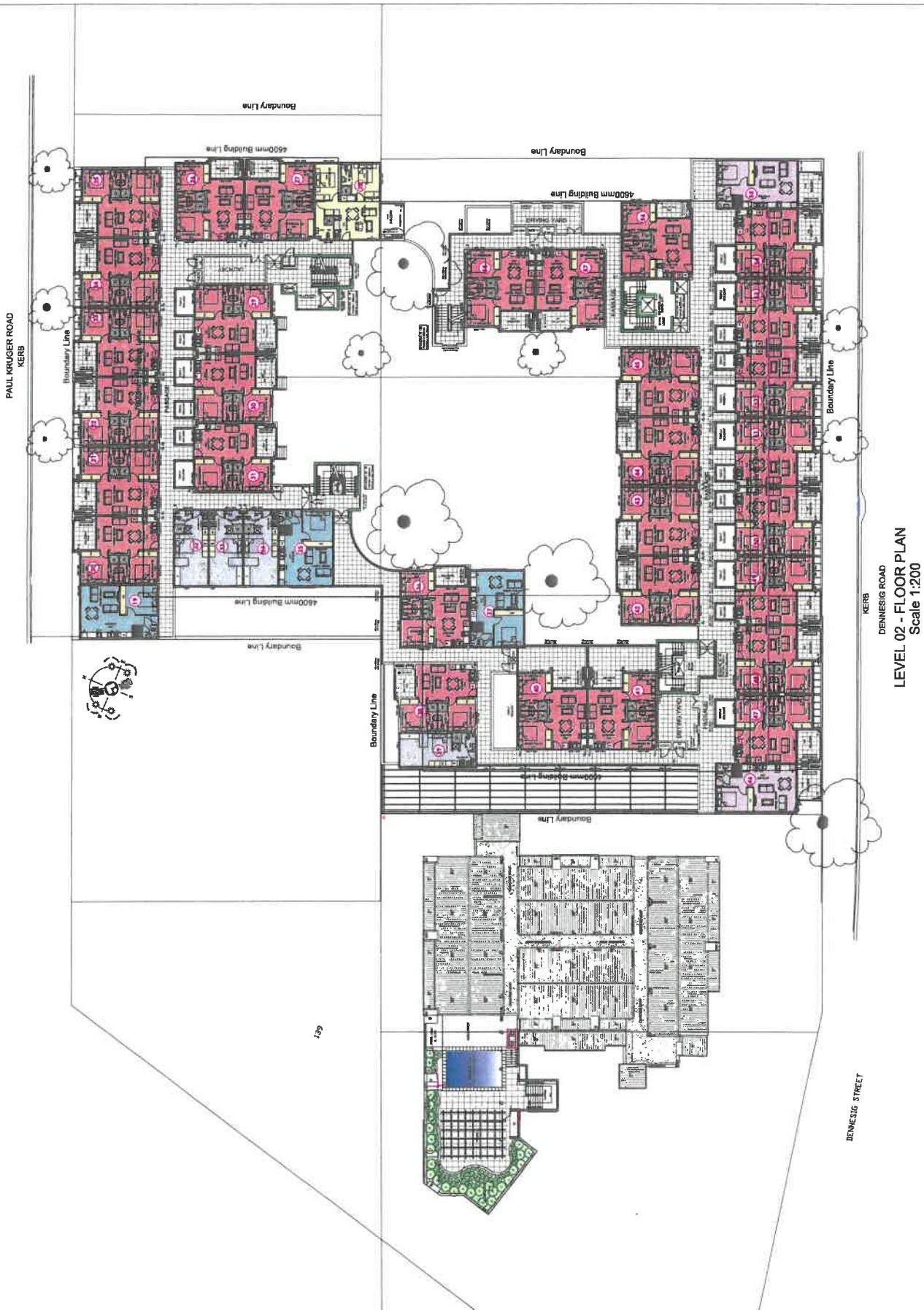
**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

LEVEL 02
FIRST FLOOR PLAN

PROJECT No:	Q4302	SCALE	1/200
DATE	Q4302-D-203	DATE	23 OCT 2019
REV	K	DATE	CHANGES NO.

SDP APPROVAL

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LEVEL 02 - FLOOR PLAN
Scale 1:200



THE DEN 2 - DEVELOPMENT SCENARIO	
LEVEL 01:	618.50sqm
LEVEL 02:	618.50sqm
LEVEL 03:	1064.27sqm
LEVEL 04:	333.31sqm
LEVEL 05:	112.84sqm
LEVEL 06:	1479.26sqm
LEVEL 07:	1172.50sqm
LEVEL 08:	331.65sqm
LEVEL 09:	331.65sqm
LEVEL 10:	331.65sqm
LEVEL 11:	331.65sqm
LEVEL 12:	331.65sqm
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DENNIS MOSS PARTNERSHIP
Architectural Services & Property Development Solutions

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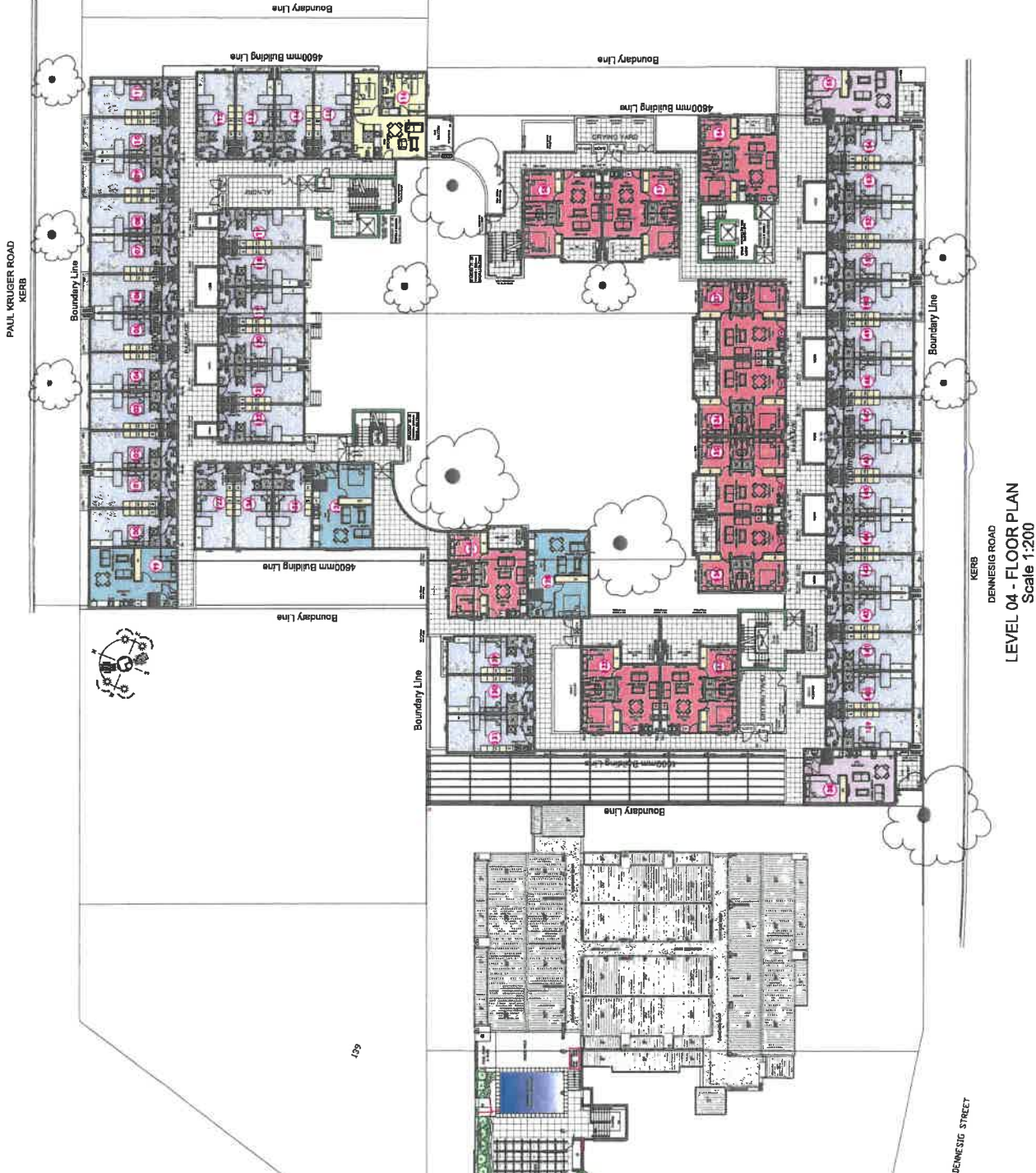
PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

LEVEL 04
THIRD FLOOR PLAN

SDP APPROVAL

PROJECT NO: 04022
DATE: 23 OCT 2019
DRAWN BY: K
CHECKED BY: RL

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LEVEL 04 - FLOOR PLAN
Scale 1:200

THE DEN 2 - DEVELOPMENT SCENARIO	
STY AREA:	4316.00sqm
BASEMENT LEVEL:	4110.00sqm
LEVEL 01:	104.27sqm
LEVEL 02:	333.31sqm
LEVEL 03:	111.00sqm
LEVEL 04:	1471.20sqm
LEVEL 05:	1471.20sqm
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LEVEL 100:	1471.20sqm

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PROJECT FILE

PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

COMPILED BY

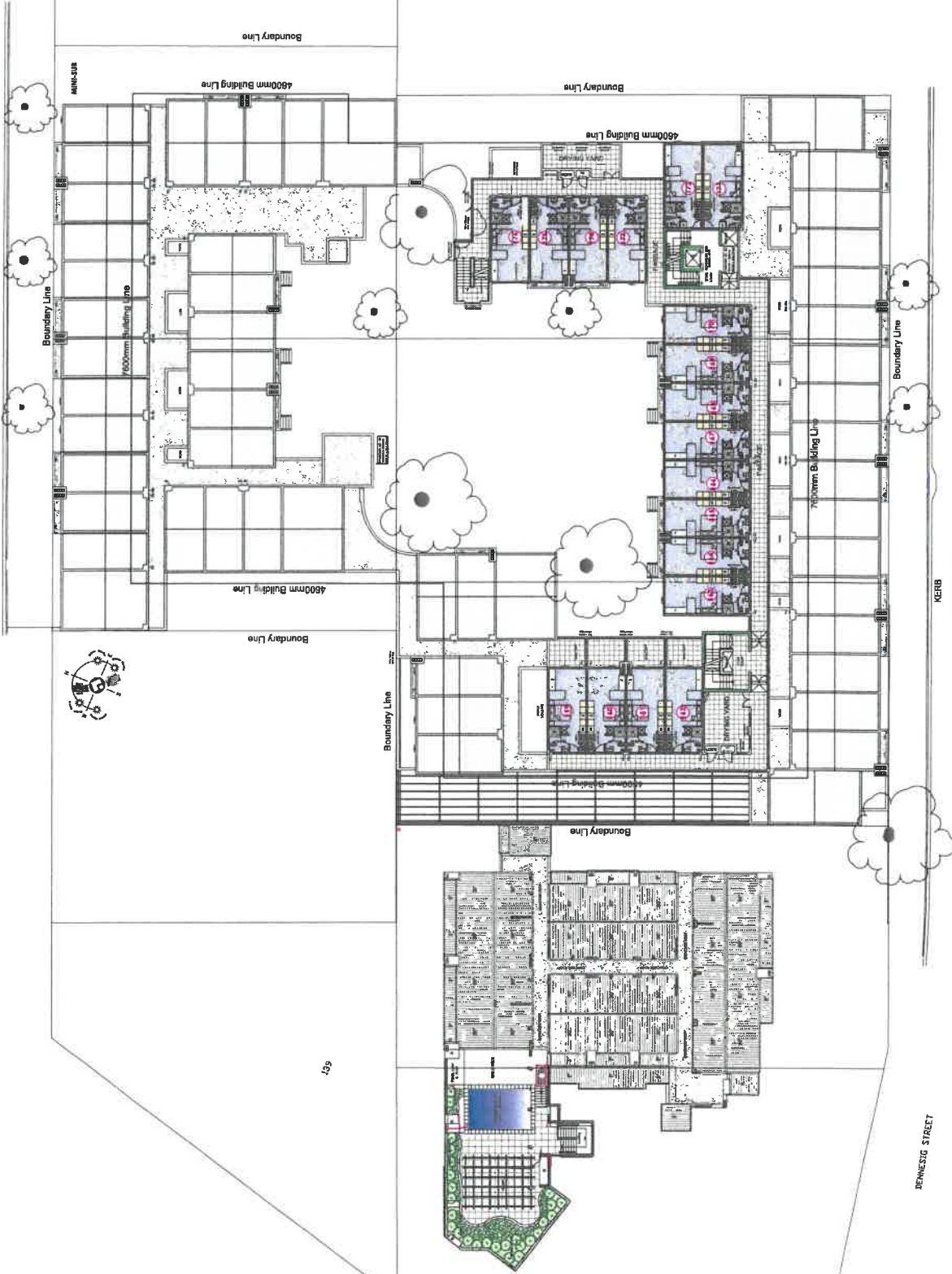
LEVEL 05
FOURTH FLOOR PLAN

PROJECT NO.	04202	DATE	23 OCT 2019
REVISION NO.	04202-01-208	DATE	
REV.	K	REVISION	KL

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PAUL KRUGER ROAD
KERB



DENESIG ROAD
KERB
LEVEL 05 - FLOOR PLAN
 Scale 1:200



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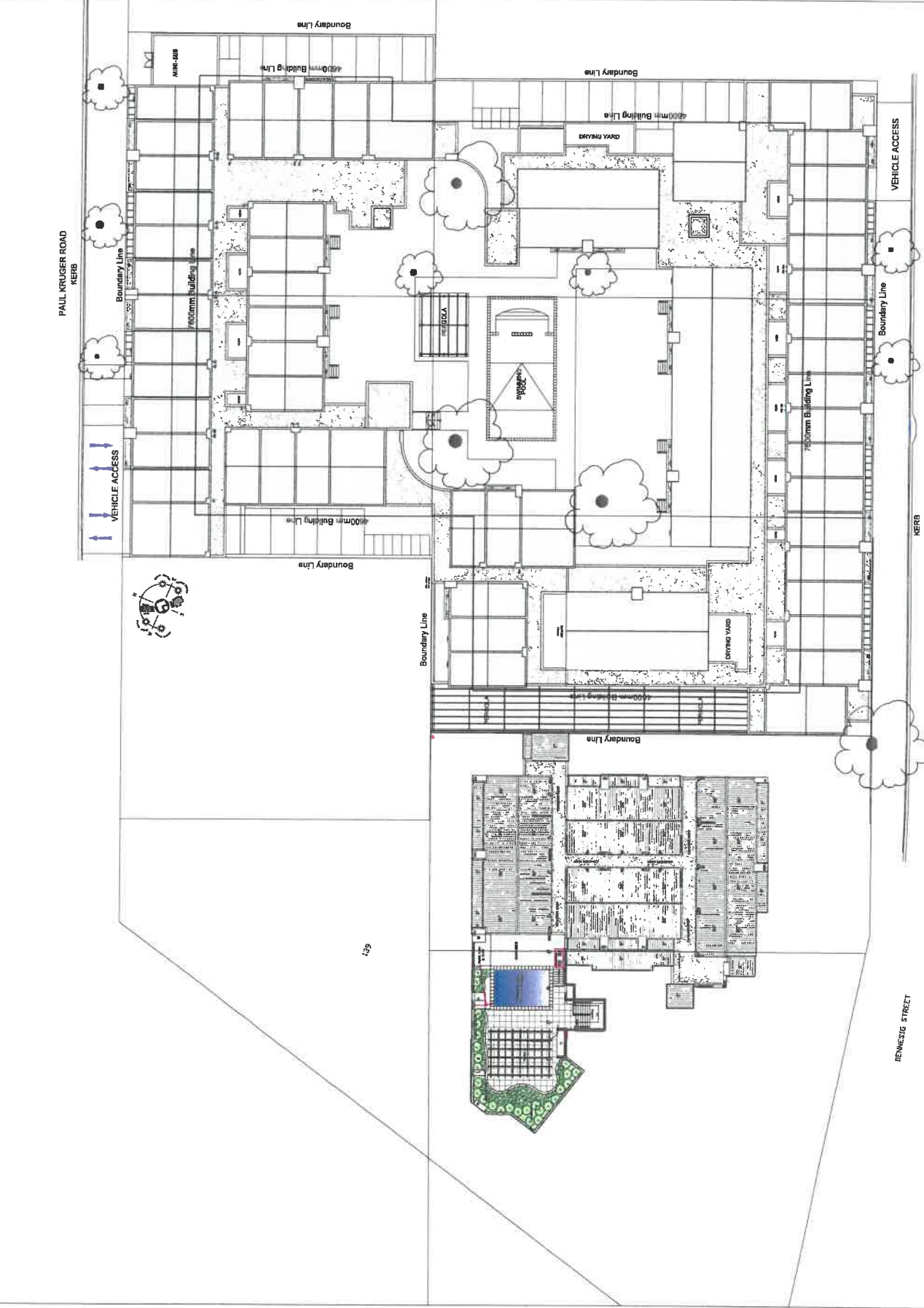
**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

ROOF PLAN

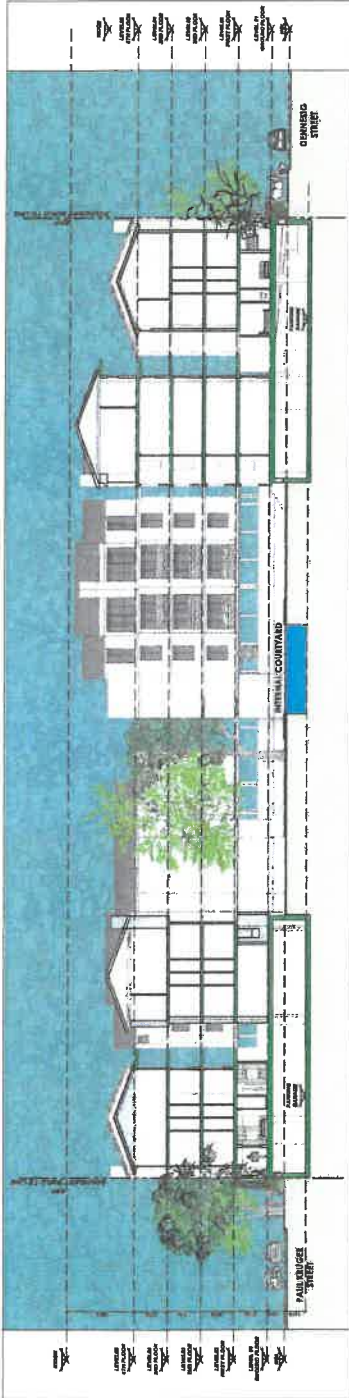
PROJECT No:	Q4202	SCALE	1:200
Revision No:	Q4202-Q-207	DATE	23 OCT 2019
REV	K	ISSUED	KL
			KL

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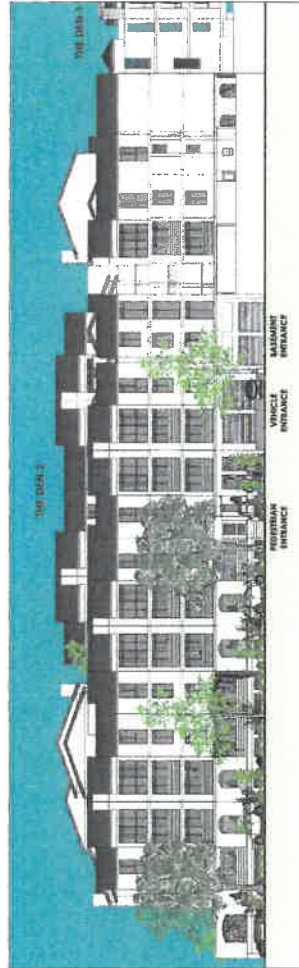
DENNESIG ROAD
ROOF PLAN
Scale 1:200



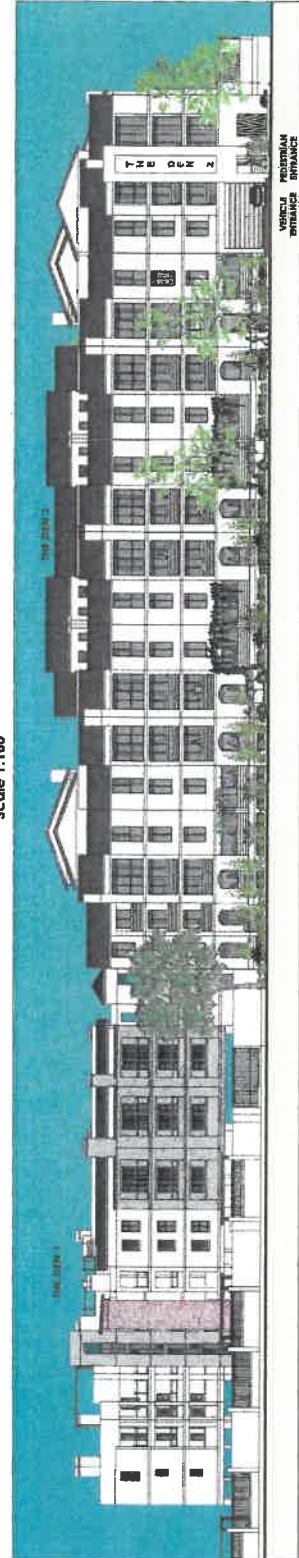
TYPICAL SECTION
Scale 1:200



SOUTH ELEVATION - DENNESIG STREET
Scale 1:100



NORTH ELEVATION - PAUL KRUGER STREET
Scale 1:100



SOUTH ELEVATION - DENNESIG STREET
Scale 1:100

DENNIS MOSS PARTNERSHIP
ARCHITECTS
1000 14th Street, Suite 1000, San Francisco, CA 94103
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**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

**TYPICAL
SECTION**

PROJECT No: 04002
SCALE: 1:100 & 1:200
DATE: 29 OCT 2018
REVISION: 04002-0301
NO: K
DESIGNER: RL
CHECKED: RL

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ANNEXURE 2

'HAPPY LETTERS' AND ENDORSED PLANS

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e: info@jakupa.co.za
www.jakupa.co.za



DATE 25 October 2019
ADDRESS Jeff Lackay
Dennis Moss Partnership
17 Market Street
Stellenbosch

RE: Dennesig Urban Design Framework: review process

Dear Jeff,

This letter confirms that I have undertaken a review process with the DMP's development of their proposal for The Den 2 on Dennesig and Paul Kruger Streets, on the 5th August 2019. The purpose of the meeting was to review the architectural proposals and test it against the set of urban design principles developed in the series of workshops for the neighbourhood and captured in Jakupa's Dennesig Urban Design Guidelines Report.

I can confirm that at this meeting a set of drawings were received and a number of recommendations were made to bring the proposal in line with the ambition of the Design Guidelines Report. I can also confirm that we've gone through at least two iterations since and I'm satisfied that these recommendations have largely been captured in the latest set of drawings sent to me as proof of the changes made. These drawings include the following PDF set of documents:

1. A full set of general arrangement drawings [revision 1] dated 22 October 2019
2. A set of 3D Sketchup drawings that are undated

These drawings represent a considerable improvement in the building's urban design responses and will generally be in keeping with the intent and spirit of the Dennesig Urban Design Guideline Report.

It is noted however, that it is not Jakupa's role to approve the proposal. Approvals will remain the competence of the Stellenbosch Municipality and the proposal would still need to go through their plans submission processes to secure formal approval. It must be noted however, that the development team for this project has enthusiastically participated and responded to the spirit of making a better and coherent precinct in Dennesig.

Yours Sincerely


Khalied Jacobs
Director

P. Pather 021 462 1824 p.pather@jakupa.co.za K. Jacobs 021 462 1824 k.jacobs@jakupa.co.za

[illegible]

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 Fax: (214) 343-1101
 E-mail: dmoss@att.net
 Web: www.dmo.com

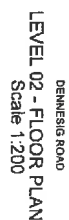
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**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

**BASEMENT
PARKING GARAGE**

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[illegible]

SMITH
ITA

DENNIS MOSS PARTNERSHIP

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Beverly Hills, CA 90210
Tel. (310) 276-1111 Fax (310) 276-1112
E-mail: denmo@denmo.com <http://www.denmo.com>



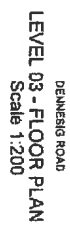
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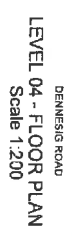
**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

LEVEL 02
FIRST FLOOR PLAN

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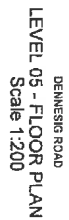
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1700 B Street, N.E., Suite 1000, Washington, D.C. 20002
Tel: (202) 637-1111 • Fax: (202) 637-1112 • e-mail: denmo@att.net

WIEHAHN PROPERTY
MANAGEMENT (PTY) LTD

PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

DATE	04-02-2018	TIME	12:00
NAME	0402-D-205	DATE	23 OCT 2018
SEX	M	AGE	16
		HEIGHT	5' 11"
		WEIGHT	170

SDP APPROVAL

[illegible]

DENNIS MOSS PARTNERSHIP

Landscape Architects • Urban Planners
Architectural Engineers • Regional Planners • Environmental Planners

For Information Call: (708) 691-1100 or Write: Dennis Moss Partnership
P.O. Box 1000, Naperville, IL 60563



**WIEHANN PROPERTY
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**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

LEVEL 05
FOURTH FLOOR PLAN

SDP APPROVAL

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THE D&J 2 - DEVELOPMENT SCENARIO	
1978 DATE	1978 DATE
1. AGRICULTURE	1. AGRICULTURE
2. MINING	2. MINING
3. MANUFACTURING	3. MANUFACTURING
4. CONSTRUCTION	4. CONSTRUCTION
5. TRANSPORTATION	5. TRANSPORTATION
6. UTILITIES	6. UTILITIES
7. GOVERNMENT	7. GOVERNMENT
8. RETAIL	8. RETAIL
9. EDUCATION	9. EDUCATION
10. HEALTH	10. HEALTH
11. RECREATION	11. RECREATION
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DENNIS MOSS PARTNERSHIP
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**WIEHAHN PROPERTY
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**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

ROOF PLAN

FOR INFORMATION

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ANNEXURE 3

DRAFT PLANNERS' REPORT

**DENNESIG NEIGHBOURHOOD, STELLENBOSCH
URBAN DESIGN GUIDELINE REPORT**

August 2019
Revision 0



This document was compiled by



Jakupa Architects & Urban Designers Pty Ltd

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Gardens
Cape Town 8001

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info@jakupa.co.za

Consultants to:



Stellenbosch Municipality

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Stellenbosch
7599

Market Street, Stellenbosch

Tel: 021 808 8111/0861 808 911
www.stellenbosch.gov.za.

24 August 2019

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- B. THE PURPOSE OF THIS DOCUMENT
- C. METHODOLOGY OF APPROACH
- D. OUR PHILOSOPHY
- E. URBAN DESIGN PRINCIPLES
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 - Safe and activated public realm
 - Vibrant mixed-use opportunities
 - Sustainable lifestyle communities
 - Multiplicity in scale
 - Contemporary architectural approach
- F. URBAN DESIGN STRATEGY
- F. READING THE CONTEXT
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 - Precinct
 - Proposed brad spatial structure
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 - Spatial typologies
 - Massing and grain
 - Establishing on-site parking conditions
 - Diversity and a sense of belonging
- J. PROCESS AND WAY FORWARD
- K. ANNEXURES



A. INTRODUCTION AND BRIEF

Dennesisg is a neighbourhood on the periphery of Stellenbosch CBD that is currently undergoing significant pressure from developers to transform its eclectic nature that includes the consolidation of single residential erven into bigger development sites.

A number of development proposals have therefore been submitted to the municipality for approval. Many of these have been put on hold until the municipality was able to formulate a consolidated response to developers. One of the tools that the municipality requires, is to establish a vision for the neighbourhood to assist in their evaluation process. They've subsequently elected to undertake an Urban Design process to unpack the neighbourhood's character and development potential that could produce a coherent neighbourhood with great spatial quality and performance.

Jakupa was appointed to provide urban design services to establish urban design guidelines for the neighbourhood after a quotation process. Urban Design services were supplemented by Town Planning services [Urban Dynamics, also the lead consultant] and Traffic engineering services [Integrated Traffic Solutions]

The extent of the study area was defined as the neighbourhood known as Dennesisg which is bounded by Merriman, Bird, Molteno and Adam Tas roads. The area is made up of a wide range of property owners and an equally eclectic urban form. While the neighbourhood is largely residential in character, it includes significant uses that include retail uses predominantly along Bird and Merriman roads and a church complex towards the northern extent of the study area.

Historically, the study area has deep roots in farming and the Catholic Church complex and thus have significant heritage and social value. The nature of the complex however has undergone significant changes over time, including a general loss of its prominence and spatial presence which has unfolded in fears of the implications of extensive redevelopment of the neighbourhood.

Similarly, Bird street has declared heritage status which is lost in its spatial quality and character. In fact, looking at the street, it is hard to find the tangible physical, social or latent historic value. The street is dominated by equipment that supports vehicular movement despite the wide sidewalks and a scattering of mature trees. The character of the street is one of a lack of coherence and poor spatial quality.

The remainder of the morphology ranges from multi-storey walk-up residential buildings to single residential buildings that have one common feature: buildings in the centre of the site surrounded either by gardens or parking lots. The net result is a non-place that sits uncomfortably in its context.

The nature of the developments under consideration tends to replicate the status quo and it is the ambition of this report to shift the pattern of development and bring spatial coherence across the divergent development parcels.

Through the identification of contextually appropriate design principles and guidelines the Urban Design Framework Document intends ultimately to put good urban design principles into practice, making evident the Stellenbosch Municipality's intentions of making great places in an evolving built environment.



B. THE PURPOSE OF THIS DOCUMENT

The primary role of this report is to record a set of design principles that largely emerged from a series of design charrettes. The neighbourhood design problem is interpreted as the attempt to find the balance between compact and vibrant urban environments and the pragmatic demands of the context and what is feasible to aid development.

The purpose of this document is to:

- Develop a spatial set of principles and a rationale for the way in which the neighbourhood could transform over time;
- As a tool to negotiate and guide the various actors in the development process as the various proposals are processed by the Municipality, property owners, their professional teams and development partners that responds to the generally accepted urban design principles;
- And, to be used as a tool for the authorities to measure the development proposals.

The document also intends to support the making of memorable places that reflects the culture and identity of its people, place and time. It supports a positive and legible urban structure that is integrated into the neighbourhood's "found potential". It argues for an improved spatial quality of the public realm and promotes the creation of safe and vibrant places. It makes room for social and economic opportunities that are accessible and diverse. It also proposes a development form that is robust, promote intensity of use and is adaptable over time. It promotes a sense of enclosure of communal space and motivates for positive public interface with abutting streets and aim to build on the existing sense of place.

The foundation of our methodology is to produce active documents that results in developable actions. Key to the ability to influence development decisions is the view that we are not the final decision maker in the making of rich and vibrant environments. Meaningful public environments have to be layered by many hands over time as economic and socio-political changes shape the making of cities. Iteration of refining the making of public space over time by many people has the potential to produce places that reflect the culture of its people that are layered and nuanced and where the immediate outcomes may not be predictable but has a great potential of becoming a vibrant and exciting place that reflects its context in time and place.

C. METHODOLOGY AND APPROACH

Design and, more so, urban design is an iterative design led process. Requiring the testing of urban design principles and ideals against often competing, pragmatic and feasibility constraints. As such, a process of negotiation, where principles, trade-offs and mitigation drives the final outcome, is necessary and ultimately desirable. Jakupa values a collaborative approach. This work has evolved from process of ongoing collegial collaboration an cooperation.

Our method is a structured planning approach opposed to a master planning approach. The intent of which is to ensure that the minimum amount of strategic interventions are identified to unlock the maximum amount of benefits and opportunities on any given site.

To this end we've negotiated the enclosed set of guidelines which was developed through a series of design charrettes with a range of developers currently proposing developments in the neighbourhood. The Catholic Church was consulted and through consultation and negotiation, the proposals were nuanced and developed to produce adjusted proposals. While the process may not have been exhaustive, it did represent a certain level of engagement outside the appointed team which we trust will result in achievable guidelines.

The final step in this truncated process, we met once with each of the developers and reviewed their proposals and reached agreement with their level of responsiveness to the agreed guidelines. Subsequent to this, developers were expected to adjust their proposals accordingly.



D. OUR PHILOSOPHY

Our approach is governed by humanistic ideals translated into pragmatic and workable solutions.

Key high level principles that guide our approach are:

01 *Places Matter Most* > places are much more important than individual buildings or traffic volumes. We endeavour to create attractive and interesting places that are shaped by the human scale, qualitative and functional organization of the site. The intention of which is to enliven the physical experience of the development by and for both its occupants and the passers-by. The rich potential of the broader site context is invaluable and more often than not already provides key qualitative principles from which to draw inference.

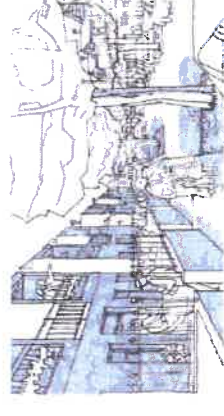
02 *Craft is King* > attention to the grain and texture of the making of public places and urban form must be complemented by the crafting of the making of the place. All too often commercial developments are associated with built forms that are shaped by reductive technical solutions.

03 *People and Space Integration* > we encourage a positive relationship with the existing morphology and integrate it with its *genius loci*. This "sense of place" includes the relationship of people, their activities and cultural practices and should, ultimately, reflect their character in its making.

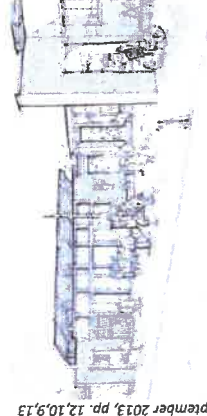
04 *Community over Time* > Systems thinking and incremental development will allow opportunity for the development to shape its form and character over time. Sustainability [social, economic, environmental and resource based] is treated as a matter of course. All developments should allow for flexibility in accommodating a changing program that, in time, may be influenced by changing needs.



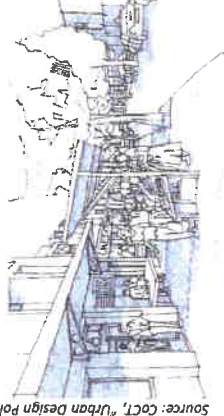
Intensity,
diversity and
adaptability



Safe and secure
communities



Place matters>
Positive public
realm



Interface

Source: CoCT, "Urban Design Policy", September 2013, pp. 12,10,9,13

E. URBAN DESIGN PRINCIPLES

The nature of the urban design proposal argues for making a place that is deeply rooted in great city-building traditions. Some of these robust urban design principles include:

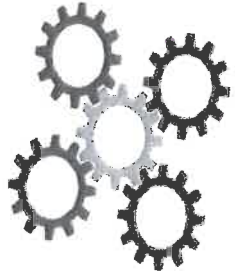


The Greater Public Good

These development guidelines work towards reconciling a long-standing problem posed by the lack of density in suburban environments by creating and linking places of existing amenity value where people can come together to enjoy the shared benefits of living in a close-knit community. It is proposed that this is achieved through the arrangement of significant numbers of residential uses into the neighbourhood that contains largely suburban uses and where additional functions tends to be subverted [such as the church precinct].

The development imagines a new and exciting place for residents, workers and visitors through a strong and legible open space system that makes great places and that reaches out to initiate a broader suburb-wide spatial system.

The project has the enormous benefit of making vibrant social and economic opportunities in an otherwise underdeveloped neighbourhood within Stellenbosch. The set of development guidelines has the potential to transform the site into a busy and thriving community.



The Whole Above the Parts

The foundation of the urban design rationale is a spatial system that simultaneously connects the site to the existing surrounding context and unlocks broader benefits in the way of NMT and public amenity upgrading. The proposal recommends a myriad of improvements to the existing precinct. This includes traffic flow improvements, pedestrian oriented spatial systems and a range of uses that have the potential to transform the site's identity into a memorable place that will be part of the greater Stellenbosch experience.

The proposal has also investigated impacts on vehicular movement systems. The proposed general upgrading to surrounding roads will improve access to greater Stellenbosch.

Similarly, the proposal has undergone many iterations to improve its environmental performance [especially water treatment] and sustainability systems have been integrated into the design [SUDS, etc]



Identity, Context + Place Making

The proposal makes considerable effort in extracting the found potential on site and making it evident to bolster its representation in its *genius loci*. These include making its relationship to the church complex, lost spaces embedded in the fabric, the development energy being unleashed and the site's historic relationship to water in the making of its environment. All these benefit from a sustained urban relationship which goes beyond the constraints of individualerven.

The identity intended to create is one that reflects Stellenbosch's urban character through making places that are relevant to locals and one that's rooted in its time and context. It is also argued that a place of deeper meaning will emerge through time as the place is inhabited and settles into its skin, become one with the context and the town.

The development will fundamentally alter the existing character of the place, but for the better: creating a vibrant, people orientated and safe space.

The ambition of this set of guidelines is to create a high density, mixed-use development that is an interesting and vibrant place to live, work and play. The design principles that are seen as necessary to support a healthy, safe and sustainable environment are described below:

1. A PEDESTRIAN FOCUSED ENVIRONMENT

The focus of this set of guidelines is to establish a generous public realm that services the lowest common denominator: pedestrians on foot. The streets within the development have been designed with people in mind where roads have been translated into streets. The streets are imagined to be generous, offering good protection from the elements and generous landscaping. All streets that traverse the site are continuous and integrated into the neighbouring precincts. On-street parking is limited to where it is managed, doesn't interfere with pedestrian movement and where it will slow down traffic. The remainder of the parking is shifted to below grade and hidden in structured parking.



2. A SAFE ACTIVATED PUBLIC REALM

In the context of a commercial development that is owned and managed by the developer, it is important that the public spaces remain publicly accessible and managed to remain activated through concession spaces and with clear and diverse interfaces with building interiors. Safety is achieved through developing a sense of ownership of the public spaces as well as generating security by design onto them. Active street interfaces with building interiors are encouraged on a 70/30 principle where 70% of the interface remains "active". Balconies and overlooking features are encouraged to enhance the sense of safety.



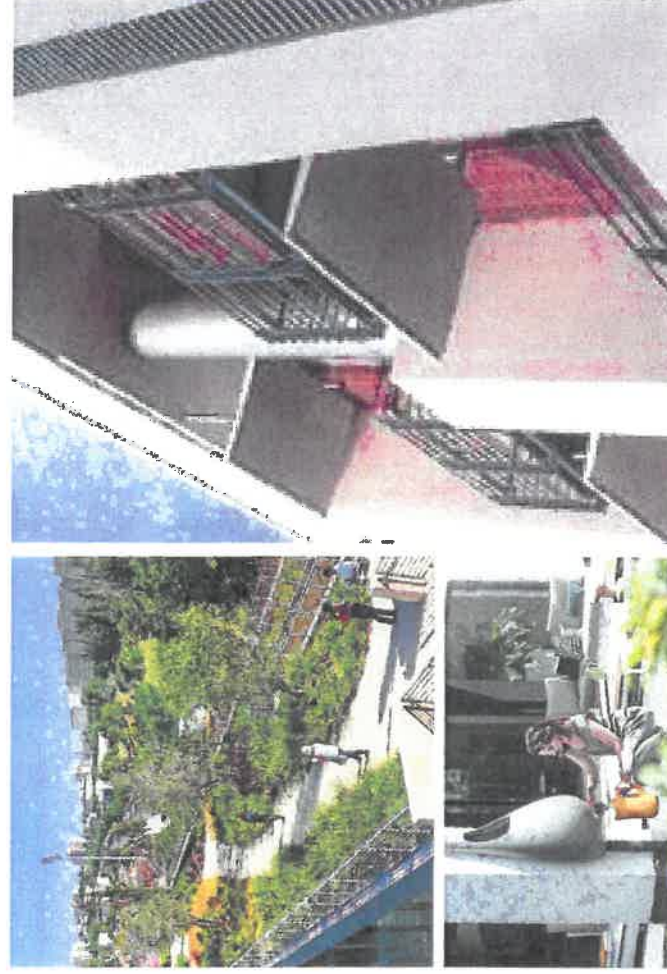
3. VIBRANT MIXED-USE OPPORTUNITIES

The high density development will develop a critical mass that will support a mixed-use environment well beyond the site boundaries. A 24-hr development is encouraged with activities spread throughout the day and into the night all supported by an integrated public transport system [BRT abutting the site + rail, bus and train within walking distance]. A mixed-use precinct however will tend to reduce the need for private mobility through the convenience offered. The significant residential and hotel component will ensure that there is a presence on site all day to reverse the current character of the place. A diversity of function that includes residential, retail, commercial and services functions are encouraged.



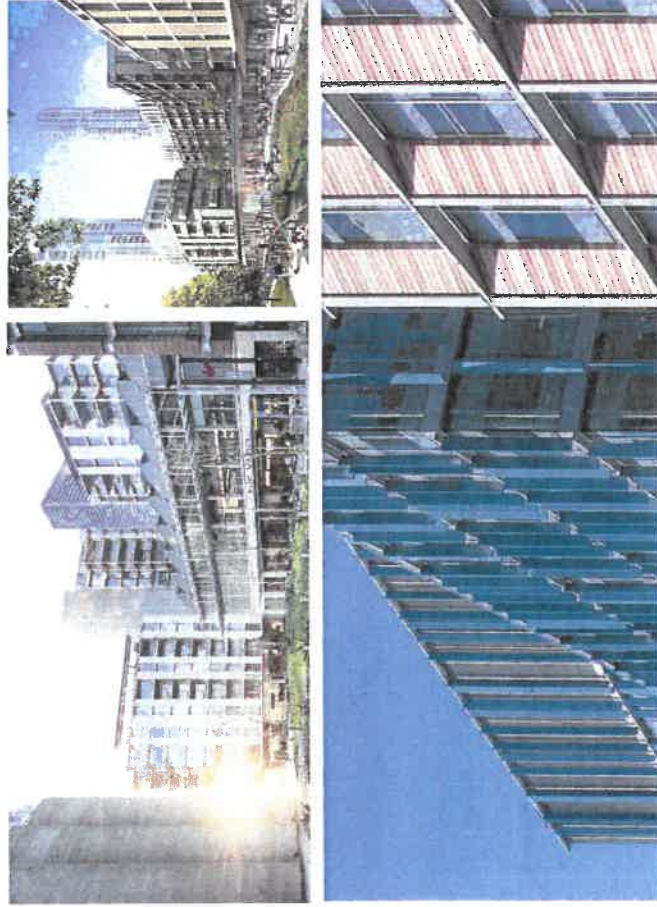
4. A SUSTAINABLE LIFESTYLE COMMUNITY

At a time of acute resource scarcity, the responsible use of resources is encouraged. The proposal plans to develop sustainable development systems that include responsible use of electricity, stormwater [SUDS] and grey water recycling systems which will be used for irrigation and flushing purposes. Sustainability includes the creation of wholesome space for people such as safe and vibrant streets and public spaces for social and mental health. At a building scale, a holistic approach to services provision is promoted. The equipment in support of sustainability, like bicycle racks and stormwater management is integrated into the fabric of the building.



5. MULTIPLICITY IN SCALE

The development will consist mostly of buildings that range between 4-5 storeys in height with a range of shorter existing buildings or where buildings step down to reduce its scale. All buildings, irrespective of their scale will be strongly grounded at street level to support a human-scaled pedestrian environment. This set of guidelines attempts to maintain a consistent datum at first floor level [4m ground floor height].



6. CONTEMPORARY ARCHITECTURAL APPROACH

A diverse architectural form and façade treatment is encouraged to establish a rich architectural language and identity. Along with the urban design indicators and design principles, a rich architectural environment would build identity and a sense of place. No stylised architecture will be promoted [neo-classical, Tuscan, etc]. Instead, a contemporary architectural style using materials, features and detailing that reflects its location in Stellenbosch and its micro-climate is encouraged.

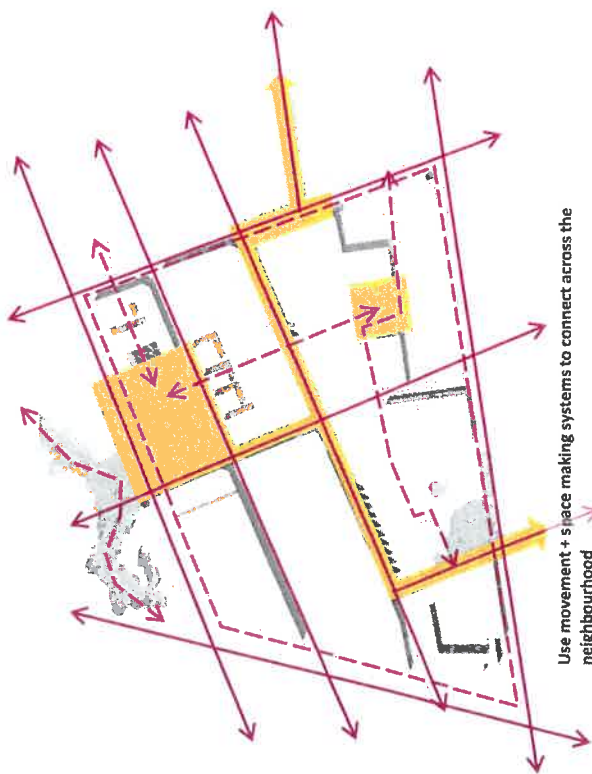


F. URBAN DESIGN STRATEGY

In the context of the nature of the place, three high level design principles are imagined to counteract and bring balance between the predominantly suburban context of Ottery as a suburb and the unique sense of place present on the site.

01 CONNECT

Establish a system of movement on both the scale of the neighbourhood and the broader town. The site must facilitate movement between the local and town scales. Focus on the lowest common denominator: people on foot and public transport systems. Break the spatial barriers by encouraging pedestrian movement across them.



Use movement + space making systems to connect across the neighbourhood

02

INTENSIFY

Rather than describing density as a measure of the number of [mono-functional] dwelling units per hectare, this document argues that to transform this place into a vibrant urban environment, we need to promote the intensity and diversity of uses on site. The intense use of the site is translated through creating the opportunity for diverse active and passive functions at ground level



Intensity rather than density

03

LAYER

Bring depth to the experience on site in both its meaning and its various physical manifestations. Layering of facades, through changes in architectural typology (balconies, terraces, private gardens, communal street interface spaces, screening devices, etc.) and function (residential, commercial, retail, etc.). Layering happens in the horizontal and vertical plane where public and private spaces are sequenced. Ensuring visual permeability into functions and spaces.



Kengo Kama's Nest We Grow

G. READING THE CONTEXT

Developing a critical understanding of the environment in which we are acting is pivotal to developing an argument for an appropriate intervention. Rather than simply describing the context, which risks being reductive, we have opted to “read” the context - conceptualizing our understanding of what exists and interpreting its characteristics. This method of understanding the context has its limitations – i.e. it could be interpreted differently by another set of consultants. To counter this potential, we have workshoped the issues with a broader team and other actors within the charette process to incorporate other perspectives. The following then sets out a reading of the significant qualities that describes the essence of the place.

URBAN FORM

Stellenbosch is a tourist mecca primarily because it represents a layer of history and its physical representation that is cohesive and alluring to visitors. This representation is rooted in its colonial construct, the working of the landscape into stunning farmlands and a cosmopolitan culture that plays out in public space. A cursory review of the town however, shows a much more complex set of dynamics which is played out spatially.

Conceptually, therefore, the spatial systems that emerge is rooted in its historic relationship to the working of the land and its water ecology. The setting out of the original settlement is directly related to the economy of the town's relationship to the Eerste River. Subsequently though, the expansion of the town has evolved in keeping with shifts in global planning theory that is rooted in modernist thinking. The built form follows with a proliferation of suburban developments [one house in the center of a property], the dominance of deterministic planning through the emergence of vehicle infrastructure and shopping malls. These spatial systems have been exacerbated by political narratives that encouraged separation of functions and communities.

This report argues that in the context of *placelessness*, that contemporary planning systems has produced, the macro narrative should therefore shift to balancing ecological, mobility and morphology in service of spatial justice, equity and experiential quality.



CULTURAL LANDSCAPE

The cultural landscape of Stellenbosch is dominated by the relationship between the constructed landscape where the winelands represent a constructed productive landscape, and the historic town centre characterised by quaint heritage streetscapes and a café culture.

There is a pervasive perception that the cultural landscape is linked to traditional views on what makes the place.



A PLACE OF PARADOX + DISLOCATION

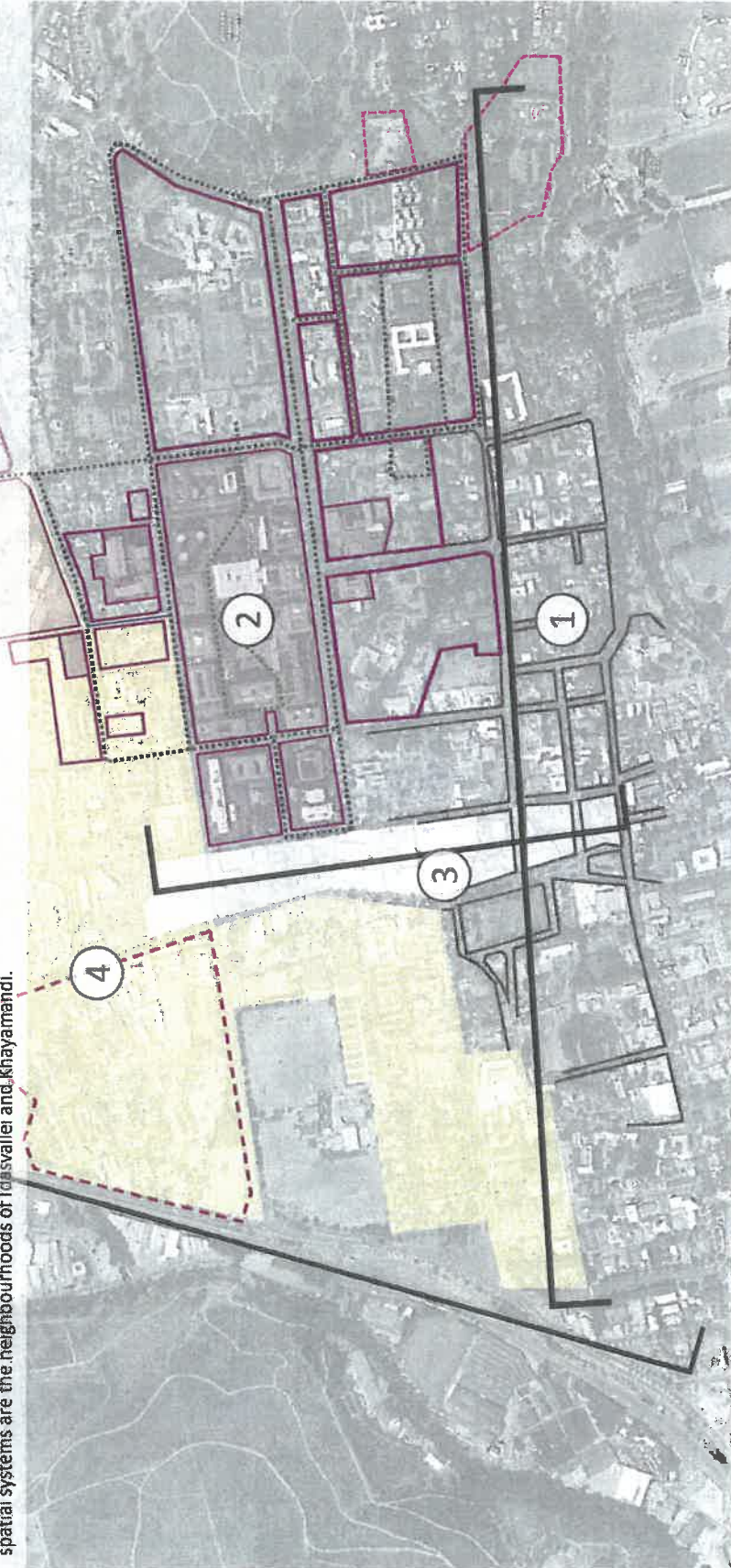
The spatial ecology of Stellenbosch however is one of contrasts where extreme beauty and order lives cheek by jowl with impoverished communities that starkly reflects the challenges of South Africa's GINI coefficient. Similarly, the urban experience across the CBO varies sharply with the old town displaying wonderful spaces with clear identities. Bird Street is challenged by the lack of spatial identity despite it being designated heritage protection and its important role it plays while cutting across the town.



Similarly, there is

SPATIAL ECOLOGY

At the scale of the town, these paradoxes are evident in the three precincts that drive the predominant spatial characteristics of the Town. These spatial systems can be described as the historic portion of town organized along its southern edge along the banks of Eerste River and Dorp Street. At the heart of the contemporary town is Stellenbosch University which has a significant presence in its footprint, culture and governance of the town. A third spatial system is a think layer of development which represent a "Wall of Malls" that offers a mass of building that offers few links across it and breaks the movement continuity between west and east flanks of the town. A fourth spatial system is the remaining extent of town which has experienced phenomenal growth represented by modernist thinking. This includes suburban development models with single buildings built in the centre of its site and a dominance of infrastructure supporting vehicular movement; an conversely, a dearth of pedestrian oriented systems. Outside these spatial systems are the neighbourhoods of Idavallei and Khayamandi.



- ① HISTORIC TOWN
- ② UNIVERSITY TOWN
- ③ WALL OF MALLS
- ④ ECLECTIC TOWN

These paradoxes are represented at the scale of the neighbourhood along the periphery of Stellenbosch

SPATIAL ECOLOGY

The D that drive the nature of this neighbourhood are concepts rooted in modernism:

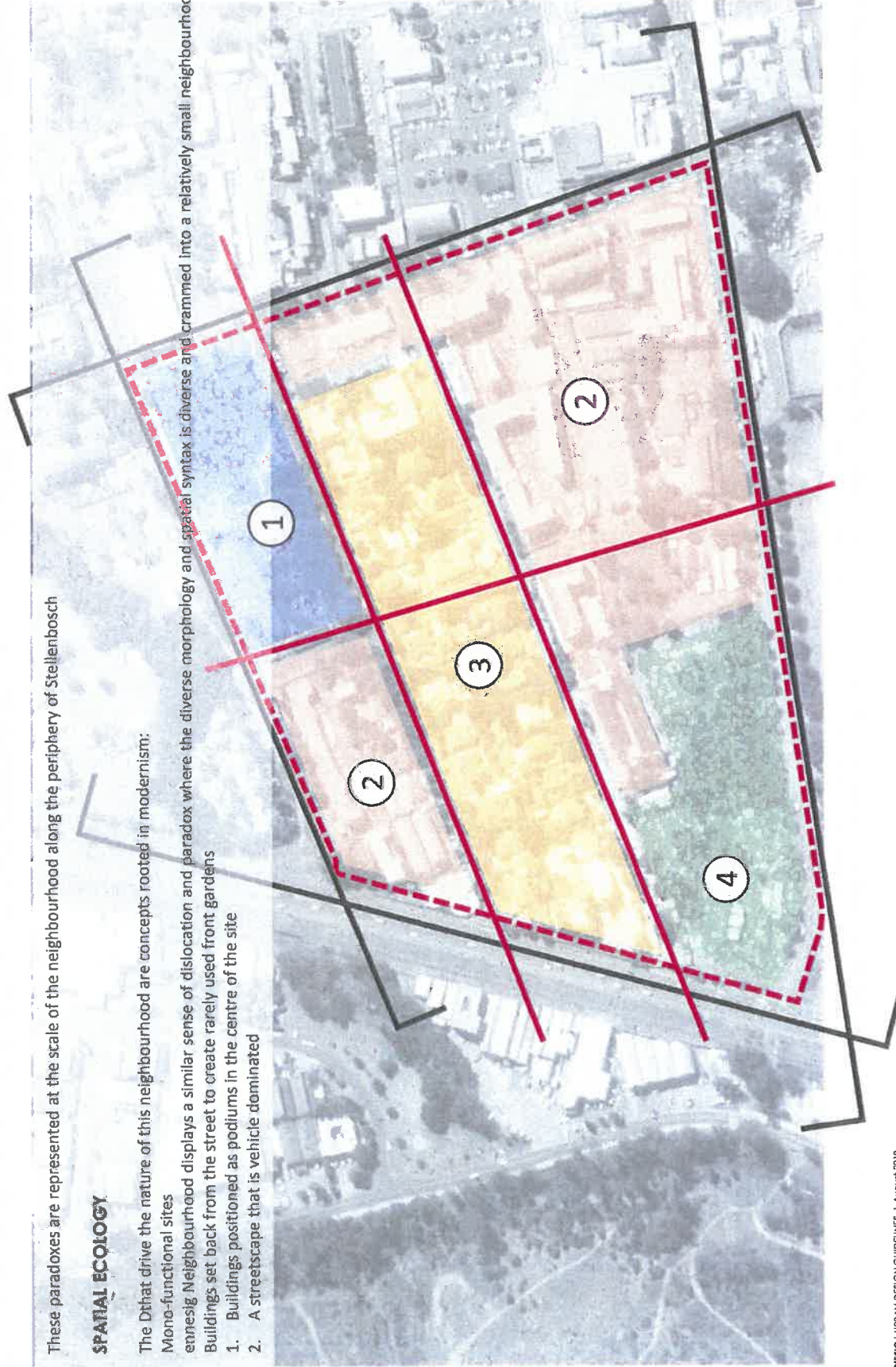
Mono-functional sites

ennessig Neighbourhood displays a similar sense of dislocation and paradox where the diverse morphology and spatial syntax is diverse and crammed into a relatively small neighbourhood. It is clear that the ideas

Buildings set back from the street to create rarely used front gardens

1. Buildings positioned as podiums in the centre of the site

2. A streetscape that is vehicle dominated



1 CHURCH CAMPUS

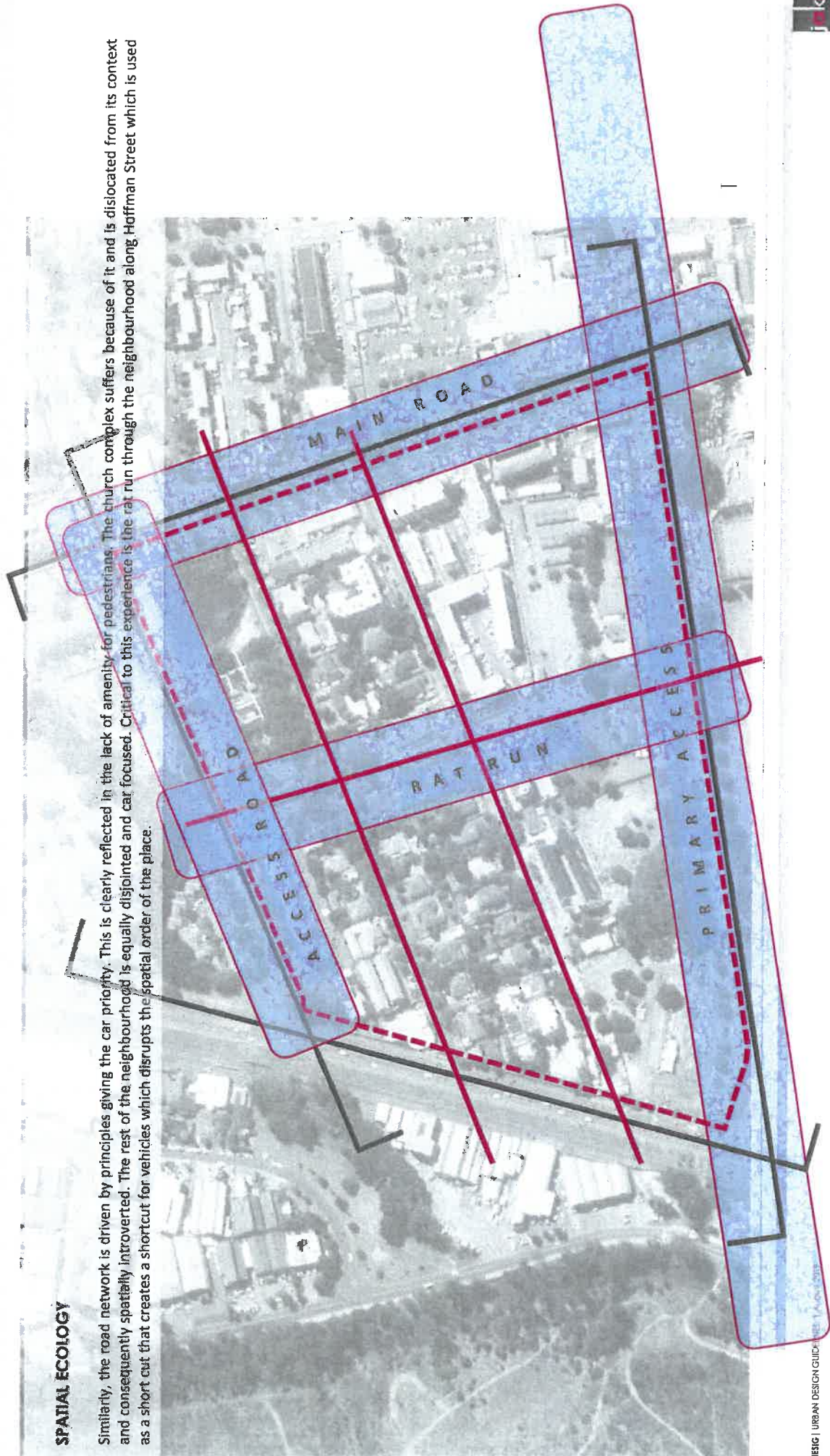
2 BIG BLOCK

3 SUBURBAN UNITS

4 OPEN GREEN

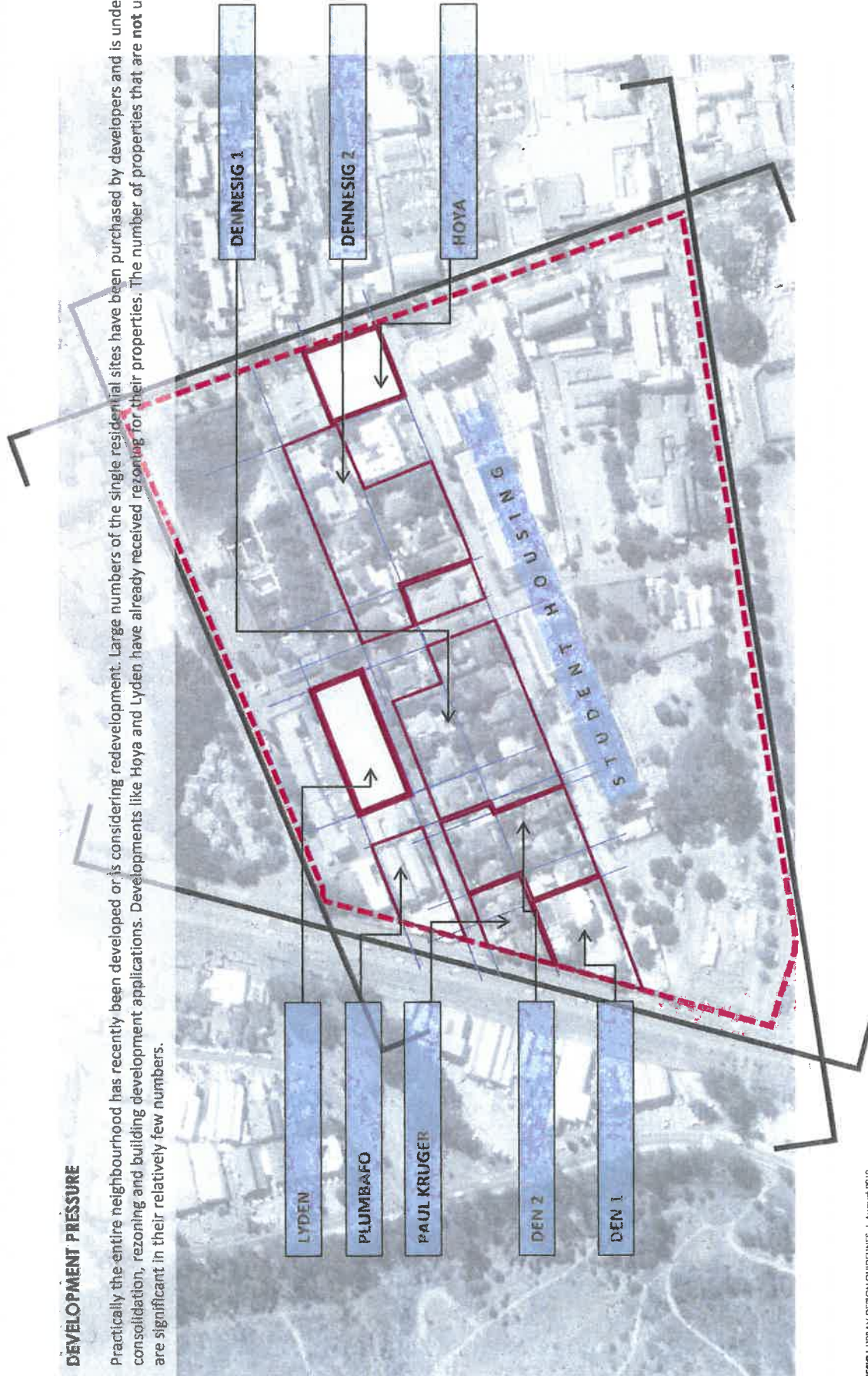
SPATIAL ECOLOGY

Similarly, the road network is driven by principles giving the car priority. This is clearly reflected in the lack of amenity for pedestrians. The church complex suffers because of it and is dislocated from its context and consequently spatially introverted. The rest of the neighbourhood is equally disjointed and car focused. Critical to this experience is the cut run through the neighbourhood along Haffman Street which is used as a shortcut for vehicles which disrupts the spatial order of the place.



DEVELOPMENT PRESSURE

Practically the entire neighbourhood has recently been developed or is considering redevelopment. Large numbers of the single residential sites have been purchased by developers and is undergoing a process of consolidation, rezoning and building development applications. Developments like Hoya and Lyden have already received rezoning for their properties. The number of properties that are **not** under consideration are significant in their relatively few numbers.



PRIMARY CHARACTER ZONES

CATHOLIC CHURCH COMPLEX represents an identifiable precinct with an assembly of historic Cape Dutch Buildings, welf walls and treescapes. The church also offers a social presence both historically and in its current operations which include both religious and social services.



Catholic Church campus in Paul Kruger Street



Looking South along Bird Street towards the taxi rank and CBD



Contrasting residential typologies, all set back from the street

BIRD STREET is a shopping street dominated by equipment that supports the car. It has large dead interfaces with rows of trees and inconsistent quality of sidewalks and pedestrian equipment. The eastern edge of the road in particular [along this stretch of interface] is dominated by an aggressive interface with an introverted shopping centre and its associated parking lot.

ECLECTIC RESIDENTIAL form that all tend to be buildings built into the centre of the site and surrounded by gardens or parking lots. The scale of residential buildings range from single storey suburban models to speculative multi-storey developments, often directly opposite each other.



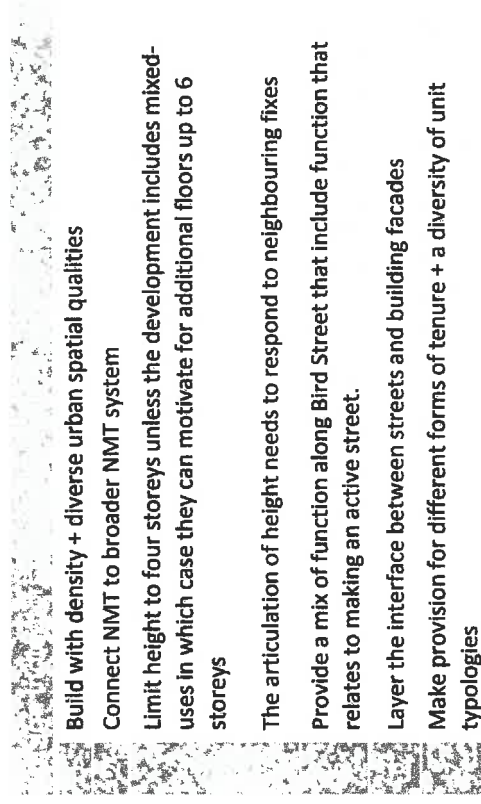
H. URBAN DESIGN PRINCIPLES APPLIED

The following section sets out an argument for the shaping the Neighbourhood using Urban Design Indicators as a tool to determine general goals and a set of design guidelines that interpret these. Together, these are to be used as a measure against which the various design proposals will be tested. The set of design indicators responds to a reading of the context alongside well understood arguments for contributing to a convivial interface with the very different conditions onto which each of the development parcels interfaces. It also aims to set up arguments that supports the town planning application and its architectural interpretation. The Design Guidelines spells out the principles of the design and it is not intended as a fait accompli, instead the design team shall intelligently apply its mind to the principles and interpret its intent to the various conditions of their briefs.

The aspiration of these Indicators is to produce a calm and respectful development that prioritises its role in the bigger picture over its parochial interests.

1. PRECINCT

The various developments need to mediate its role as improving density in a very suburban context and responsibly responding to its immediate context such as the interface with existing and relatively low-scaled homes. Ultimately, this development needs to respond to the broad challenge of improving densities and making great places.



Build with density + diverse urban spatial qualities

Connect NMT to broader NMT system

Limit height to four storeys unless the development includes mixed-uses in which case they can motivate for additional floors up to 6 storeys

The articulation of height needs to respond to neighbouring fixes

Provide a mix of function along Bird Street that include function that relates to making an active street.

Layer the interface between streets and building facades

Make provision for different forms of tenure + a diversity of unit typologies

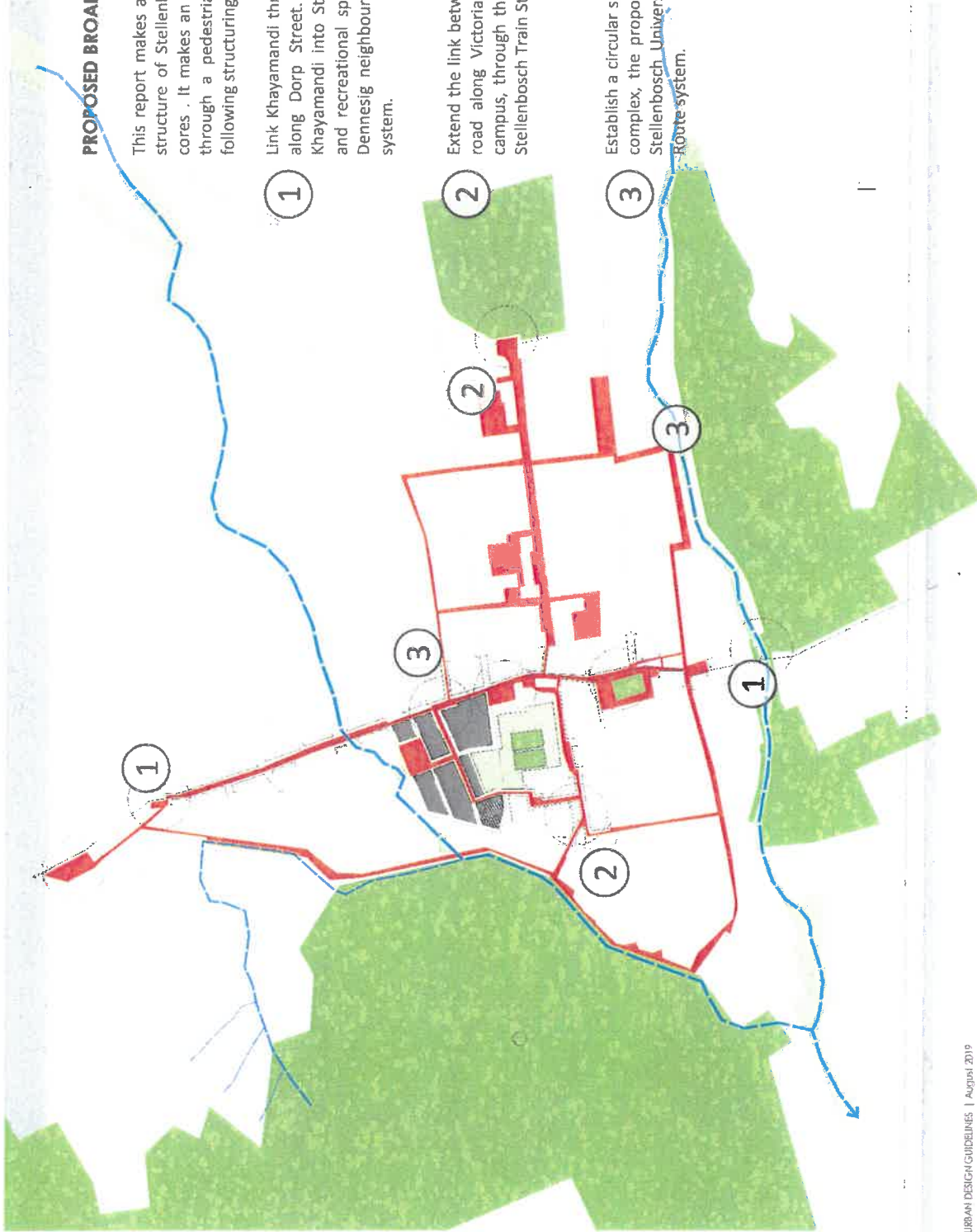
Design guidelines

Consider the site's spatial structure to be legible and an extension of the existing street structure. Integrate movement systems with the site and how it connects to the neighbourhood.

PROPOSED BROAD SPATIAL STRUCTURE

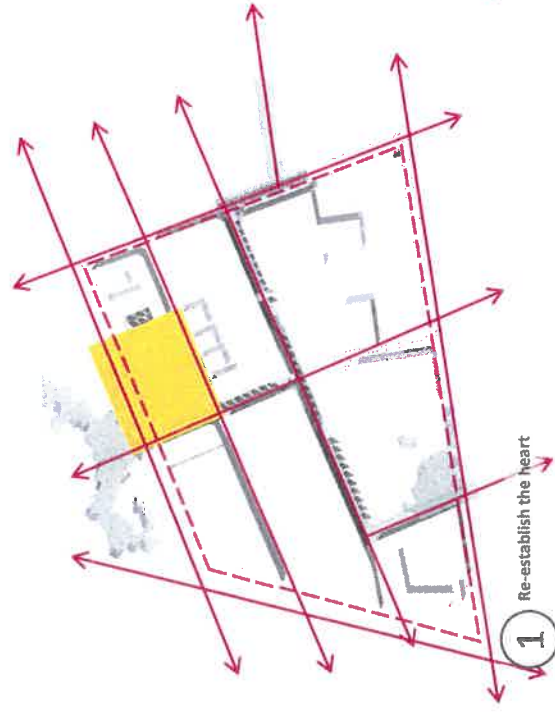
This report makes an argument for expanding the existing spatial structure of Stellenbosch beyond the town's historic and central cores. It makes an attempt to link the disparate neighbourhoods through a pedestrian oriented movement system including the following structuring systems:

- ① Link Khayamandi through Stellenbosch CBD to the historic quarter along Dorp Street. This system brings the spatially dislocated Khayamandi into Stellenbosch and connects the southern sports and recreational spaces, Die Braak, the main taxi rank and the Dennerig neighbourhood into a single and clearly defined spatial system.
- ② Extend the link between Jan Marais Nature Reserve and Adam Tas road along Victoria Road and through Stellenbosch University's campus, through the "Wall of Malls" and along Du Toit Street to Stellenbosch Train Station.
- ③ Establish a circular spatial system that connects the Catholic church complex, the proposed TOD node along Adam Tas and the main Stellenbosch University node, including integrating into its Green Route-system.

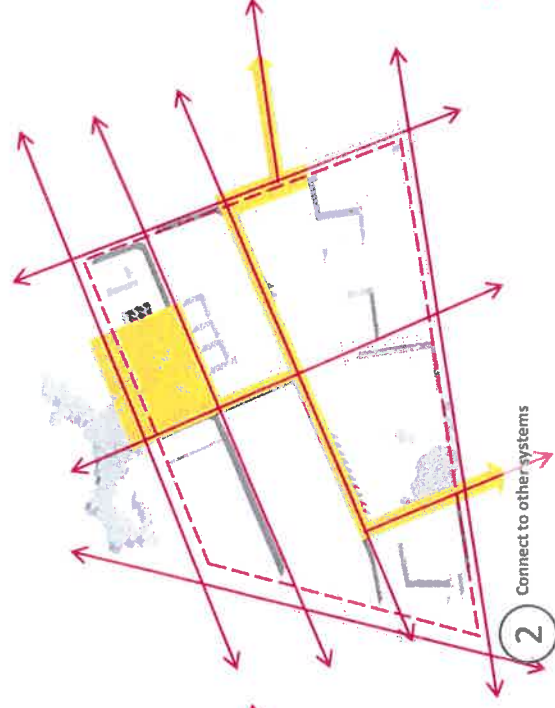


PROPOSED NEIGHBOURHOOD SPATIAL STRUCTURE

The foundation of a proposed adjusted spatial structure is a series of interventions that are implemented in its spatial hierarchy as follows:

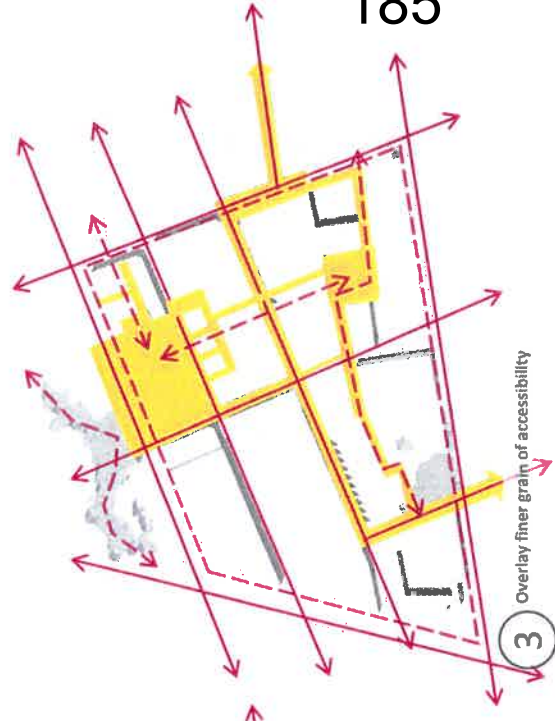


The foundation to the spatial transformation is re-establishing the precinct to its historical roots in the Catholic Church complex. The re-imposition of its significance implies that it needs to exert its spatial dominance over other spatial systems and technologies.



The second-most important system is the re-prioritisation of modes of movement with its core ambition to shift mobility systems to support the lowest common denominator: pedestrians on foot and/or other NMT modes of movement in balance with those of vehicle movements.

Here the system proposes two primary links: connect to the existing "Green Route" system developed by Stellenbosch University to promote safety towards the east and secondly, link to a proposed TOD development towards the south along Adam Tas.

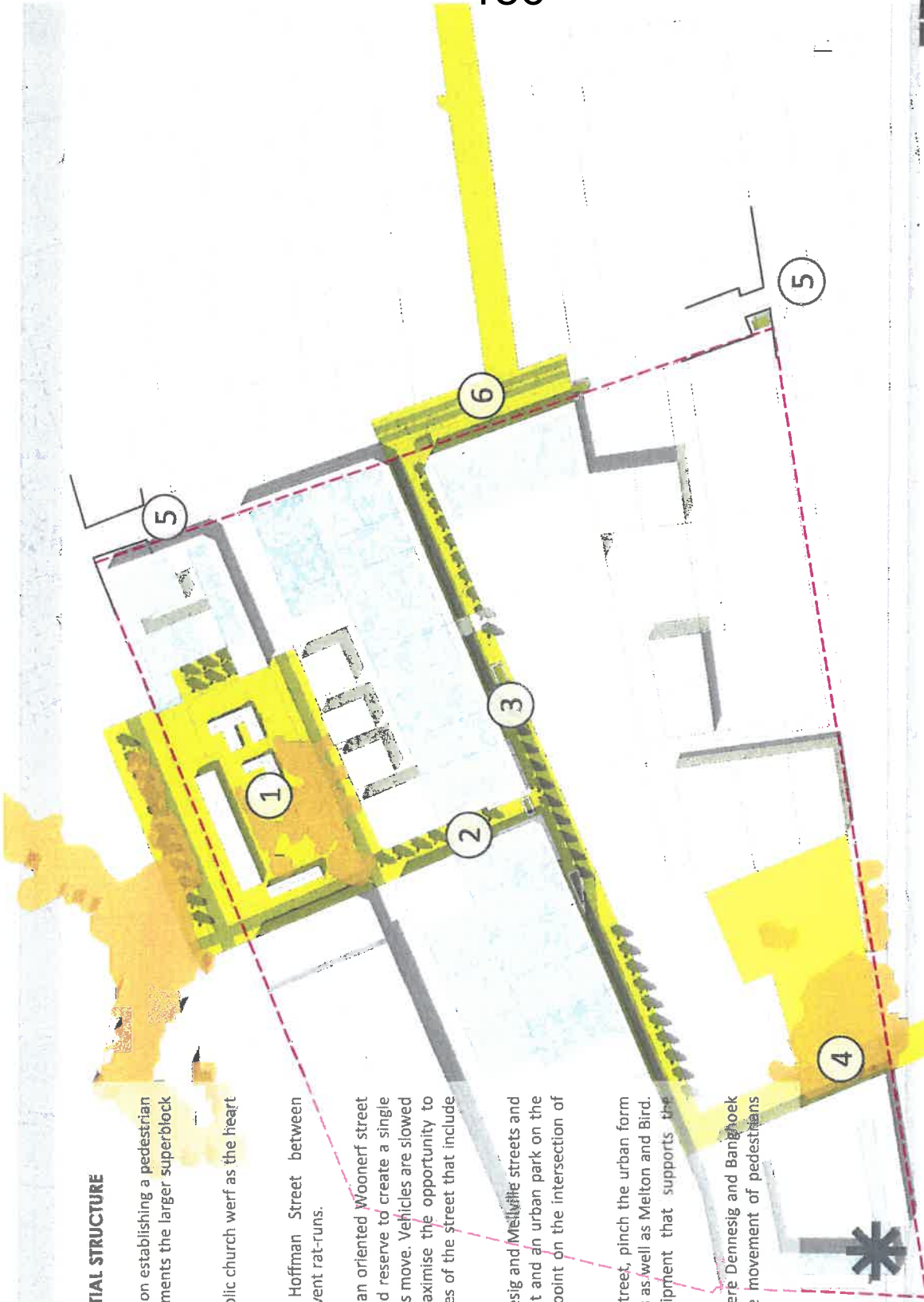


Overlay and interlink a finer grain of pedestrian movement systems, portions of which exist, that link municipal owned land and support access to the church campus. The finer grain movement system overlay promotes permeability of the neighbourhood and improves accessibility of its services.

PROPOSED NEIGHBOURHOOD SPATIAL STRUCTURE

The primary spatial structure is focused on establishing a pedestrian oriented movement system that supplements the larger superblock vehicular movement system.

- 1 Entrench and expand the existing Catholic church werf as the heart of the neighbourhood.
- 2 Limit vehicular movement through Hoffman Street between Dennesig and Paul Kruger streets to prevent rat-runs.
- 3 Convert Dennesig street into a pedestrian oriented Woonerf street where kerbs are removed from the road reserve to create a single plane on which both people and vehicles move. Vehicles are slowed through creating an indirect route. Maximise the opportunity to create interactive edges along both sides of the street that include building entrances and public uses.
- 4 Create a pedestrian link between Dennesig and Melville streets and establish a new mixed-use development and an urban park on the existing green space. Establish a focal point on the intersection of Adam Tas and Melville roads.
- 5 To create and urban room along Bird Street, pinch the urban form at the intersections of Melville and Birs as well as Melton and Bird. Populate the urban room with equipment that supports the occupation of this space by people.
- 6 Create a raised pedestrian crossing where Dennesig and Banghoek streets intersect with Bird to ease the movement of pedestrians across it.



2. SPATIAL TYPOLOGIES

SPATIAL TYPOLOGY: WERF

A werf is a spatial typology rooted in the viticulture traditions synonymous with Stellenbosch's agrarian roots. The space is characterised by defining space within a broader landscape that is associated with a sequencing of space through procession/routes to a defined place often surrounded by low walls. The werf would host a series of buildings held within space with a subset of interlinked spaces for both labour and recreation/symbolic spaces.

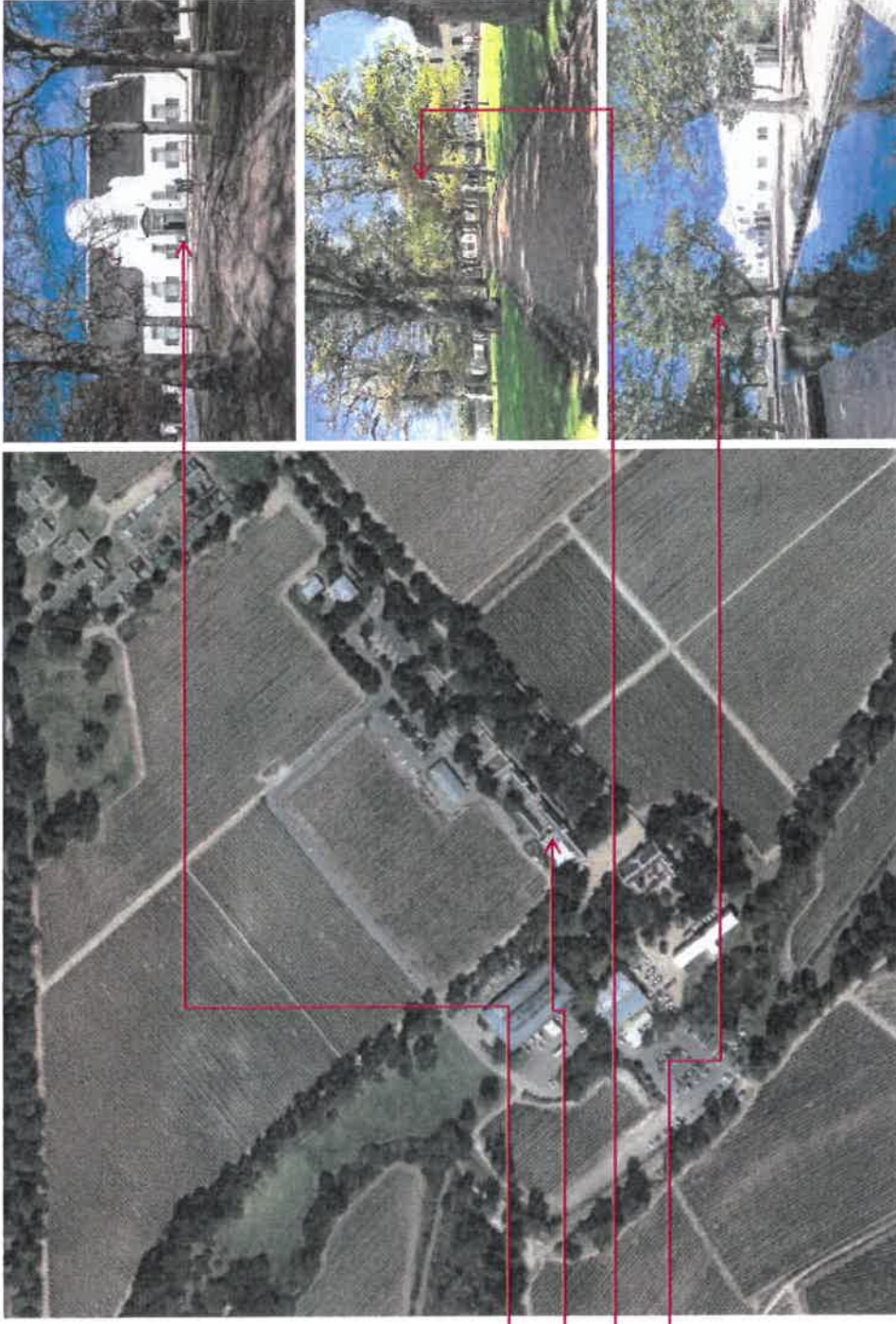
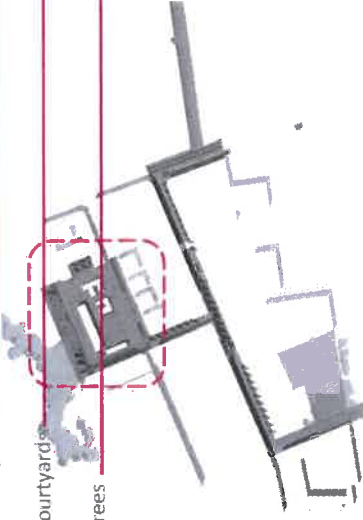
These traditions of defining space within a productive landscape can be found in farms in the immediate vicinity of Stellenbosch and represent the tradition of the Catholic Church precinct. The pattern of making of the precinct reflects its roots as a farm which transformed through the course of its life into a church compound. Today fragments of the original werf and farm remains.

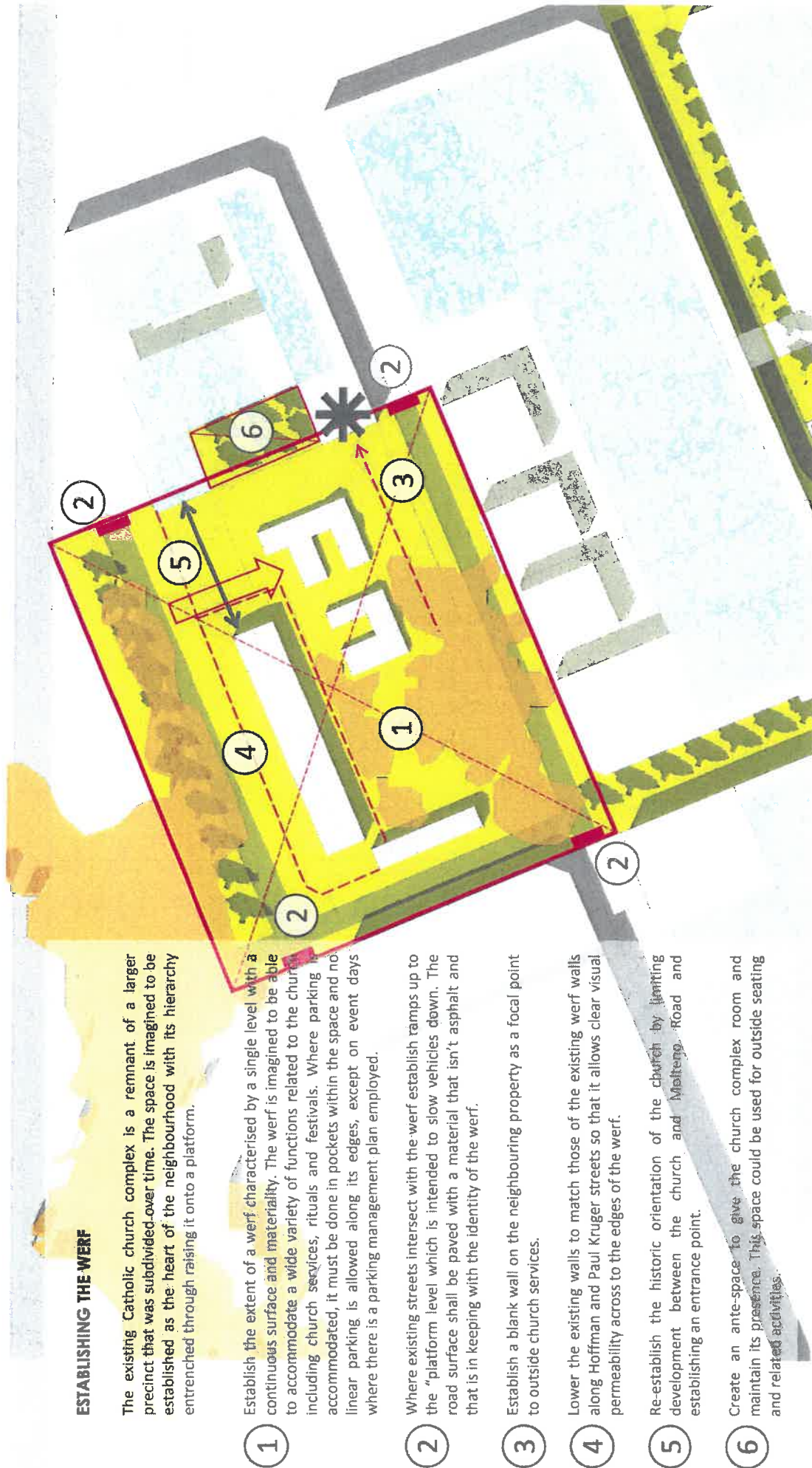
Low walls

Buildings in space

Courtyards

Trees

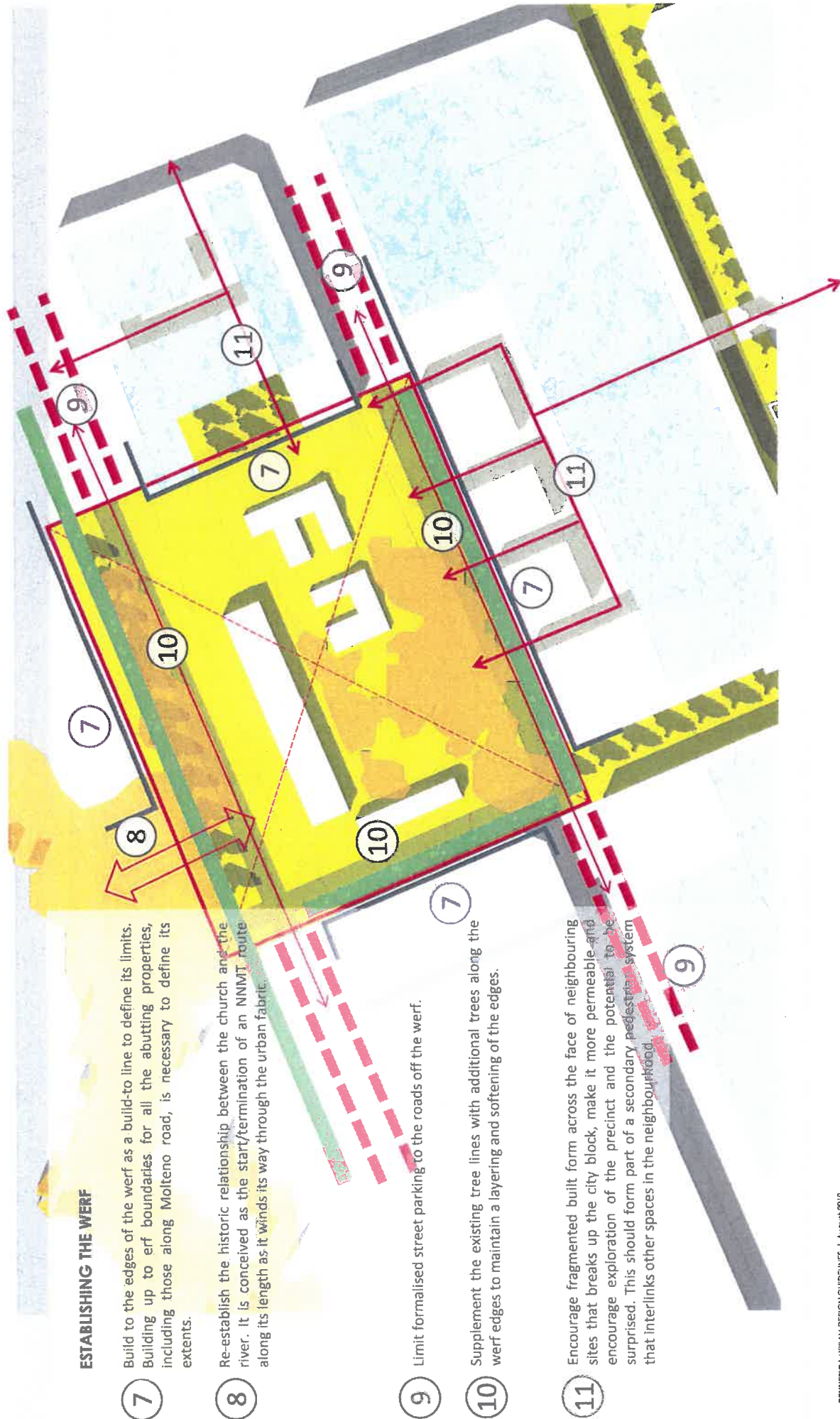




ESTABLISHING THE WERF

The existing Catholic church complex is a remnant of a larger precinct that was subdivided over time. The space is imagined to be established as the heart of the neighbourhood with its hierarchy entrenched through raising it onto a platform.

- 1 Establish the extent of a werf characterised by a single level with a continuous surface and materiality. The werf is imagined to be able to accommodate a wide variety of functions related to the church, including church services, rituals and festivals. Where parking is accommodated, it must be done in pockets within the space and no linear parking is allowed along its edges, except on event days where there is a parking management plan employed.
- 2 Where existing streets intersect with the werf establish ramps up to the "platform" level which is intended to slow vehicles down. The road surface shall be paved with a material that isn't asphalt and that is in keeping with the identity of the werf.
- 3 Establish a blank wall on the neighbouring property as a focal point to outside church services.
- 4 Lower the existing walls to match those of the existing werf walls along Hoffmann and Paul Kruger streets so that it allows clear visual permeability across to the edges of the werf.
- 5 Re-establish the historic orientation of the church by limiting development between the church and Molteng Road and establishing an entrance point.
- 6 Create an ante-space to give the church complex room and maintain its presence. This space could be used for outside seating and related activities.



ESTABLISHING THE WERF

- 7 Build to the edges of the werf as a build-to line to define its limits. Building up to erf boundaries for all the abutting properties, including those along Molteno road, is necessary to define its extents.
- 8 Re-establish the historic relationship between the church and the river. It is conceived as the start/termination of an NMMT route along its length as it winds its way through the urban fabric.
- 9 Limit formalised street parking to the roads off the werf.
- 10 Supplement the existing tree lines with additional trees along the werf edges to maintain a layering and softening of the edges.
- 11 Encourage fragmented built form across the face of neighbouring sites that breaks up the city block, make it more permeable and encourage exploration of the precinct and the potential to be surprised. This should form part of a secondary pedestrian system that interlinks other spaces in the neighbourhood.

ESTABLISHING THE WERF

The existing Catholic church complex is a remnant of a larger precinct that was subdivided over time. The space is imagined to be established as the heart of the neighbourhood with its hierarchy entrenched through raising it onto a platform.

- 1 Establish the extent of a werf characterised by a single level with a continuous surface and materiality. The werf is imagined to be able to accommodate a wide variety of functions related to the church, including church services, rituals and festivals. Where parking is accommodated, it must be done in pockets within the space and no linear parking is allowed along its edges, except on event days where there is a parking management plan employed.

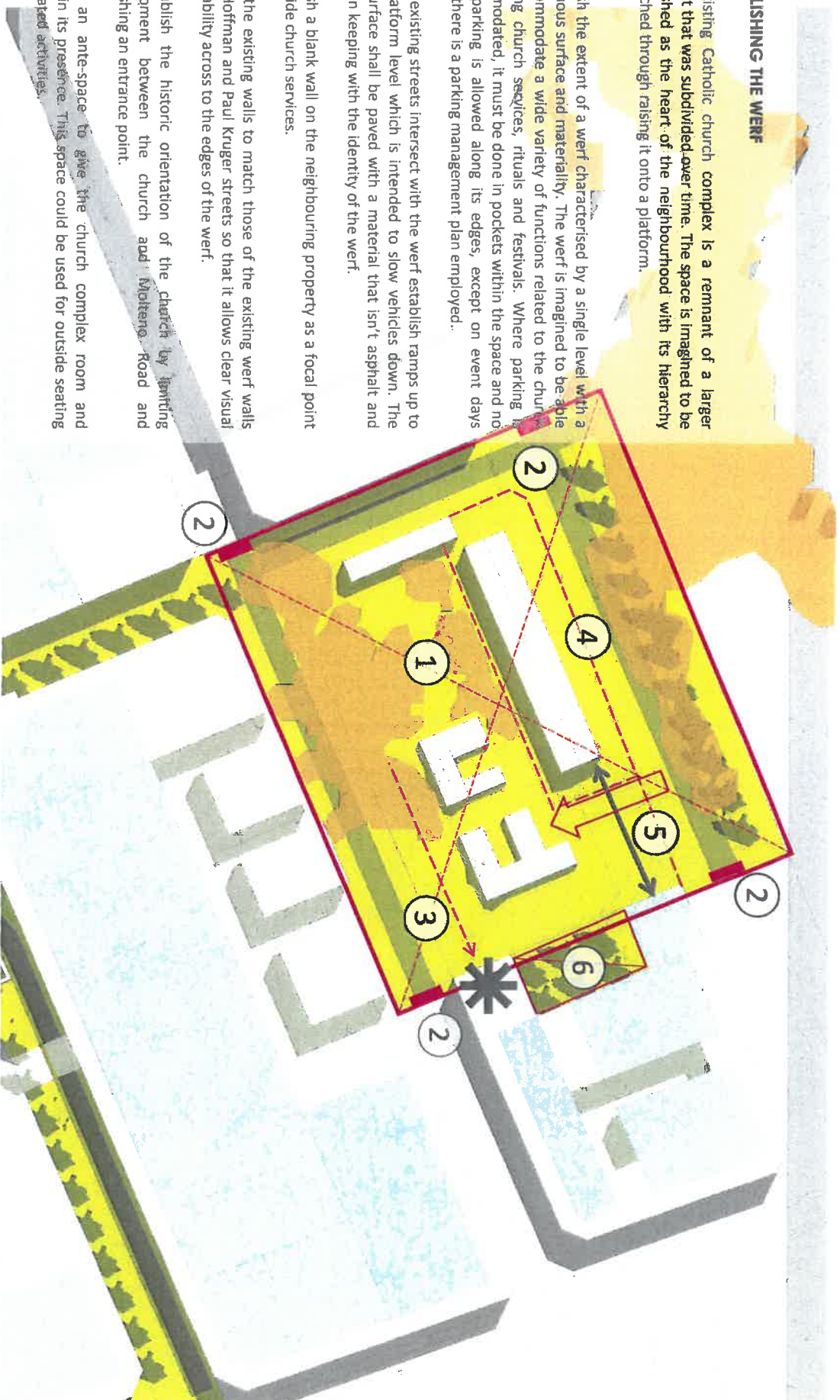
- 2 Where existing streets intersect with the werf establish ramps up to the "platform level" which is intended to slow vehicles down. The road surface shall be paved with a material that isn't asphalt and that is in keeping with the identity of the werf.

- 3 Establish a blank wall on the neighbouring property as a focal point to outside church services.

- 4 Lower the existing walls to match those of the existing werf walls along Hoffman and Paul Kruger streets so that it allows clear visual permeability across to the edges of the werf.

- 5 Re-establish the historic orientation of the church by limiting development between the church and Molteno Road and establishing an entrance point.

- 6 Create an ante-space to give the church complex room and maintain its presence. This space could be used for outside seating and related activities.



ESTABLISHING THE WERF

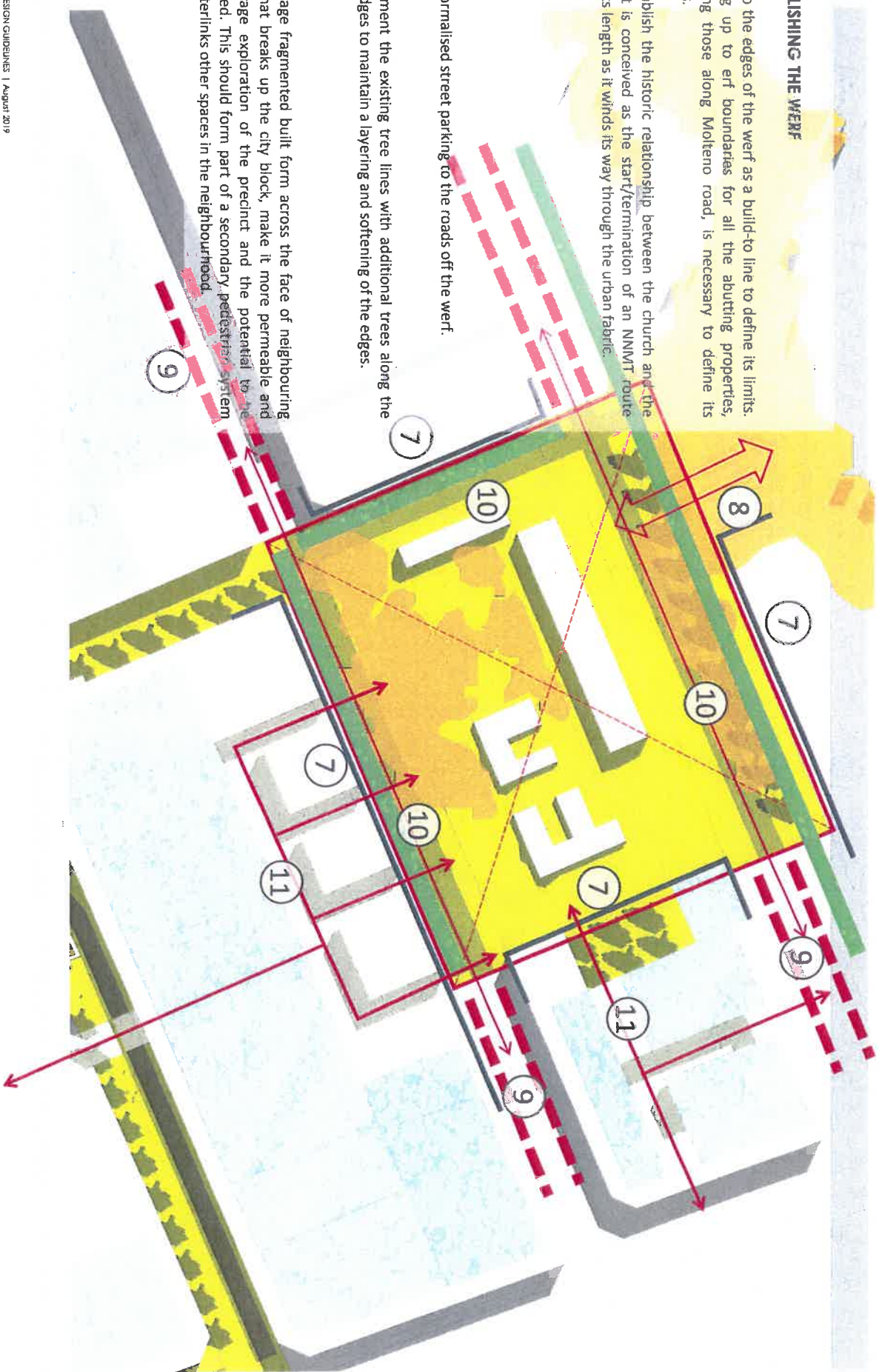
7 Build to the edges of the werf as a build-to-line to define its limits. Building up to erf boundaries for all the abutting properties, including those along Molteno road, is necessary to define its extents.

8 Re-establish the historic relationship between the church and the river. It is conceived as the start/termination of an NNMT route along its length as it winds its way through the urban fabric.

9 Limit formalised street parking to the roads off the werf.

10 Supplement the existing tree lines with additional trees along the werf edges to maintain a layering and softening of the edges.

11 Encourage fragmented built form across the face of neighbouring sites that breaks up the city block, make it more permeable and encourage exploration of the precinct and the potential to be surprised. This should form part of a secondary pedestrian system that interlinks other spaces in the neighbourhood.

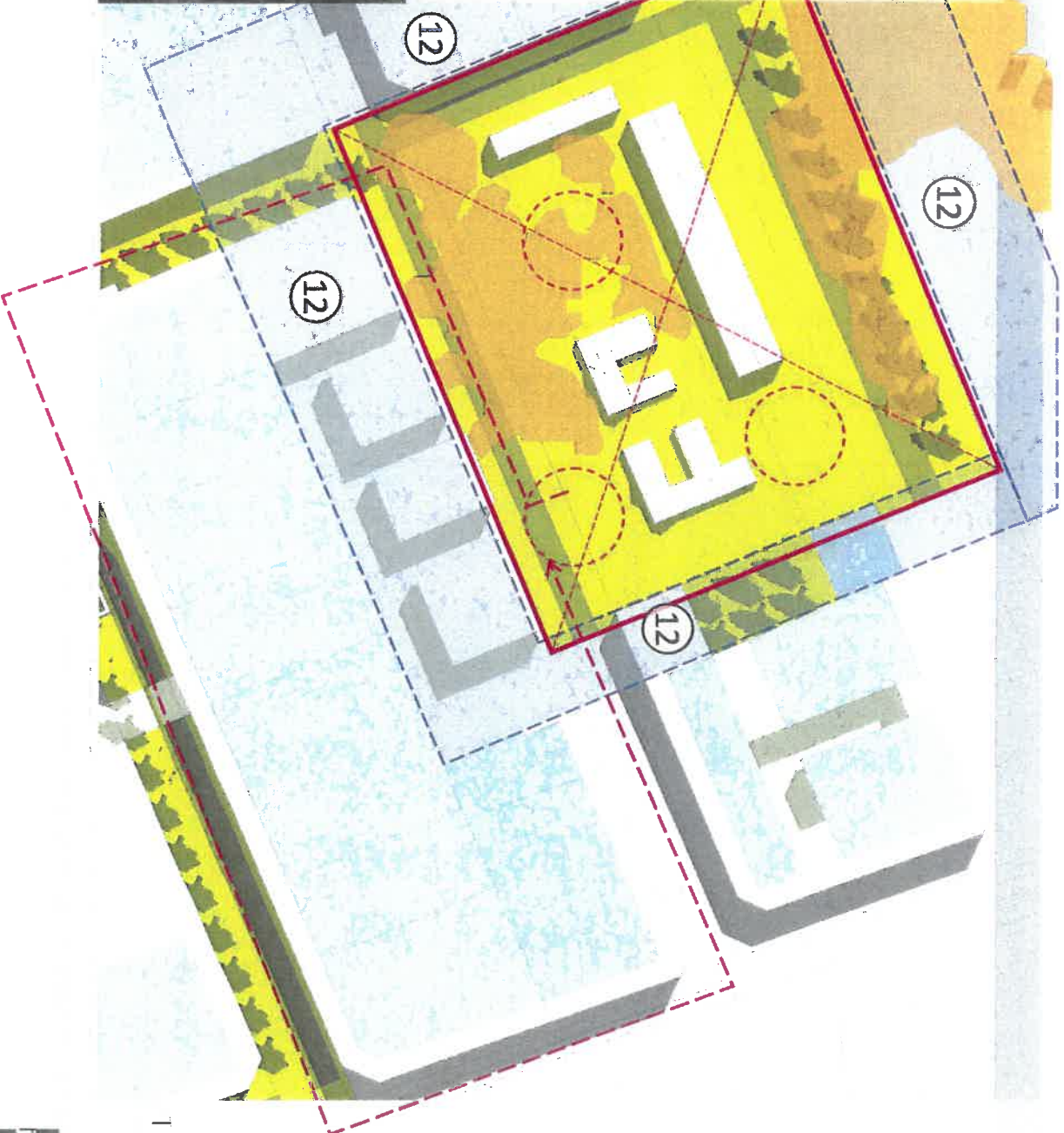


ESTABLISHING THE WERF

⑫ Limit the height of potential neighbouring development to four storeys where the parapet level is a consistent datum line across the precinct edges. The height limitation extends for the full extent of the existing residential erven.

⑬ The ambition is for the neighbouring buildings to add to the character of the werf by supplementing it with a variety of mixed use functions that include business hubs, communal meeting rooms, club houses, doctors rooms, student accommodation and study related uses.

⑭ Entrench traditions for occupation of the werf by church rituals such as the Sunday mass services, funeral services and festivals that are currently offered to both congregants and neighbouring community.



SPATIAL TYPOLOGY: COURTYARDS

Courtyards are places often surrounded by a building or a building complex that circumscribes it and is open to the sky. Successful courtyards tend to have active edges that interfaces with it, accommodates a range of functions and allows sunlight to penetrate deep into the space.

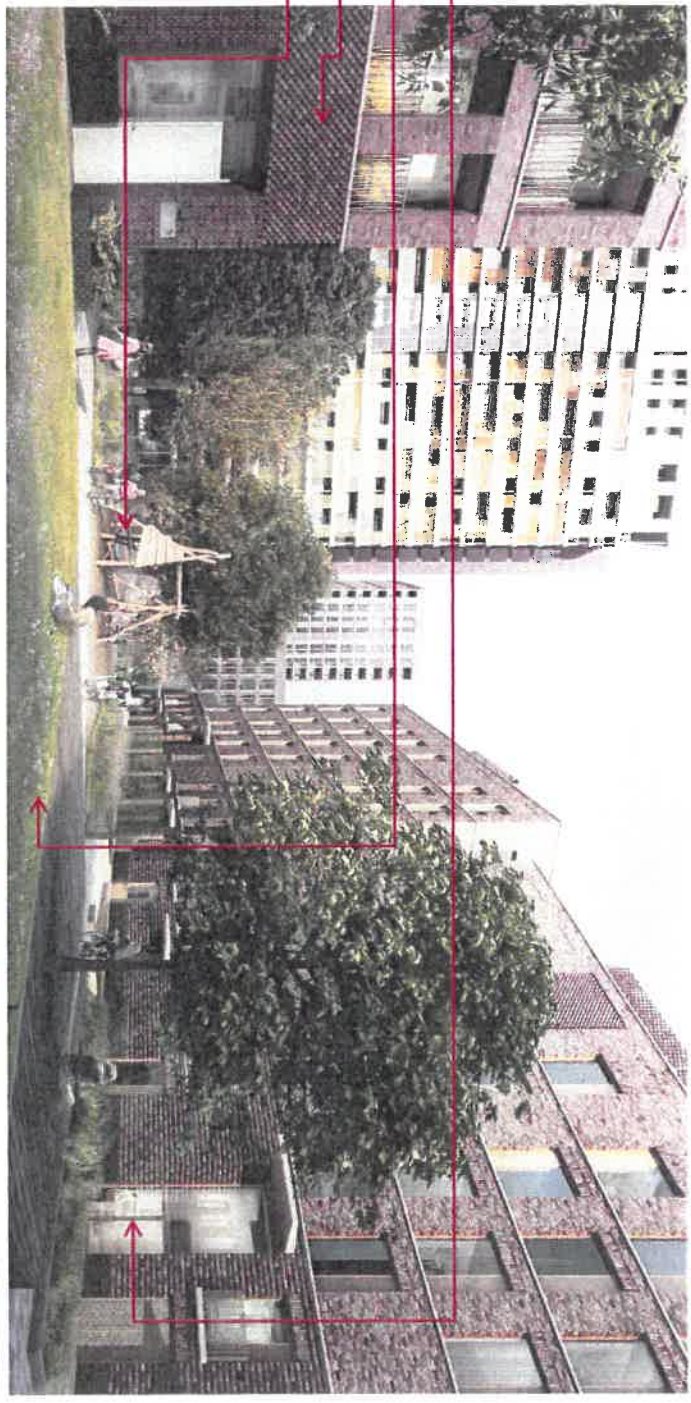
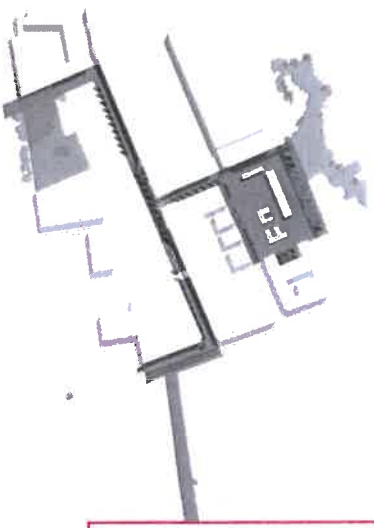
Interactive interface

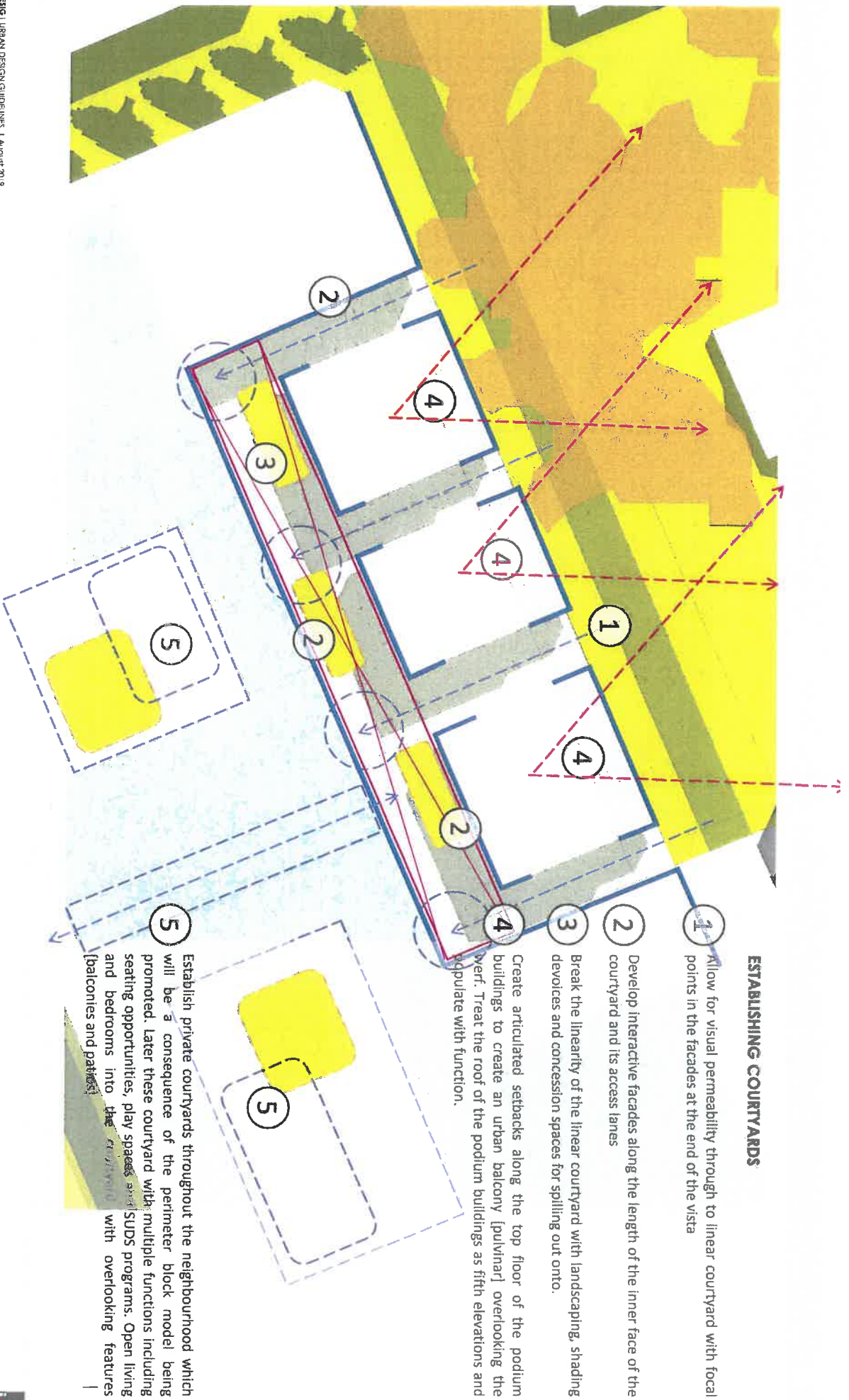
Soft + hard horizontal surfaces

Scale of buildings for enclosure

Play equipment

Equipment for pause and rest





SPATIAL TYPOLOGY: WOONERF

A woonerf is a street typology that subverts the movement of vehicles in favour of pedestrian movement and is often called a "living street". The space is characterised by shared space between pedestrians and vehicles, slow vehicle speeds and traffic calming measures. The space is often well-landscaped which integrates planting into road calming measures.

SUDS systems

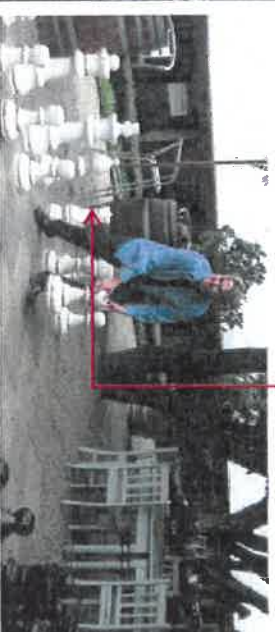
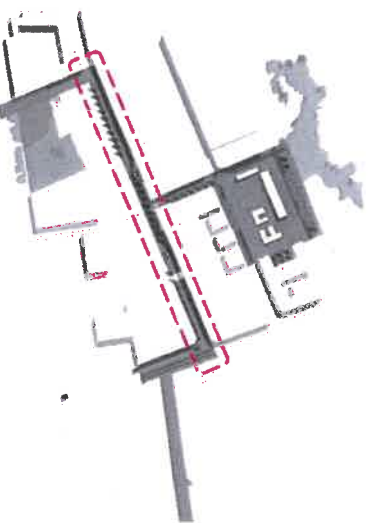
Overlay of pause spaces

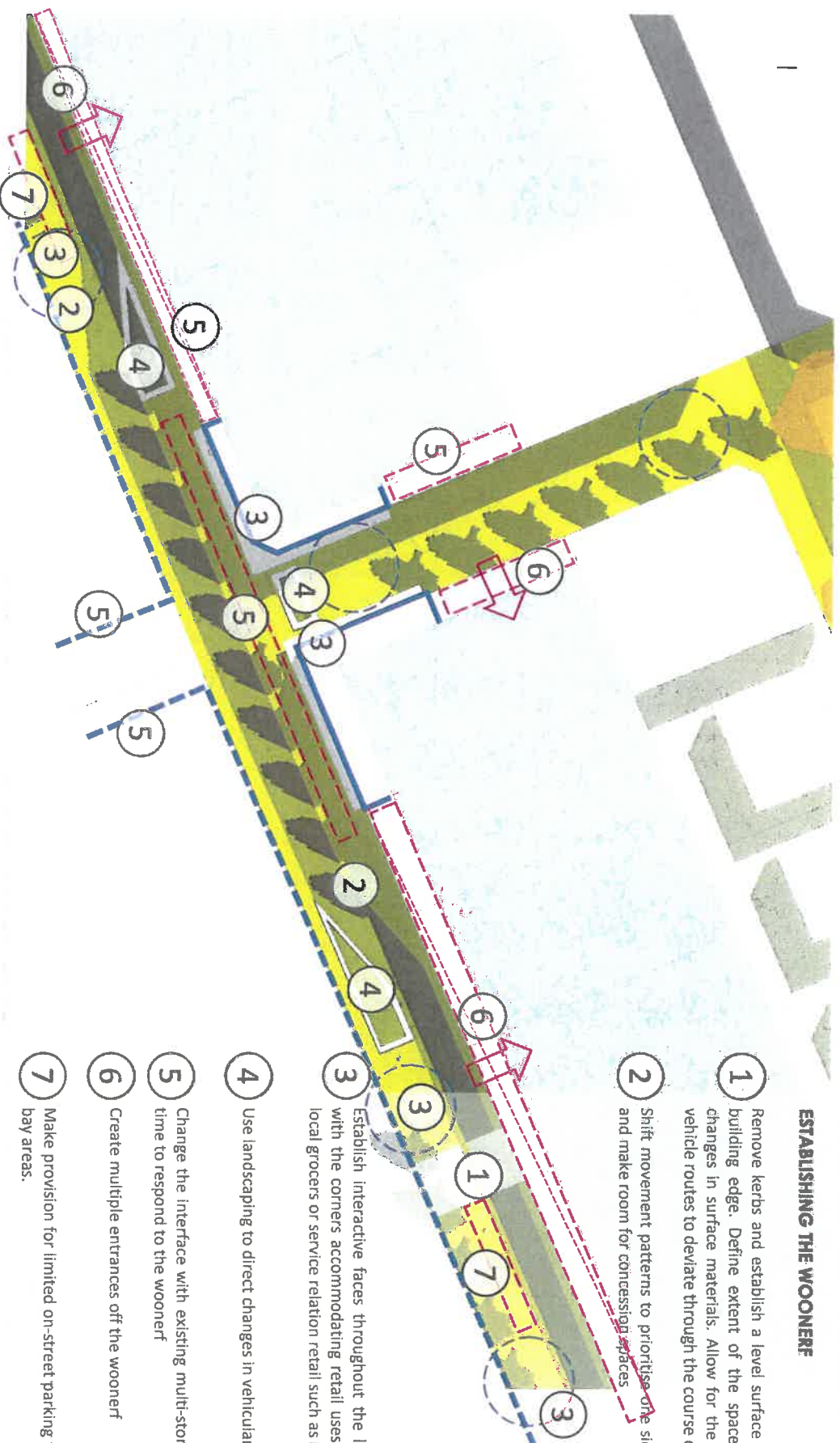
Integrated landscaping

Change in surface textures over a single plane

Limited and controlled parking + loading

Street lighting for both vehicles and pedestrians





ESTABLISHING THE WOONERF

- 1 Remove kerbs and establish a level surface from building edge to building edge. Define extent of the space for vehicles through changes in surface materials. Allow for the movement pattern of vehicle routes to deviate through the course of the woonerf.
- 2 Shift movement patterns to prioritise one side of the road reserve and make room for concession spaces
- 3 Establish interactive faces throughout the length of the woonerf with the corners accommodating retail uses such as coffee shops, local grocers or service relation retail such as laundromats.
- 4 Use landscaping to direct changes in vehicular movement.
- 5 Change the interface with existing multi-storey developments over time to respond to the woonerf
- 6 Create multiple entrances off the woonerf
- 7 Make provision for limited on-street parking for visitors and loading bay areas.

SPATIAL TYPOLOGY: PEDESTRIAN WALKWAY

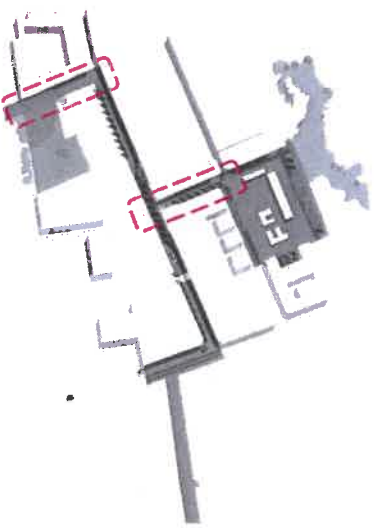
Normally areas in urban environments that exclude general vehicular traffic in favour of pedestrian and NMT movement systems. These spaces are generally designed to provide better access and mobility for people on foot that are safe.

Integrated landscaping and hard surfaces

SUD systems integrated

Street furniture, water fountains, street lighting

Smooth and level surfaces

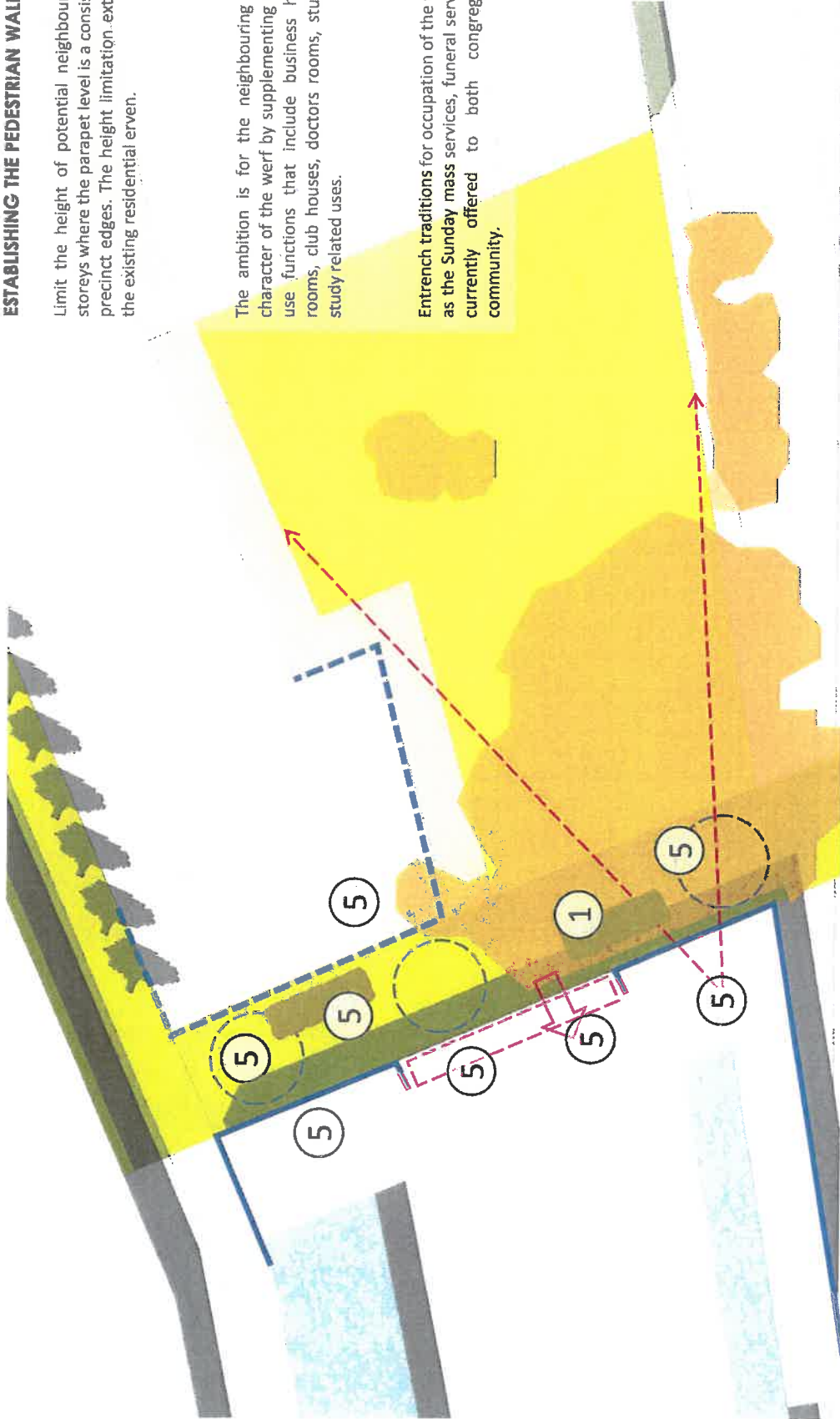


ESTABLISHING THE PEDESTRIAN WALKWAY

Limit the height of potential neighbouring development to four storeys where the parapet level is a consistent datum line across the precinct edges. The height limitation extends for the full extent of the existing residential erven.

The ambition is for the neighbouring buildings to add to the character of the werf by supplementing it with a variety of mixed-use functions that include business hubs, communal meeting rooms, club houses, doctors rooms, student accommodation and study related uses.

Entrench traditions for occupation of the werf by church rituals such as the Sunday mass services, funeral services and festivals that are currently offered to both congregants and neighbouring community.



SPATIAL TYPOLOGY: MIXED-USE STREET

Streets that serve a range of commercial, residential and retail uses that tends to be found in urban areas and has the potential to create dynamic spaces rich with experiential quality. They serve residents, workers and visitors. They support high levels of walking, cycling, public transport systems and foster economic functions.

Varied and interactive street frontages + height

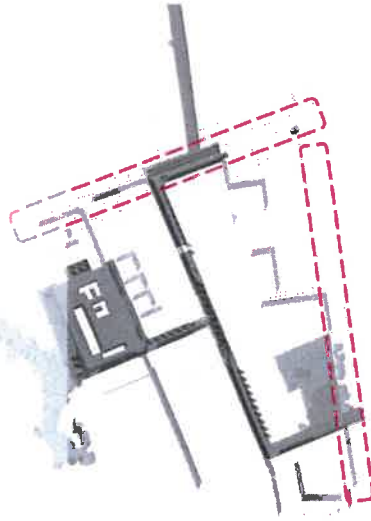
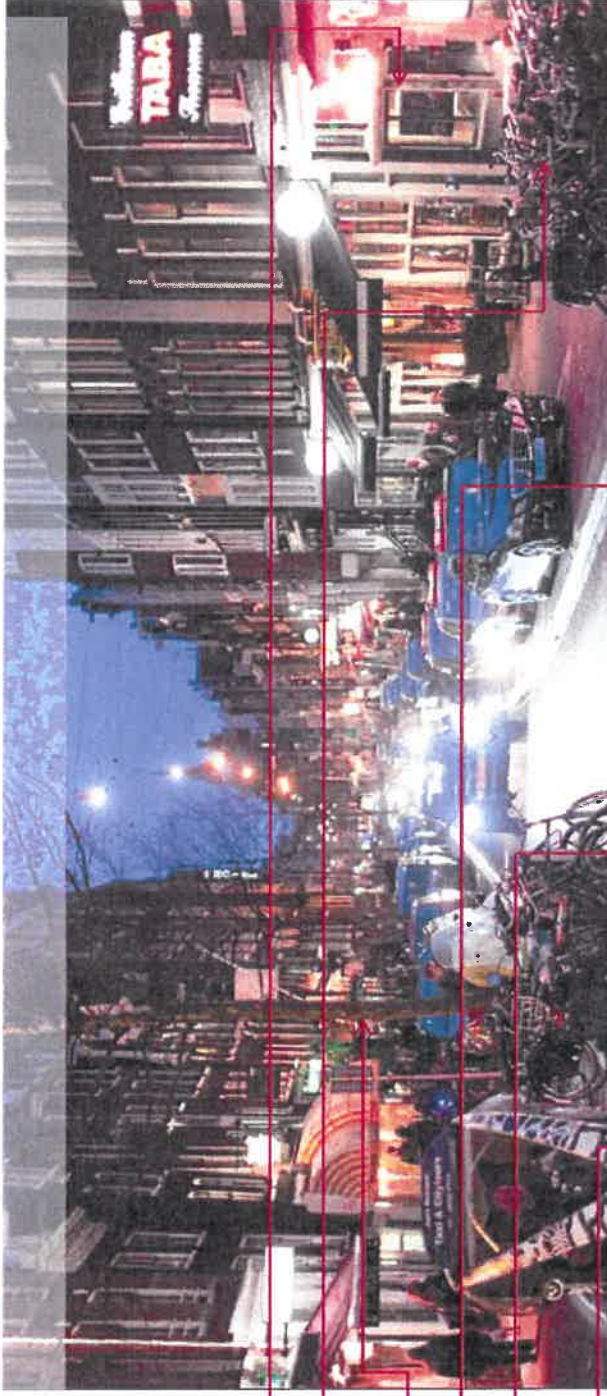
Accommodate multiple modes of transport

Tree lines and landscaping

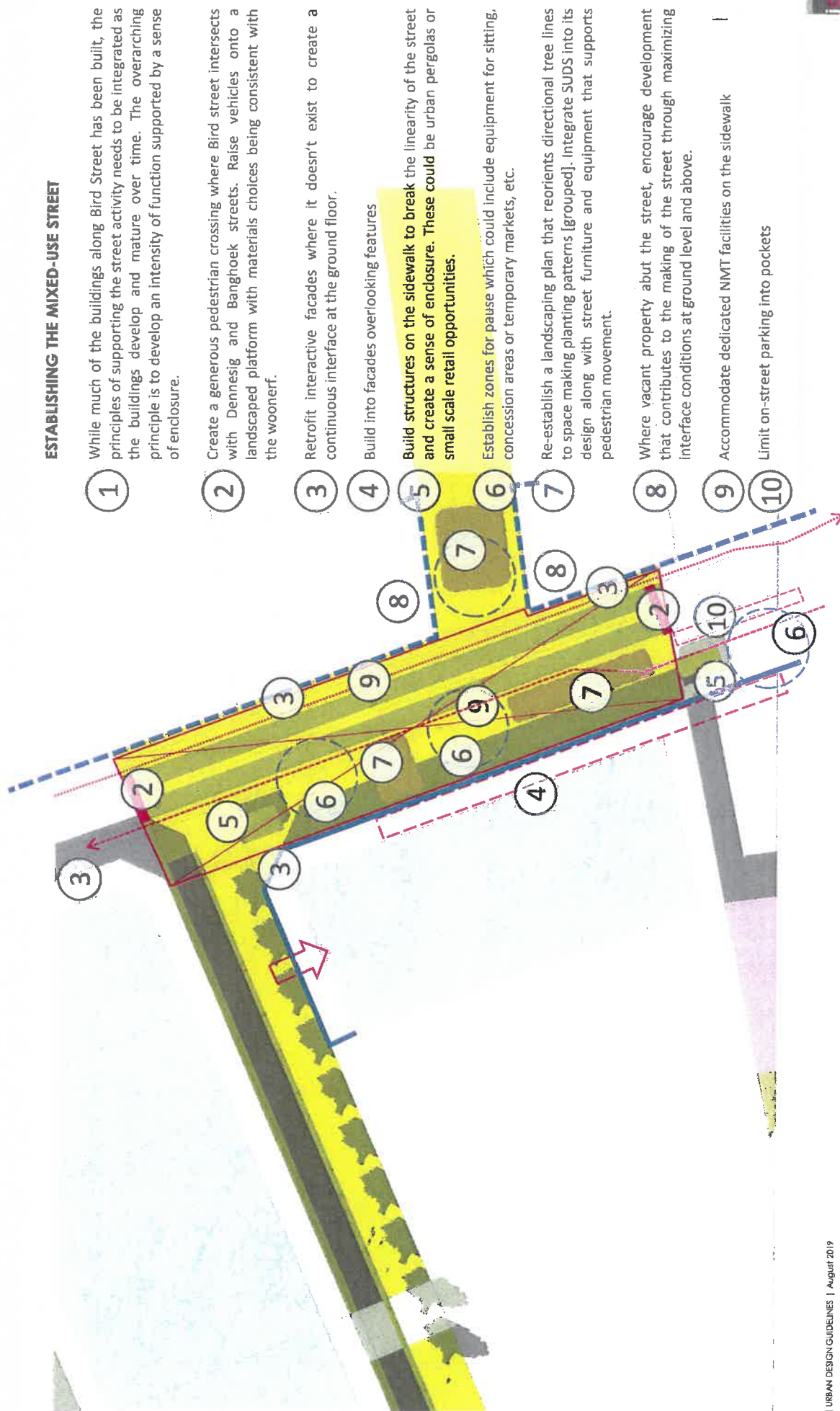
Concession areas for spill-out

Overlooking features

Street furniture + lighting



ESTABLISHING THE MIXED-USE STREET

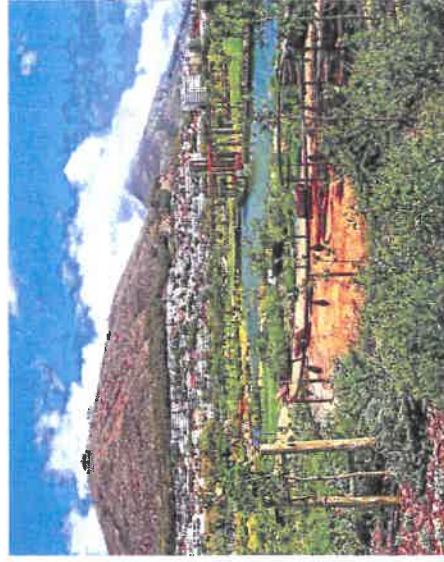


- ① While much of the buildings along Bird Street has been built, the principles of supporting the street activity needs to be integrated as the buildings develop and mature over time. The overarching principle is to develop an intensity of function supported by a sense of enclosure.
- ② Create a generous pedestrian crossing where Bird street intersects with Dennessig and Banghoek streets. Raise vehicles onto a landscaped platform with materials choices being consistent with the woonerf.
- ③ Retrofit interactive facades where it doesn't exist to create a continuous interface at the ground floor.
- ④ Build into facades overlooking features
- ⑤ **Build structures on the sidewalk to break the linearity of the street and create a sense of enclosure. These could be urban pergolas or small scale retail opportunities.**
- ⑥ Establish zones for pause which could include equipment for sitting, concession areas or temporary markets, etc.
- ⑦ Re-establish a landscaping plan that reorients directional tree lines to space making planting patterns [grouped]. Integrate SUDS into its design along with street furniture and equipment that supports pedestrian movement.
- ⑧ Where vacant property abut the street, encourage development that contributes to the making of the street through maximizing interface conditions at ground level and above.
- ⑨ Accommodate dedicated NMT facilities on the sidewalk
- ⑩ Limit on-street parking into pockets

SPATIAL TYPOLOGY: URBAN PARK

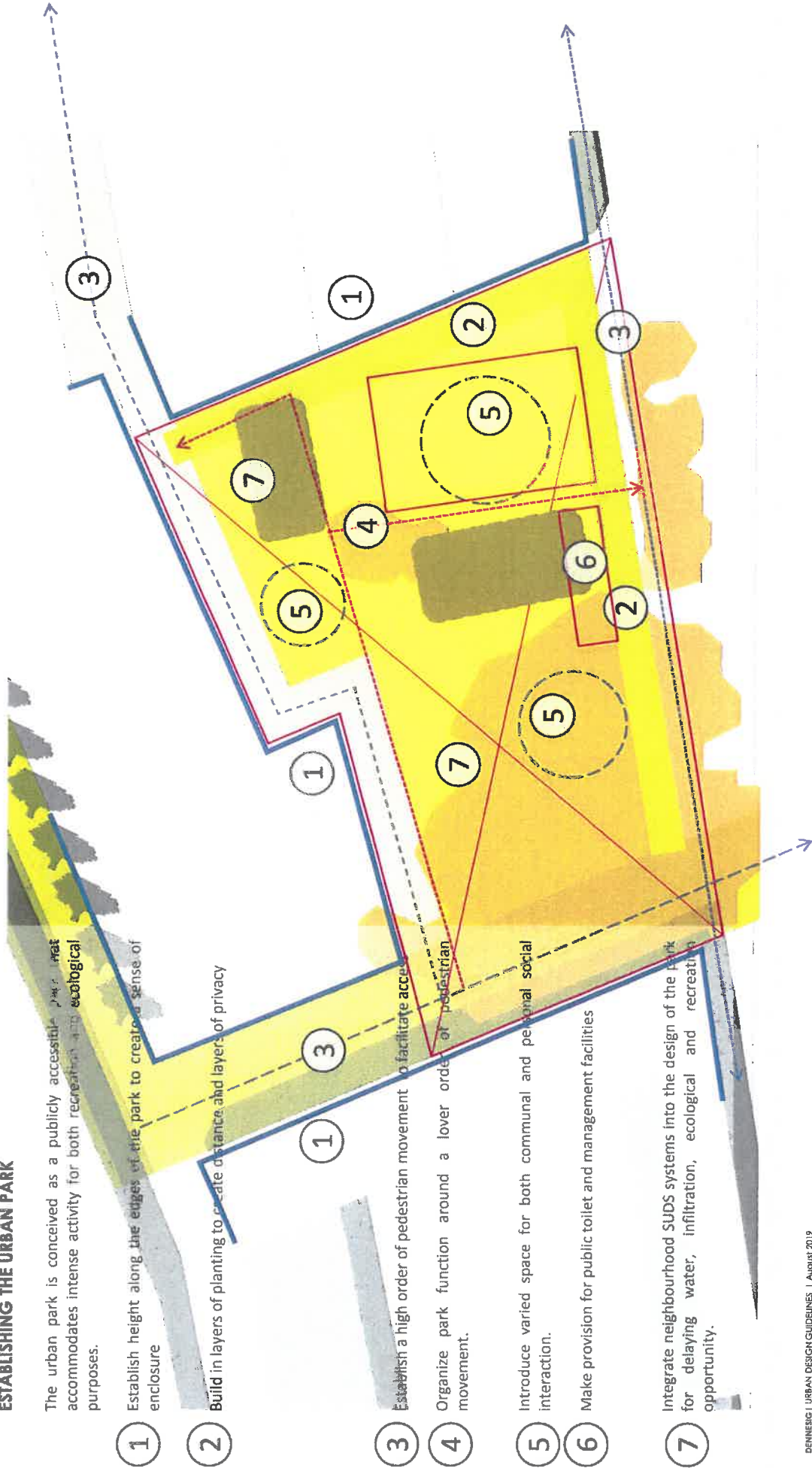
An urban park is generally a public space established for recreation and environmental management purposes. These spaces tend to be nested into urban environments with a potential to host a wide variety of recreational activities such as sport courts, play courts, amphitheatres and play equipment that are age specific.

Urban parks have the potential to integrate ecological functions as well as manage natural systems in a non-engineering focused way. Integral to this are Sustainable Drainage Systems.



ESTABLISHING THE URBAN PARK

The urban park is conceived as a publicly accessible space that accommodates intense activity for both recreation and ecological purposes.



- 1 Establish height along the edges of the park to create a sense of enclosure
- 2 Build in layers of planting to create distance and layers of privacy
- 3 Establish a high order of pedestrian movement to facilitate access
- 4 Organize park function around a lower order of pedestrian movement.
- 5 Introduce varied space for both communal and personal social interaction.
- 6 Make provision for public toilet and management facilities
- 7 Integrate neighbourhood SUDS systems into the design of the park for delaying water, infiltration, ecological and recreation opportunity.

3. MASSING + GRAIN

The neighbourhood has a responsibility to build a form that is fine grained and articulated. The moulding of the perimeter block pattern needs to respond to both human scale and neighbouring built form.



Massing of the various buildings must be responsive to its interfaces

Develop a perimeter block model that makes and holds streets

Fragment the building form so that it reads as a series of buildings within a perimeter block pattern

Create difference on corner units through architectural articulation on the ground floor and integrating over-looking features

Ensure depth and layering of interfaces between buildings and streets

Design to a build-to line for floors 1-4 that equates to the site boundary line

Use setbacks on the ground floor and floors 5-6 to articulate depth and recede the building from view

Employ an 80/20 principle for the articulation of the façade plane between floors 1-4 with 80% aligning to the build-to line

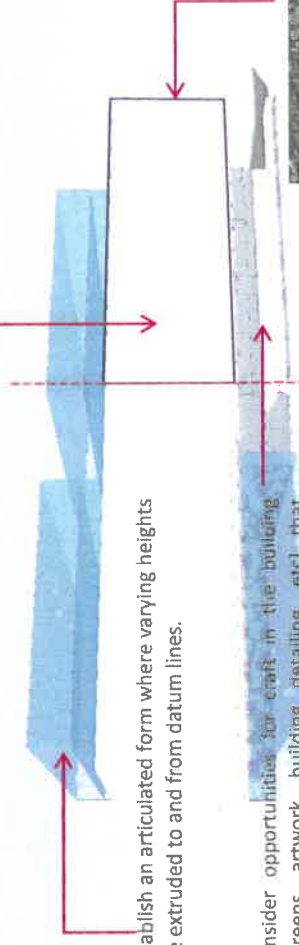


Dead-ends to extruded forms along the boundary line shall be animated with texture or abstract patterns. The pattern should be subtle. No branding or advertising shall be allowed along this portion of façade.

Design guidelines

Fragment the massing so that it reads as a series of forms rather than a single extrusion

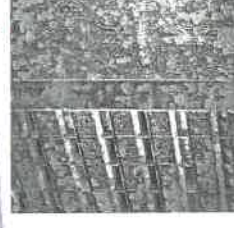
Add clearly defined layers to the façade [such as areas of balcony, screens or environmental control devices] to further break down the mass



Establish an articulated form where varying heights are extruded to and from datum lines.

Consider opportunities for craft in the building [screens, artwork, building detailing, etc] that locates the building in its time and place.

Consider using families of materials/colours employed in different ways to maintain formal unity but allows for articulation and difference.



PERIMETER BLOCK DEVELOPMENT MODEL

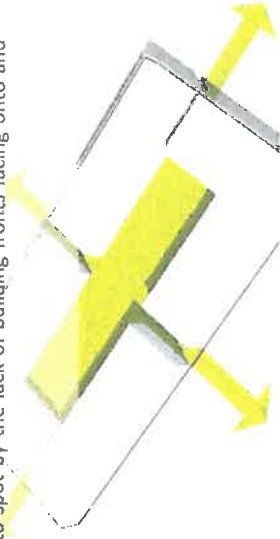
Fundamental to the development strategy for the neighbourhood is to create a perimeter block model. The building typology requires buildings to be built to the site boundary edge which has the primary advantage of providing enclosure to streets and makes layering possible between public frontage and private courtyards. This ensures that they address the public realm with a high degree of legibility. Positive and active fronts help to minimise unsupervised and unsafe communal spaces and access routes. Successful **perimeter blocks** have two key characteristics: **public fronts** – that form a strong outward (or public facing) edge and **private backs** – that form an inward (semi-public and/or exclusively private) edge. Fragmented or broken perimeter blocks are easy to spot by the lack of building fronts facing onto and engaging the street, often lacking surveillance opportunities making backs vulnerable to intrusion.



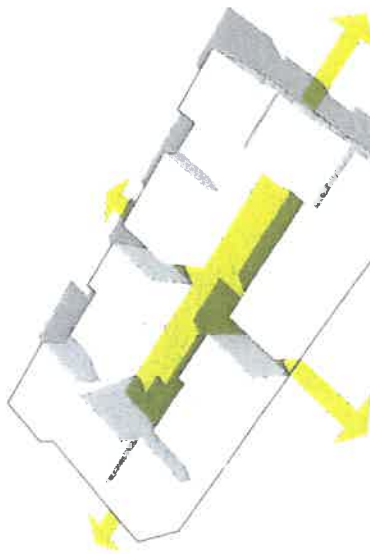
Build along the perimeter of the city block with fronts and backs clearly defined with appropriate interface conditions.



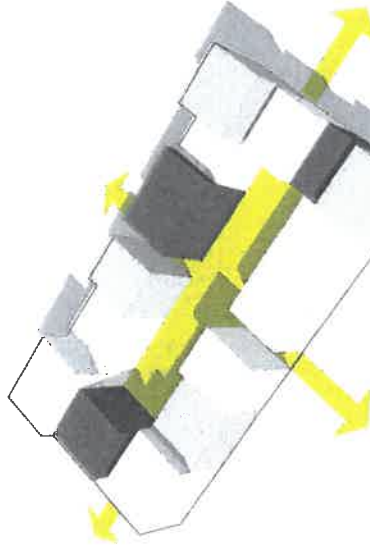
Fragment the form into many buildings making up a city block to create diversity of opportunity.



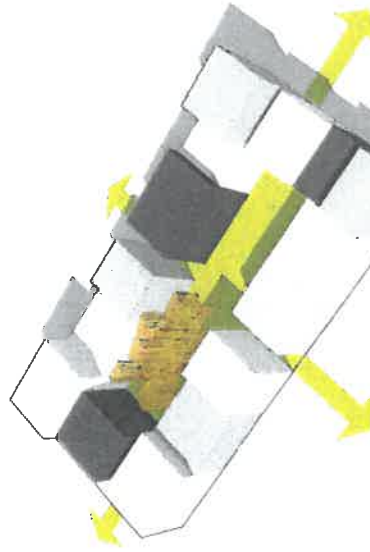
Create access points along the perimeter block to either enter the courtyard if its public or buildings if its not.



Articulate the height of individual buildings in response to its function and programmatic needs.



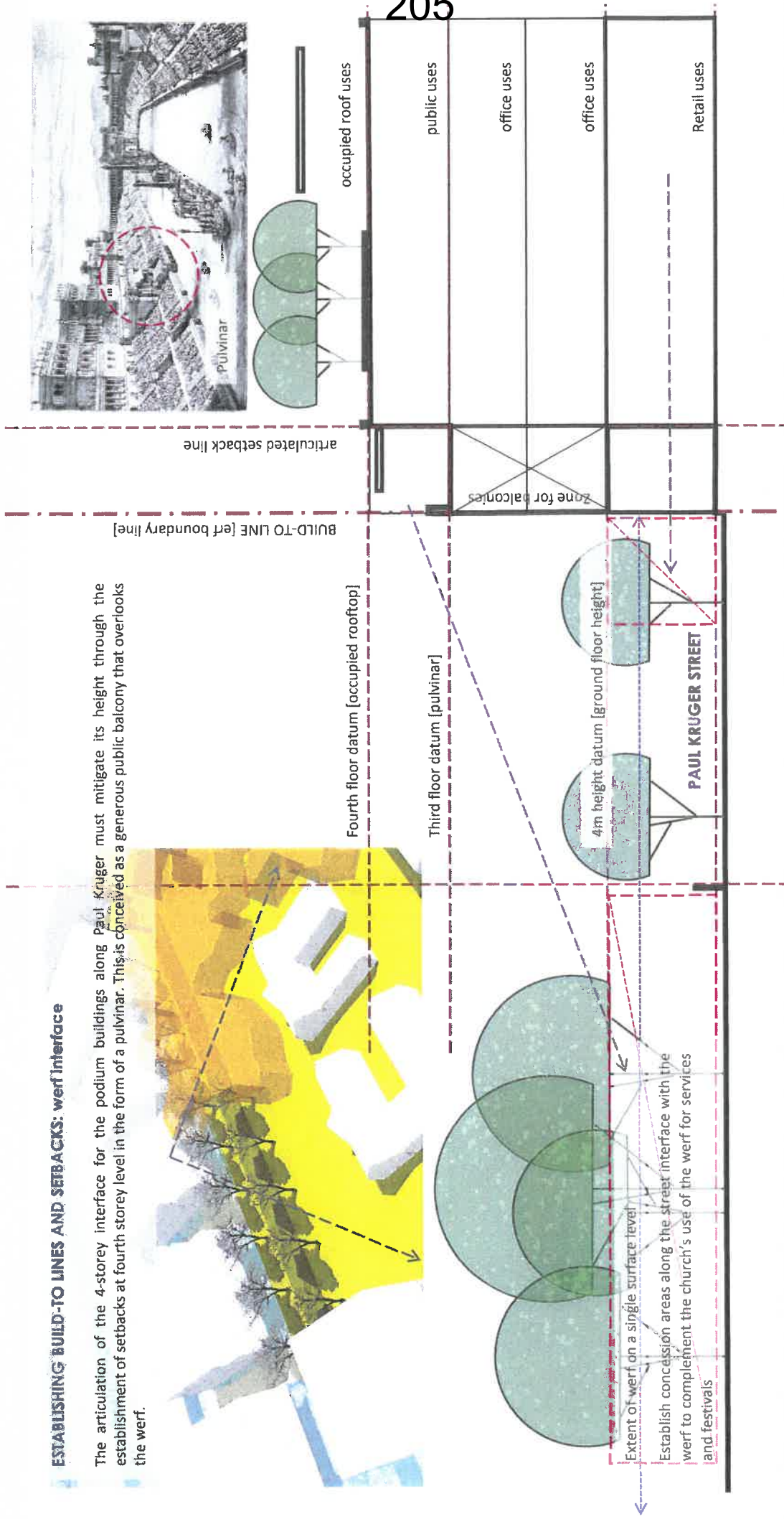
Articulate buildings with its identity so that it is legible



Populate the courtyard and street interface with functions that brings intensity of uses and vibrancy.

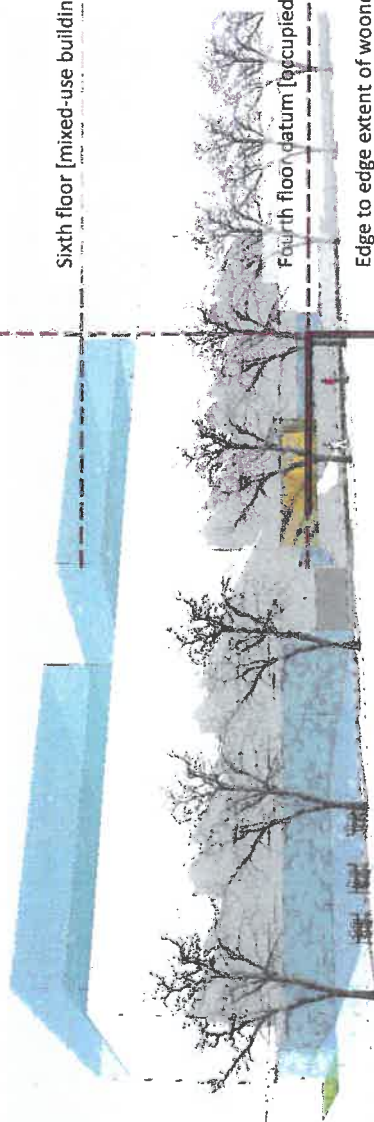
ESTABLISHING BUILD-TO LINES AND SETBACKS: werfInterface

The articulation of the 4-storey interface for the podium buildings along Paul Kruger must mitigate its height through the establishment of setbacks at fourth storey level in the form of a pulvinar. This is conceived as a generous public balcony that overlooks the werf.



ESTABLISHING BUILD-TO LINES AND SETBACKS: generic corner interface

A typical perimeter block street interface section would need to comply to a set of principles that guides the perimeter block morphology. These are expressed by a series of datum lines that tie individual buildings together into an orchestrated whole.

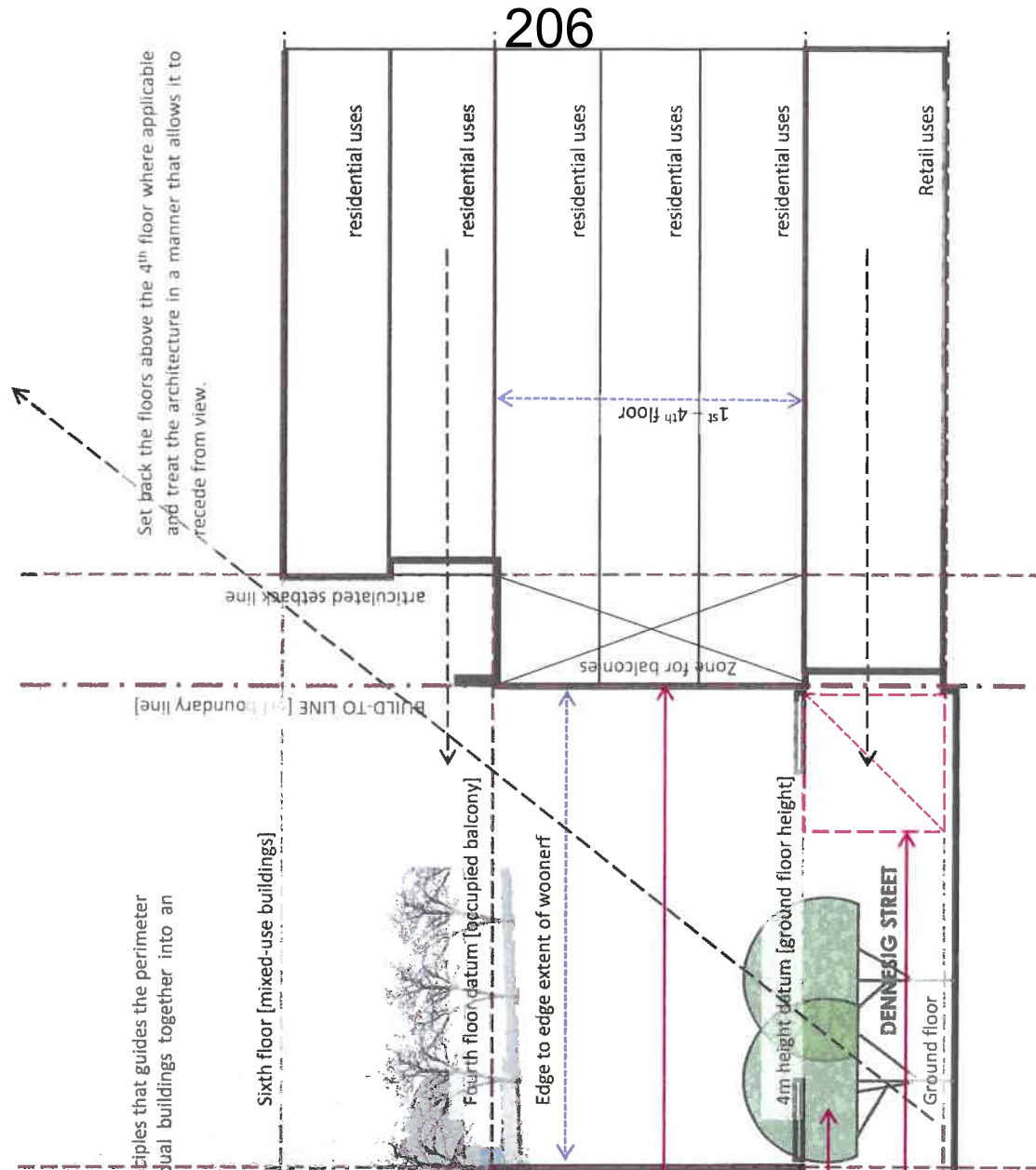


Three-storey interface from first floor to fourth built to erf boundary build-to line along the lines of an 80/20 principle:

80% > continuous façade + 20% > articulation of façade plane

Landscaped streets with lines of trees

Establish concession areas along the street interface with the woonerf including street canopies built outside the site boundary line.



Set back the floors above the 4th floor where applicable and treat the architecture in a manner that allows it to recede from view.

BUILD-TO LINE [erf boundary line]

Sixth floor [mixed-use buildings]

Fourth floor datum [occupied balcony]

Edge to edge extent of woonerf

Zone for balconies

1st 4th floor

4m height datum [ground floor height]

Ground floor

DENNESIG STREET

207

Set back the floors above the 4th floor where applicable and treat the architecture in a manner that allows it to recede from view

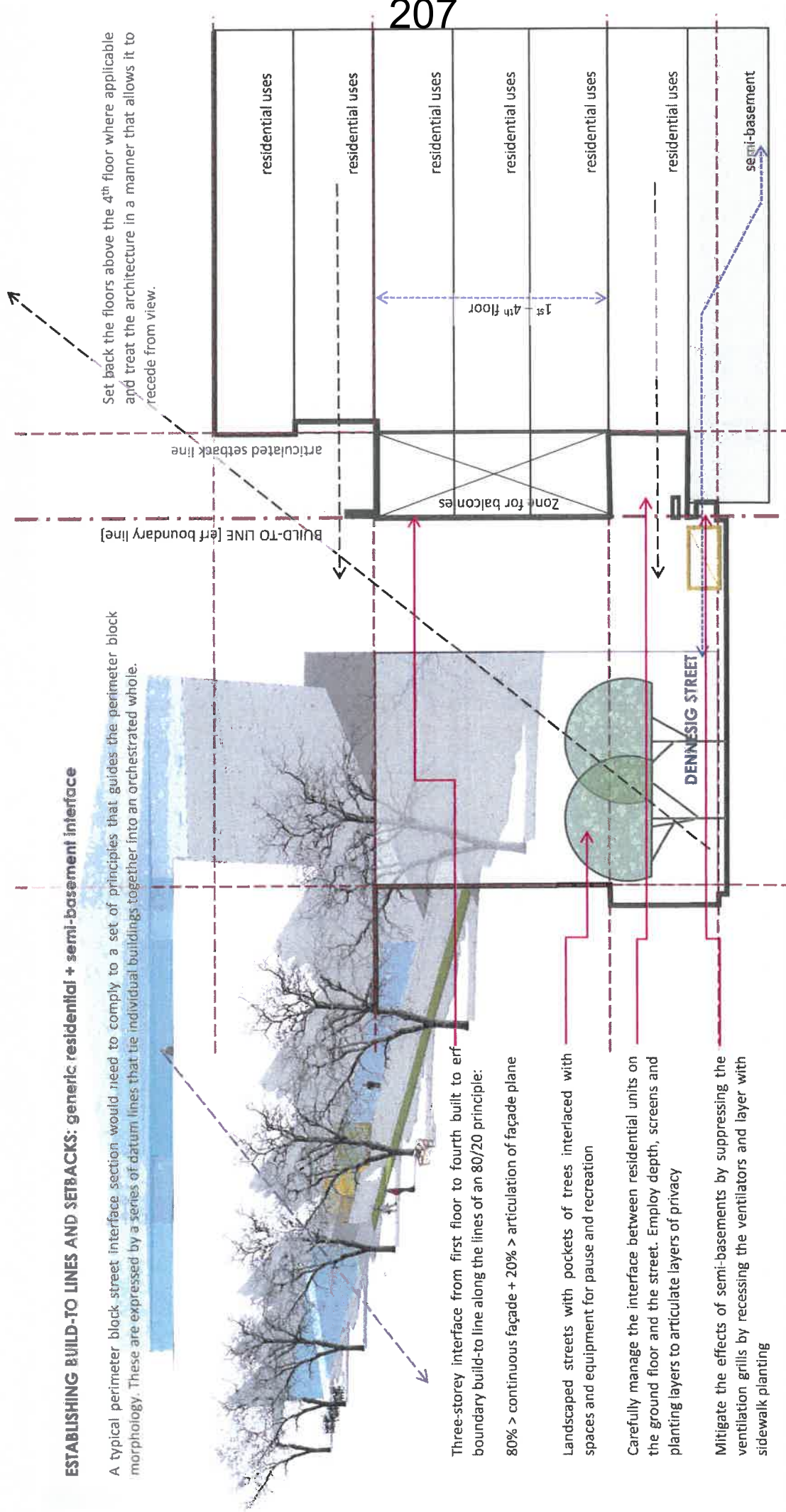
1st - 4th floor

Ues

Ues

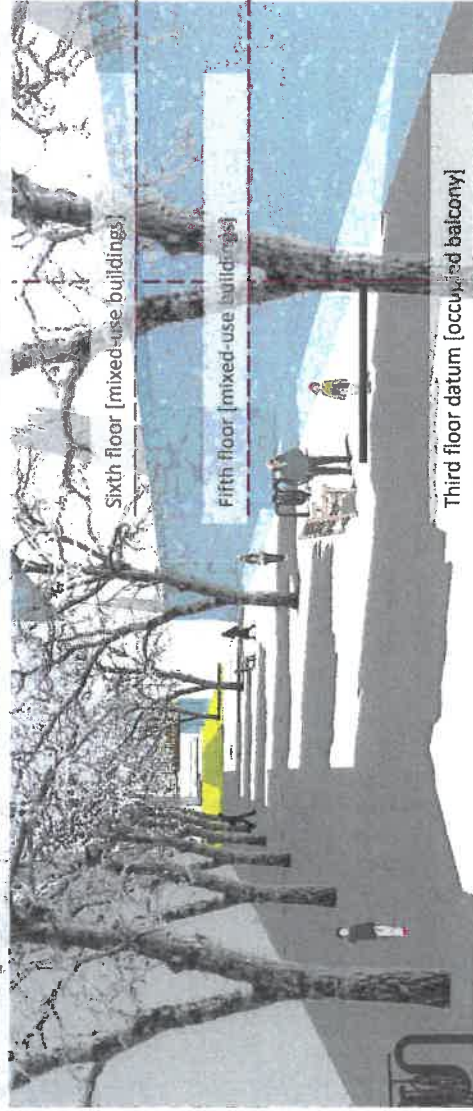
Ues

Ues



ESTABLISHING BUILD-TO LINES AND SETBACKS: generic 5-storey Paul Kruger Interface

A typical perimeter block street interface section would need to comply to a set of principles that guides the perimeter block morphology. These are expressed by a series of datum lines that tie individual buildings together into an orchestrated whole.

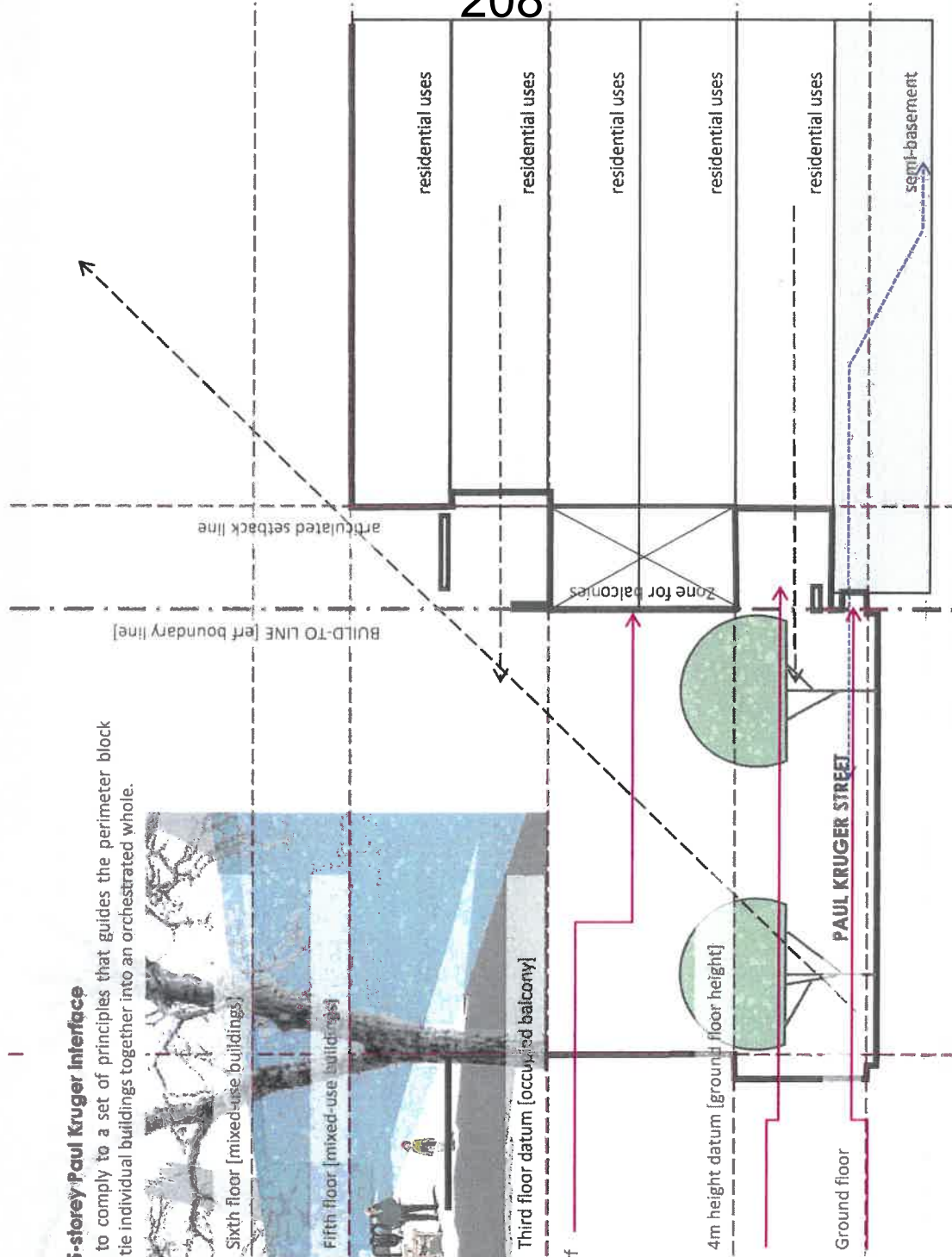


Two-storey interface from first floor to third built to erf boundary build-to line along the lines of an 80/20 principle:

80% > continuous façade + 20% > articulation of façade plane

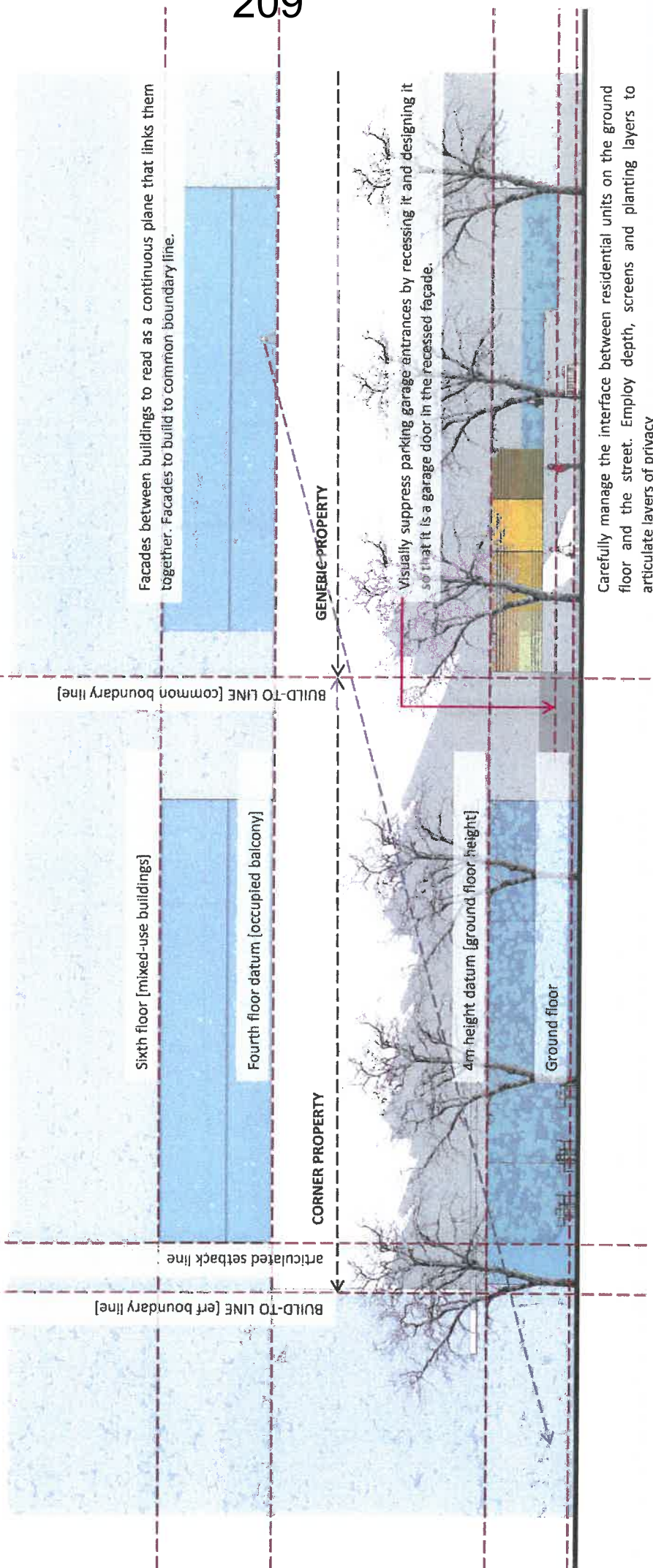
Carefully manage the interface between residential units on the ground floor and the street. Employ depth, screens and planting layers to articulate layers of privacy

Mitigate the effects of semi-basements by suppressing the ventilation grills by recessing the ventilators and layer with sidewalk planting



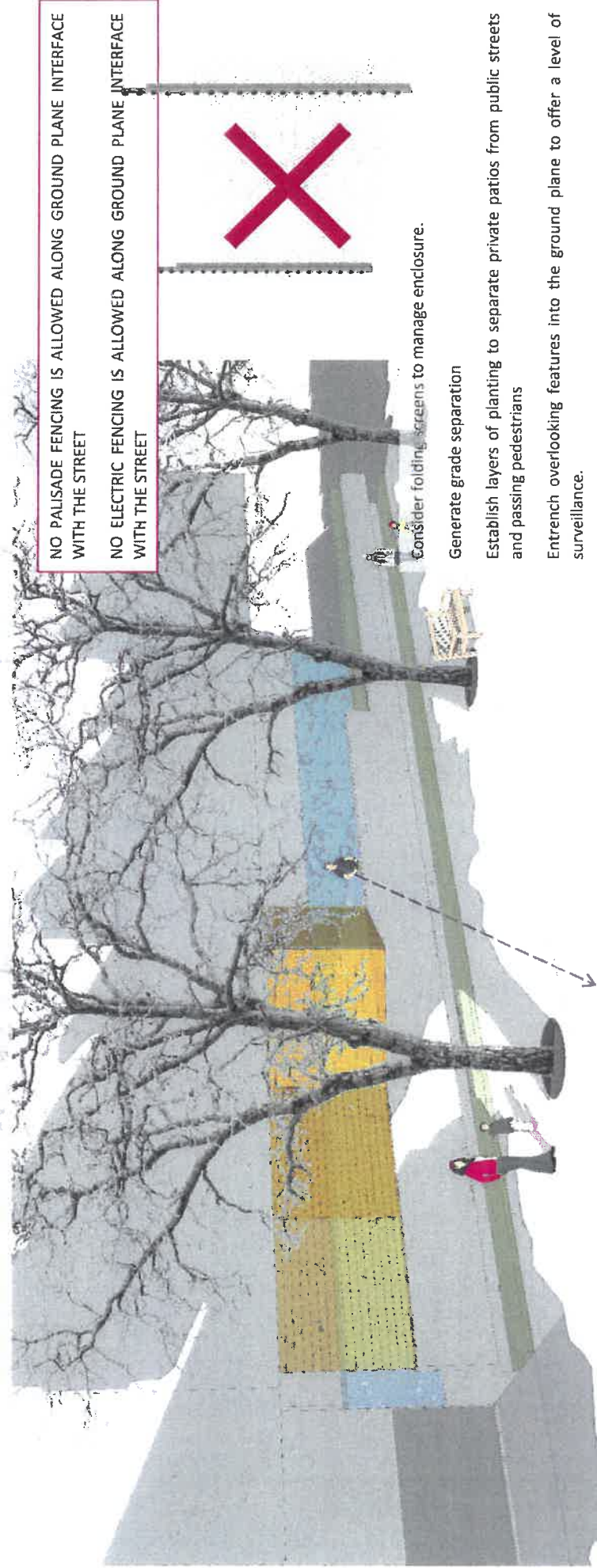
ESTABLISHING BUILD-TO LINES AND SETBACKS

A typical perimeter block street interface section would need to comply to a set of principles that guides the perimeter block morphology. These are expressed by a series of datum lines that tie individual buildings together into an orchestrated whole.



ARTICULATING THE GROUND PLANE INTERFACE

A critical interface to ensuring the success of the intentions of these guidelines is the difficult relationship between residential units and the street. The expectation is that architects give this interface special attention so as not to erode the intent of creating positive interactive spaces without compromising a sense of security. Carefully manage the interface between residential units on the ground floor and the street. Employ depth, screens and planting layers to articulate layers of privacy.



4. ESTABLISHING ON-SITE PARKING CONDITIONS

Consider the circulation of people on foot as a priority over vehicular movement so that continuity of surfaces and materiality supports them first.



Build layering at pedestrian interface along both roads

Ensure that the main pedestrian entrance is from Main Road

Provide 2 vehicular entrance points to split vehicles and reduce garage entrances to one lane each to reduce impact of garage entrances on the façade. Ensure that the remaining façade at ground level is active

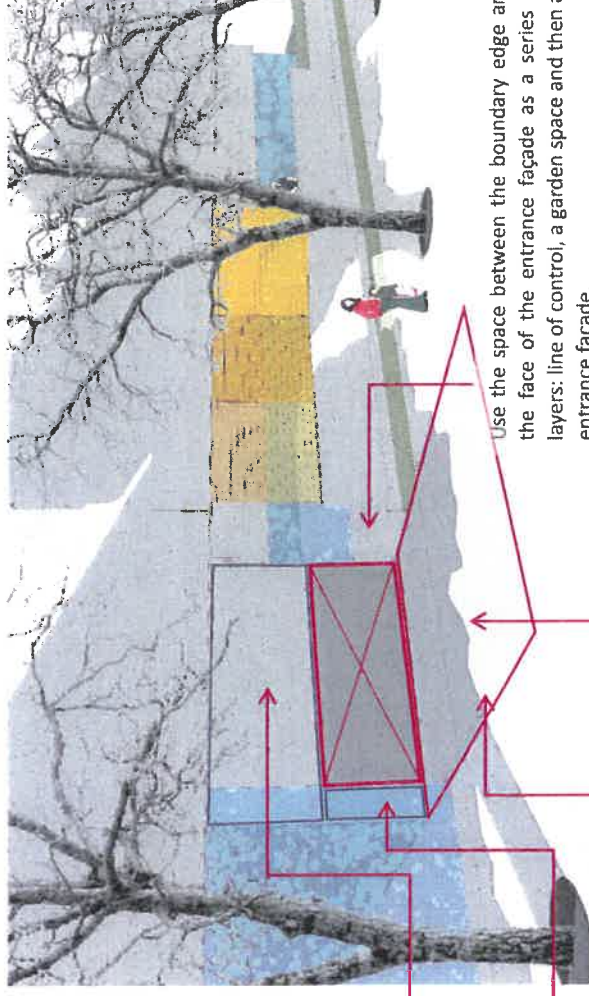
Build continuity in the materiality of the sidewalk in favour of the pedestrian environment, including tree canopy + surface levels

Suppress the garage entrance by projecting the active face beyond its face. Garage entrance to read as a background surface that is continuous in materiality with adjacent surfaces

Richly texture the vertical face of the service rooms such that the door to the space is merged into its making

Reduce the width of vehicular lanes to a maximum of one lane in and one lane out. Any additional stacking distances required shall be accommodated beyond the façade/garage door.

Design guidelines



Use the space between the boundary edge and the face of the entrance façade as a series of layers: line of control, a garden space and then an entrance façade.

Prioritise the pedestrian movement by not delineating carriageway crossings with a level difference but with a change in material rather. Vehicles to mount the sidewalk at road kerb position where applicable ensuring continuity to the sidewalk.

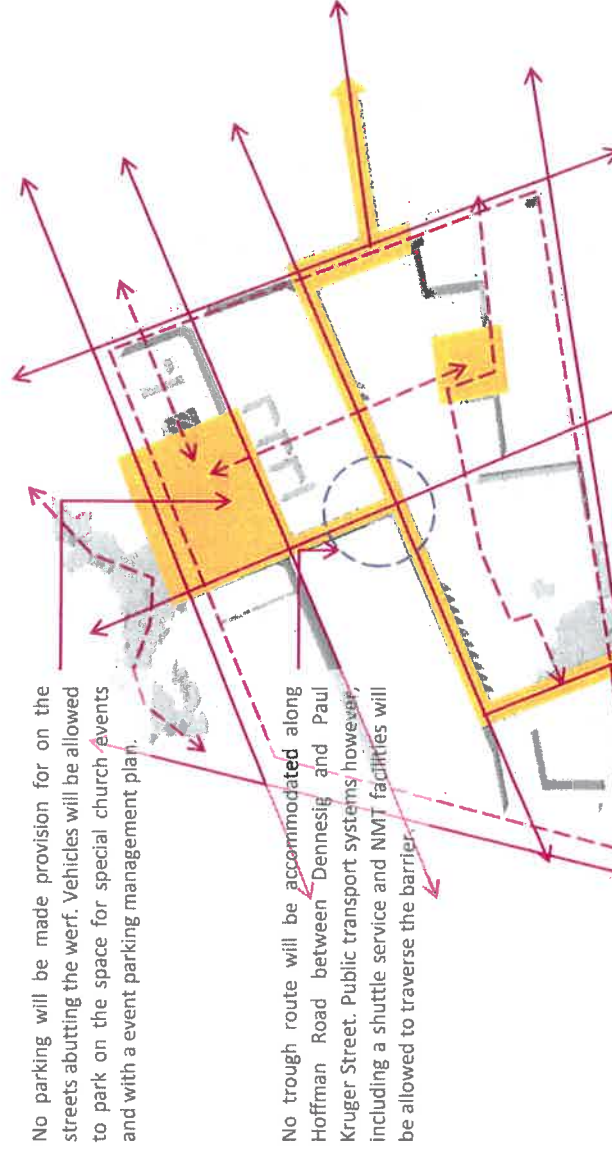
Design guidelines

The manner in which parking is arranged on site can have a significant impact on the experience of the neighbourhood. First principles built into these guidelines promote pedestrian movement above vehicular movement and encourages car owners to leave them at home. In an attempt to promote moving on foot, bicycle or public transport, a set of principles were established to support this change in behaviour. These principles include:

1. **Maximum parking ratio > 1.5 bays per unit + retail maximum of 4 bays per 100m²**
2. **Minimum provision of 1 bicycle parking per unit [can be within unit]**
3. **Minimum of 0.25 motorbike/scooter parking bays per unit**
4. **Provision of a scheduled shuttle service**

On-site parking:

1. **Set back semi-basements from façade and mitigate street interface**
2. **When parking is on site and on-grade > screen with a layer of function**
3. **Access to basement parking to be integrated into the façade [garage door]**



5. DIVERSITY AND A SENSE OF BELONGING

A significant risk to the neighbourhood is that the radical transformation of this neighbourhood would result in mono-functional and sterile environments. These risks include that market-driven development would exclude diversity through solely targeting high income brackets or student populations. Both these markets seems readily available. With its strong identity and growing demand for students to be resident in the town, there is a risk of the neighbourhood to be transformed either into an exclusively rich neighbourhood or a moribund place during the two month vacation period at the end of the year. The ambition of this report is to promote a sense of diversity in both use and income levels throughout the neighbourhood. In the absence of an inclusionary housing policy, this report promotes the following sets of principles to promote a healthy neighbourhood eco-system:

DIVERSE FORMS OF TENURE

That models for housing promote a diverse spectrum of tenure that may include accessing diverse financial models to achieve these outcomes. This may include the need for the Municipality to establish policies to assist property owners access a diverse set of tools to promote hybrid tenure models. These may include rental models, lease-to-purchase and owner-occupied/sectional title units.

DIVERSE UNIT SIZES

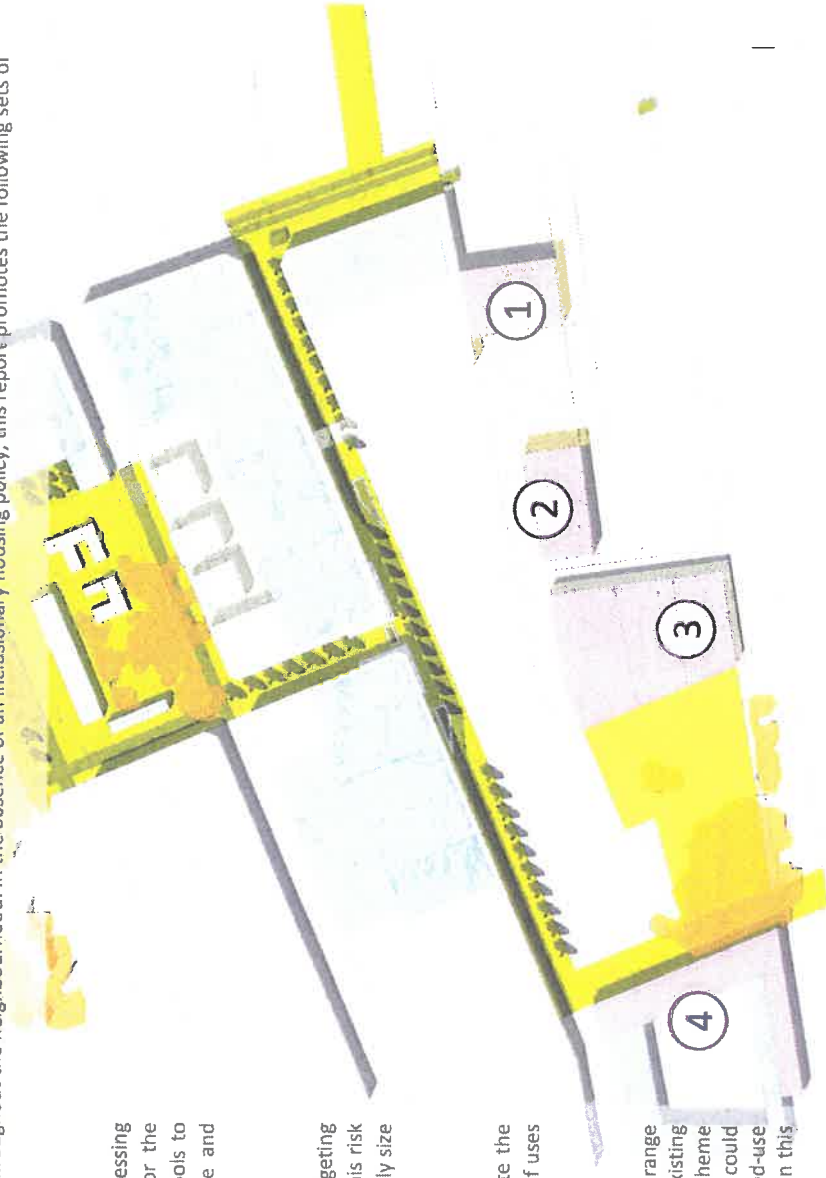
While consolidating single residential erven may benefit the ability to densify, targeting narrow markets runs the risk of a narrowly defined resident community. To counter this risk this report promotes diverse unit sizes that could accommodate both differences in family size and income levels.

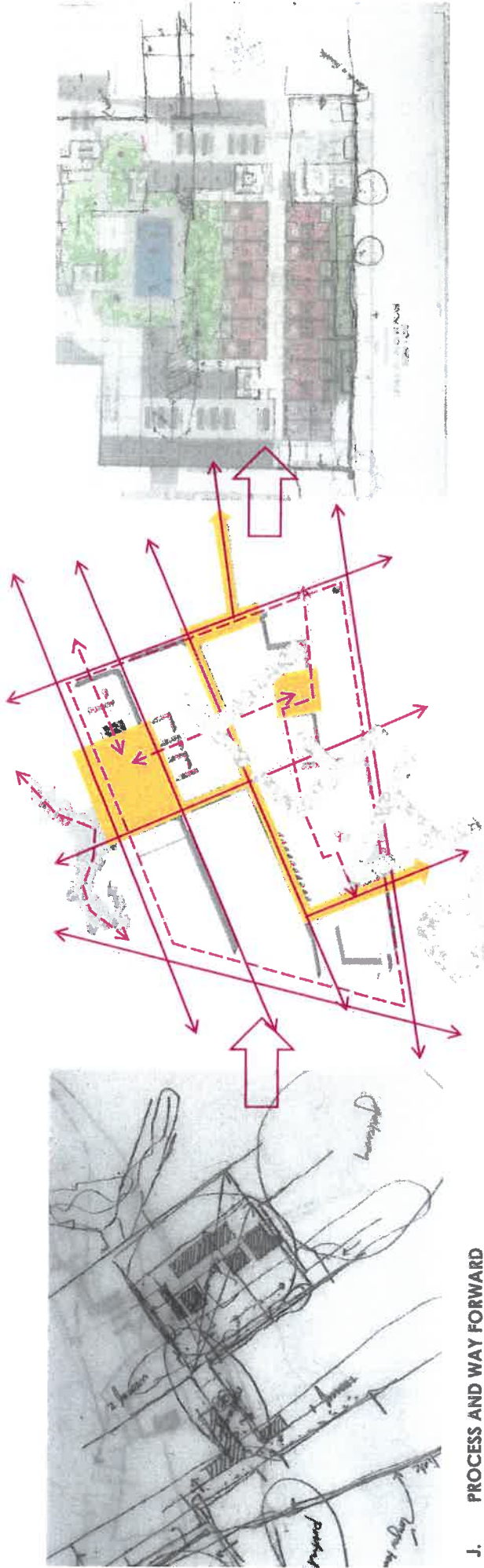
DIVERSE USES

A strong spatial structure needs to be supplemented by supporting uses. We promote the idea of mixed-use developments across the neighbourhood with appropriate diversity of uses that relates to its role in the spatial structure.

DIVERSE INCOME LEVELS

In the absence of an inclusionary housing policy, we encourage developers to target a range of income levels. This report also calls for the municipal owned land, including the existing municipal parking lot and open space be considered for a mixed-use, mixed-income scheme as promoted by the Provincial Government's Better Living Model. These sites could accommodate a mix of subsidized housing [social and FLIPS housing] alongside mixed-use market related housing targeting the low-end and "Gap" markets. Showing leadership in this market is likely the most achievable way in attaining this goal.





J. PROCESS AND WAY FORWARD

This report is imagined to be describing a portion of the **process** of establishing a set of design guidelines that can be acted on by others implementing the ideas set out herein. It does however only spell out a set of principles and controls without offering resolution of the building brief [function, viability, circulation, etc]. These controls were established through a series of site visits, the application of our urban design sensibilities and a series of design charrettes with the client and our professional teams and the Catholic Church where trade-offs were negotiated and three presentations to City officials who influenced the design through their commentary. The result described in this document does not necessarily offer an idealised urban design response but is a product of a process of iteration. The expectation is that the professional teams, led by the architects, interpret these into viable architectural propositions using this report to substantiate arguments.

The principles established for this neighbourhood has already enormously benefitted from undergoing an iterative process. In return, developers have adjusted their proposals and we've facilitated an additional review of individual development proposals to test responsiveness. Developers and their architects have generally found that the principles were achievable with some reporting that it improved their development viability.

It is expected that developers will re-submit their applications to the Stellenbosch Municipality for approval and undertake the necessary statutory processes that may arise from complying to these guidelines,



ANNEXURE E

Portfolio of Evidence



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application No: LU/7967
Our Ref. No: Q4204
Date: 18 October 2018

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

(Attention: L Ollyn)

PORTFOLIO OF EVIDENCE: APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERF 141 & 142 & 163-165, 5&7 PAUL KRUGER ROAD, STELLENBOSCH

The above-mentioned application and the subsequent Portfolio of Evidence refer.

We herewith confirm that the advertising period for the application on the above-mentioned property has concluded.

In accordance with the Stellenbosch Municipal Land Use Planning By-Law, 2015, we herewith put forward the Portfolio of Evidence which includes the following:

- a) Completed and signed Portfolio of Evidence Checklist.
- b) Signed Affidavit confirming that the advertising was done in accordance with the prescriptions of said By-Law.
- c) Proof of the publication in the Eikestadnuus.
- d) A copy of the registered letter drafted to the interested and affected parties (I&APs), community organisations and ward councilor, including the attachments.
- e) A copy of the registered letter drafted to the external departments, including the attachments.
- f) The registered slips in respect of all the registered letters directed to I&APs community organisations, external departments and ward councilor.
- g) Proof of delivery from the Body Corporates to the respective owner of apartments where to the application had to be advertised.
- h) The unclaimed returned registered letters.



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MIArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MIArch • PJ Niemann, Pr Arch, B Arch (UFS) MIArch, CIA
Associate Landscape Architect: WJ Tjijmens, Ing (NED) FLASA

- i) The letter sent to the Stellenbosch Municipality on 26 July 2018 informing them of the commencement of the advertising period, including a copy of the advertisement as per the Eikestadnuus.
- j) All comments/objections received from the I&AP's in respect of the proposal.
- k) All comments/objections received from the External Departments in respect of the proposal.
- l) The applicant's comments on the objections received.
- m) Photos taken on site of the notice board reflecting the proposal.
- n) All emails sent in respect of the application.

Kind regards



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP

ANNEXURE 1

PORTFOLIO OF EVIDENCE CHECKLIST



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

PLANNING & ECONOMIC DEVELOPMENT

PORTFOLIO OF EVIDENCE Applicant advertised CHECKLIST				Date	18 October 2018	
Erf/Erven Farm no	141, 142, 163-165	Portion(s) if farm		Allotment Area	Stellenbosch	
Owner/ Applicant	Dennis Moss Partnership			LU/number	LU/7967	
INDICATE WHICH OF THE FOLLOWING DOCUMENTATION (WHERE APPLICABLE) IS ATTACHED TO THE PORTFOLIO OF EVIDENCE				OWNER/APPLICANT TO INDICATE		ADMIN OFFICER/ PLANNER VERIFY <input checked="" type="checkbox"/>
				YES	NO	
Affidavit (TEMPLATE ATTACHED)						
1. Is the affidavit signed by a Commissioner of Oaths				X		
2. Does the affidavit confirm that the advertising was undertaken in accordance with the said prescriptions?				X		
3. Does the affidavit confirm that the notice was placed and kept on site for the duration of the advertising period (from which date to which date)?				X		
Proof of publication						
4. In one local newspaper in two official languages (or in those cases where Council has indicated two local newspapers)				X		
5. Extract from the newspaper attached (date of publication visible)				X		
6. Does the wording fully address the description of the application?				X		
7. If no, define differences :						
8. Advertising period	From	26 July 2018 & 26 September 2018		To	24 Sept 2018 & 17 October 2018	
9. Does the Advertising period comply with the required 30 days?				X		
10. Was Council informed of the commencement date and closure date?				X		
The registered slips in respect of all the registered letters addressed to						
11. A copy of the registered letter addressed to the affected parties				X		
12. Are the dates concurring				X		
13. A copy of the registered letter addressed to the external departments (where required)				N/A	X	
14. Affected interested and affected parties (registered property owners) (original registered slips)				X		
15. Community organisations (original registered slips)				X		
16. Ward Councillor (original registered slip)				X		
17. External Departments (where required) (original registered slip)				N/A	X	
18. Unclaimed registered mail				N/A	X	

19. If no to any of the above, define differences :			
20. Were the external departments granted 60 days for comment?	X		
Notices placed on the property			
21. Were the notices placed on the property on the same day as the notice in press?	X		
22. Have photos been attached? (one close up and one from across the street)	X		
23. Was the notice clearly visible on site?	X		
24. Were the notices kept on site for the duration of the advertising period?	X		
Objections/Comments			
25. From organs of state/external departments must be on a formal letterhead?	X		
26. All objections/comments received attached?	X		
27. All emails sent or received in respect of this application attached?	X		
28. Applicant's comments on the objections attached?	X		
SIGNED BY APPLICANT/OWNER			

For office use only	
SIGNED BY ADMINISTRATIVE OFFICER	
VERIFIED & SIGNED BY TOWN PLANNER	
DATE VERIFIED	

ANNEXURE 2
SIGNED AFFIDAVIT

SWORN AFFIDAVIT

I, the undersigned [Full Name (s) and Surname]: Jacques Louis Volschenk

Identity Number 7910105022084

in my capacity as (owner or authorised person through power of attorney): Senior planner at Dennis Moss Planners and Architects (trading as Dennis Moss Partnership) (Reg. No.: 2003/007711/07)

do hereby declare under oath that:

1. The application for:

Consolidation, Rezoning, Departure, Site Development Plan, Removal of Restrictive Title Deed Conditions & By-Law relating to the Control of Boundary Walls and Fences

on Erf/ Farm Number: 141 & 142 & 163-165

Was advertised in at least two of the official languages of the Province in the following newspaper(s)ⁱ:

(a) Elkestadnuus (b)

From 26 July & 26 September 20 18 to 24 September & 17 October 20 18

2. The public notices were prominently displayed and maintained in a legible condition for a continuous period of thirty (30) days from the date of the advertisement as indicated in Section (2) aboveⁱⁱ;
3. A notice containing the requirements as set out in the Stellenbosch Land Use Planning By-Law (2015), was posted per registered mailⁱⁱⁱ to all adjoining property owners/occupants/ interested and affected parties, during the same date of the advertising period as specified in Section (2) above;
4. Furthermore, a notice of the application was sent to the relevant Intergovernmental State Departments, per registered mail^{iv}, commencing the same date as in Section (2) above with an **additional 30 days (minimum 60 days)** for comment;
5. That all comments and objections to the application concerned were forwarded to Stellenbosch Municipality as contemplated in sections 1 – 4 above.

The Deponent acknowledges that he / she knows and understands the contents of this Affidavit.

Signature:

Signed at

On this day of 20

At:

Commissioner of Oath's Stamp & Signature

ⁱ Must conform to Section 47 of the Stellenbosch Municipality Land Use Planning By-law (2015) [THE BY-LAW]– attach copy of advert (s)

ⁱⁱ Site Displays must conform to Section 48 (2)(a) of the By-law – **attach photos**

ⁱⁱⁱ Attach original registration post slips and copies of letters that were distributed containing the required information as per Section 47 of the By-law

^{iv} Attach original registration post slips and copies of letters that were distributed containing the required information as per Section 47 of the By-law

ANNEXURE 3

PUBLICATION IN THE EIKESTADNUUS

Eikestad NUUS
021 887 2840

Betrekings Kennisgewings
Boedels

Betrekings Boedels
Veilings

Nuus net vir jou sedert 1950



FOR NATURE. FOR YOU.

Het jy dryfkrag en ambisie met sterk ondervinding in verkope?
Het jy n passie vir ons planeet en al die ryk lewe wat dit ons bied?

Indien ja, lees gerus verder!

Raak vandag deel van ons passievolle, professionele en energieke verkoops span in Kaapstad en inspireer so ander om WWF-SA te ondersteun.
Volle opleiding word aangebied.
Werkure is van 9vm tot 6nm, 5 dae per week tussen Maandag en Sondag.

Minimum vereistes:
Graad 12 sertifikaat
2 Jaar verskops ondervinding
Uitstekende verbale kommunikasie en inspirasie vermoë
Druk? Jy skud dit af en fokus
Goelie lydsbestuur
'n Passie vir die omgewing voordelig

Vergoeding:
Basiese salaris, plus kommissie.
Reiskostes gedeeltelik gedek

Stuur jou CV en dekbrief aan hr@wwf.org.za of kontak Nikita Nair by 021 657 6600

WWF is een van die wêreld se mees gerespekteerde natuurbewarings organisasies en werksaam in meer as 100 lande. WWF Suid-Afrika vier hierdie jaar hul 50ste bestaansjaar.



Hoërskool KYLEMORE High School

Posbus 1, GROOT DRAGENSTEIN, 7680
Tel: (021) 8851341
Skoolstraat, Kylemore, Stellenbosch, 7680
Faks: (021)8851817
E-mail: Kylemore.sec@wcgcschools.gov.za

TWEE AANSOEKE VIR POSTE 2018:

1. Beheerliggaampos
Gr.10-12 Rekeningkunde
Gr.8 Wiskunde
Gr.10 LO
Epos CV na: Kylemore.sec@wcgcschools.gov.za
Sluitingsdatum 31 Julie 2018. Beskikbaar 1 Aug

2. Kontrakpos. (Tydelik)
Gr.8 + 11 Engels
Epos CV na: Kylemore.sec@wcgcschools.gov.za
Sluitingsdatum 31 Julie 2018. Onmiddellik

Bhabhathane Programme Coordinator

The Bhabhathane Programme is an association of eight schools and the Franschhoek Early Childhood Development Forum. Our goal is the support of educational transformation across the Franschhoek Valley. We are looking for a competent Programme Coordinator for this 20-hour per week position.

Responsibilities

- Support planning, coordination and further development of projects and activities
- Maintain budget and track expenditures/transactions
- Develop fundraising reports and proposals

Requirements

- Outstanding English (verbal and written communication skills), spoken Afrikaans and IsiXhosa will be an advantage
- Proven experience as program coordinator or relevant position
- Knowledge of budgeting, bookkeeping and reporting
- Ability to compile progress reports and fundraising proposals
- Tech savvy, proficient in MS Office
- Ability to work with diversity and multi-disciplinary teams
- Must have a passion for making a difference in Education (ECD to Matric)

To apply, email your letter of motivation and curriculum vitae stating experience, and the names of three contactable referees, to lynn@bhabhathane.org.za
Closing date for applications: Friday 10 August 2018
Bhabhathane reserves the right not to fill the position. Only short-listed applicants will be contacted. Should you not have heard from us by 24 August, please consider your application unsuccessful.

NOTICE OF LAND DEVELOPMENT APPLICATION IN THE STELLENBOSCH MUNICIPAL AREA

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 888 5393
Email: jacques@dmp.co.za

Owner: Scandala African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah De Luz Winterbach; Sagar Investments (Pty) Ltd; & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 888 4084
Email: japie@wiprop.co.za

Application number: LU7967

Reference number: Q4202

Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch

Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a), (b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 & Section 10.4.3 (e)(i) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building.
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 168) from 4.8m to 4.5m for the main building.
 - Lateral building lines (adjacent to erf 140) from 4.8m to 3.5m for a passage, and
 - Lateral building lines (adjacent to erven 140, 143, 162 & 168) from 4.8m to 0.0 m for the basement and parking structure.
- Application is made in terms of Section 15(2)(b) of the By-Law for a departure for the following:
- To relax the permissible coverage from 25% to 55% (±2850m²).
 - To relax the permitted floor factor from 0.75 to 1.33, and
 - To relax the requirement for recreational space from 25% to 24%.

Application is also made in terms of Section 15(2)(f) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant title deeds and in terms of Section 10.4.3(e)(i) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

Notice is hereby given in terms of the Stellenbosch Municipal Land Use Planning By-Law that the above mentioned application has been received and is available for inspection during weekdays between 08:30 and 13:30 at the Planning Advice Centre at Stellenbosch Municipality, Plein Street, Stellenbosch. Any written comments/objections, with full reasons therefor, may be addressed in terms of section 50 of the said legislation to the applicant in one of the following manners:

APPLICANT	
Registered mail or normal mail	Jacques Volschenk / Dennis Moss Partnership PO Box 371, Stellenbosch 7599
Or faxed to	021 888 5393
Or hand delivered to	Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to	jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk, at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

KENNISGEWING VAN GRONDONTWIKKELINGSANSOEK IN DIE STELLENBOSCH MUNISIPALE GEBIED

AANSOEK OM KONSOLIDASIE, HERSONERING, AFWYKING, TERREINONTWIKKELINGSPLAN, VERWYDERING VAN N BEPERKENDE TITELVOORWAARDES EN VERORDENING IN VERBAND MET DIE BEHEER VAN GRENSMURE EN HEININGS: ERV 141, 142, 163, 164 & 165, STELLENBOSCH

Aansoeker: Jacques Volschenk / Dennis Moss Vennootskap
Posbus 371, Stellenbosch, 7599
Tel. 021 887 0124; Faks. 021 888 5393
Epos: jacques@dmp.co.za

Eienaar: Scandala African Footwear CC; Joz Investments Trust; Daniel Jacobus Winterbach & Sarah De Luz Winterbach; Sagar Investments (Pty) Ltd; & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Krugerstraat, 6, 8 & 10 Dennesigstraat, Stellenbosch
Tel. 021 888 4084
Epos: japie@wiprop.co.za

Aansoeknommer: LU7967

Verwysingsnommer: Q4202

Elendomsbeskrywing: Erf 141, 142, 163, 164 & 165, Stellenbosch

Fisiese Adres: Paul Krugerstraat & Dennesigstraat, Stellenbosch

Beskrywing van aansoek: Die aansoek vir ooreenstemming is 'n aansoek ingevolge artikel 15(2)(a), (b), (e), (f) en artikel 98 en 29 van die Stellenbosch Munisipaliteit: Verordening op Grondgebruiksbeplanning, 2015 & artikel 10.4.3 (e)(i) van die Stellenbosch Skema-regulasies. Die aansoek behels ook items ingevolge die Munisipale Verordening ten opsigte van die Beheer van Grensmure en Heinings, 2009. Die aansoek behels die konsolidasie van erven 141, 142, 163, 164 en 165. Die aansoek behels ook die hersonering van die gekonsolideerde eiendom vanaf n Enkelbewoning na Algemeen bewoning om voorsiening te maak vir 145 residensiële eenhede. Aansoek word ook gemaak vir 'n afwyking om die volgende bodlyne te verslap:

- Straat bodlyne (Dennesig & Paul Krugerstraat) vanaf 7.6m tot 3.5m vir die hoofgebou.
 - Straat bodlyne (Dennesig & Paul Krugerstraat) vanaf 7.6m tot 0.0m vir die wisselkamers.
 - Sybodlyne (saamreusend aan Erf 140, 143, 162 & 168) vanaf 4.8m tot 4.5m vir die hoofgebou.
 - Sybodlyne (saamreusend aan Erf 140) vanaf 4.8m tot 3.5m vir 'n gang, en
 - Sybodlyne (saamreusend aan Erf 140, 143, 162 en 168) vanaf 4.8m tot 0.0m vir die kelder en parking area.
- Daarbenewens word aansoek ook gedoen ingevolge artikel 15(2)(b) van die Verordening vir 'n afwyking vir die volgende:
- Om die toegelate dekking van 25% tot 55% te verslap (±2850m²).
 - Om die toegelate vloer faktor vanaf 0.75 tot 1.33 te verslap, en
 - Om die vereiste vir ontspanningsgeleënses vanaf 25% tot 24% te verslap.

Aansoek word ook gemaak ingevolge artikel 15(2)(f) van Verordening vir die algehele verwydering van die vereiste titel voorwaardes geïns onder die relevante titelske en ingevolge Artikel 10.4.3(e)(i) van die Stellenbosch Skema-regulasies vir 'n afwyking om 'n 5de verdieping toe te laat. Die aansoek behels ook die goedkeuring van die terreinontwikkelingsplan, en toetsaamstelling om die Verordening ten opsigte van die Beheer van Grensmure en Heinings af te wyk, ten einde 'n grensmuur wat nie voldoen aan die verordening in terme van die toegelate maksimum hoogte en deursigtigheid nie, op te rig.

Kann gesked hiermee ingevolge die Stellenbosch Munisipaliteit: Verordening op Grondgebruiksbeplanning dat die bogenoemde aansoek ontvang is en gedurende werkdae tussen 08:30 en 13:30 by die Beplanningsskryfdeskeerder by Stellenbosch Munisipaliteit, Pleinstraat, Stellenbosch ter insae is. Enige gedrewe kommentaarbesware, met voldoende redes daarvoor, moet ingevolge Artikel 50 van die genoemde wetgewing aan die aansoeker op een van die volgende wyse gedrewe word:

AANSOEKER	
Gereguleerde of persoon pos	Jacques Volschenk / Dennis Moss Vennootskap Posbus 371, Stellenbosch 7599
Of gefaks aan	021 888 5393
Of per hand afgelewer aan	Jacques Volschenk / Dennis Moss Vennootskap Markstraat No. 17, Stellenbosch
Of per e-pos afgelewer aan	jacques@dmp.co.za

A's kommentare moet op of voor 30 dae vanaf die datum van publikasie van hierdie kennisgewing, met vermelding van die aansoeknommer, verwysingsnommer, u naam, adres en kontakbesonderhede, belangstelling in die aansoek en redes vir kommentaar, deur die bogenoemde party ontvang word. Telefoniese navraag kan aan die aansoeker, Jacques Volschenk by tel 021 887 0124 garing word. Enige kommentaarbesware ontvang na die voormelde sluitingsdatum sal as ongeëgde gesag word. Enige persoon wat nie kan skryf nie sal deur 'n Munisipale-amptenaar bygestaan word om hul kommentaar op skrif te stel.

ANNEXURE 4

COPY OF REGISTERED LETTER TO I&APS, COMMUNITY ORGANISATIONS AND WARD COUNCILOR



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Clir J Seryn
09 Kwikstert Avenue
Onder-Papegaai
Stellenbosch
7600

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07

Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Ecan M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tjijmens, Ing (NED) RLASA

Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building,
- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings,
- Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 4.5m for the main building,
- Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage, and
- Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0 m for the basement and parking structure.

Application is made in terms of Section 15(2)(b) of the By-Law for a departure for the following:

- To relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$),
- To relax the permitted floor factor from 0.75 to 1.33, and
- To relax the requirement for recreational space from 25% to 24%.

Application is also made in terms of Section 15(2)(f) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant title deeds and in terms of Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

Notice is hereby given in terms of the Stellenbosch Municipal Land Use Planning By-law that the above mentioned application has been received and is available for inspection during weekdays between 08:30 and 13:30 at the Planning Advice Centre at Stellenbosch Municipality, Plein Street, Stellenbosch. Any written comments/objections, with full reasons therefore, may be addressed in terms of section 50 of the said legislation to the applicant in one of the following manners:

APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Aansoeknommer: LU/79367
Munisipale Lêerverwysingsnommer: Erf 141 & 142 & 161-163 Stellenbosch
Aansoeker Verwysingsnommer: Q4202
Navrae: Jacques Volschenk (jacques@dmp.co.za)
Kontaknommer: 021 887 0124
Datum: 26 July 2018

GEREGISTREERDE POS

Cllr J Serdyn
09 Kwikstert Avenue
Onder-Papegaai
Stellenbosch
7600
Geagte Mnr/Mev.

AANSOEK OM KONSOLIDASIE, HERSONERING, AFWYKING, TERREINONTWIKKELINGSPLAN, VERWYDERING VAN N BEPERKENDE TITELVOORWAARDES EN VERORDENING IN VERBAND MET DIE BEHEER VAN GRENSMURE EN HEININGS: ERF 141, 142, 163, 164 & 165, STELLENBOSCH

Aansoeker: Jacques Volschenk / Dennis Moss Vennootskap
Posbus 371, Stellenbosch, 7599
Tel. 021 887 0124; Faks. 021 886 5393
Epos. jacques@dmp.co.za

Eienaar: Scandals African Footwear Cc, Joz Investments Trust, Daniel Jacobus Winterbach & Sarah Da Luz Winterbach, Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Krugerstraat, 6, 8 & 10 Dennesstraat, Stellenbosch
Tel. 021 886 4084
Epos: japie@wiprop.co.za

Aansoeknommer: LU/7967
Verwysingsnommer: Q4202
Eiendomsbeskrywing: Erf 141, 142, 163, 164 & 165, Stellenbosch
Fisiese Adres: Paul Krugerstraat & Dennesstraat, Stellenbosch

Beskrywing van aansoek: Die aansoek vir oorweging is 'n aansoek ingevolge artikels 15(2)(a), (b), (e), (f) en artikel 98 en 29 van die Stellenbosch Munisipaliteit: Verordening op Grondgebruiksbeplanning, 2015 & artikel 10.4.3 (e)(ii) van die Stellenbosch Skemaregulasies. Die aansoek behels ook items ingevolge die Munisipale Verordening ten opsigte van die Beheer van Grensmure en Heinings, 2009. Die aansoek behels die



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07

Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tjmens, Ing (NED) RLASA

Konsolidasie van erwe 141, 412, 163, 164 en 165. Die aansoek behels ook die hersonering van die gekonsolideerde eiendom vanaf n Enkelbewoning na Algemene bewoning om voorsiening te maak vir 145 residensiële eenhede. Aansoek word ook gemaak vir 'n afwyking om die volgende boulyne te verslap:

- Straat boulyne (Dennesig & Paul Krugerstraat) vanaf 7.6m tot 3.5m vir die hoofgebou,
- Straat boulyne (Dennesig & Paul Krugerstraat) vanaf 7.6m tot 0.0m vir die vulliskamers,
- Syboulyne (aangrensend aan Erf 140, 143, 162 & 166) vanaf 4.6m tot 4.5m vir die hoofgebou,
- Syboulyne (aangrensend aan Erf 140) vanaf 4.6m tot 3.5m vir n gang, en
- Syboulyne (aangrensend aan Erf 140, 143, 162 en 166) vanaf 4.6m tot 0.0m vir die kelder en parking area.

Daarbenewens word aansoek ook gedoen ingevolge artikel 15(2)(b) van die Verordening vir 'n afwyking vir die volgende:

- Om die toegelate dekking van 25% tot 55% te verslap($\pm 2890\text{m}^2$),
- Om die toegelate vloer faktor vanaf 0.75 tot 1.33 te verslap, en
- Om die vereiste vir ontspanningsgeriewe vanaf 25% tot 24% te verslap.

Aansoek word ook gemaak ingevolge artikel 15(2)(f) van Verordening vir die algehele verwydering van die vereiste titel voorwaardes gelys onder die relevante titelakte en ingevolge Artikel 10.4.3(e)(ii) van die Stellenbosch Skemaregulasies vir 'n afwyking om 'n 5de verdieping toe te laat. Die aansoek behels ook die goedkeuring van die terreinontwikkelingsplan, en toestemming om van die Verordening ten opsigte van die Beheer van Grensmure en Heinings aft e wyk, ten einde 'n grensmuur wat nie voldoen aan die verordening in terme van die toegelate maksimum hoogte en deursigtigheid nie, op te rig.

Kennis geskied hiermee ingevolge die Stellenbosch Munisipaliteit: Verordening op Grondgebruikbeplanning dat die bogenoemde aansoek ontvang is en gedurende weksdae tussen 08:30 en 13:30 by die Beplanningsadvieskantoor by Stellenbosch Munisipaliteit, Pleinstraat, Stellenbosch ter insae lê. Enige geskrewe kommentare/besware, met volledige redes daarvoor, moet ingevolge Artikel 50 van die genoemde wetgewing aan die aansoeker op een van die volgende wyses geadresee word:

AANSOEKER
Geregistreerde of gewone pos
Jacques Volschenk / Dennis Moss Partnership Posbus 371 Stellenbosch 7599
Of gefaks aan
021 886 5393
Of per hand afgelewer aan
Jacques Volschenk / Dennis Moss Vennootskap Marktstraat 17, Stellenbosch
Of per e-pos gelever aan
jacques@dmp.co.za

Alle kommentare moet op of voor 30 dae vanaf die datum van publikasie van hierdie kennisgewing, met vermelding van die aansoeknommer, verwysingsnommer, u naam, adres en kontakbesonderhede, belangstelling in die aansoek en redes vir kommentaar, deur die bogemelde party ontvang word. Telefoniese navrae kan aan die aansoeker, Jacques Volschenk by tel 021 887 0124 gerig word. Enige kommentaar/beswaar ontvang na die voormelde sluitingsdatum sal as ongeldig geag word. Enige persoon wat nie kan skryf nie sal deur 'n Munisipale-amptenaar bygestaan word om hul kommentaar op skrif te stel.

Die Uwe



JL VOLSCHENK
DENNIS MOSS VENNOOTSKAP

SECTION A: INTRODUCTION

1 BACKGROUND AND CONTEXT OF THE APPLICATION

Saper Investments (Pty) Ltd. has entered into an agreement with the owners of erven 141, 142, 163, 164 and 165, Stellenbosch whereby the combined properties would be developed for higher density residential purposes, in line with the municipal vision and policy for the area.

Of particular relevance and importance to this application is the municipal strategy for the Dennesig area highlighted in the recently-approved Integrated Development Plan. This strategy identifies the *Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

The mentioned properties are hereinafter referred to as the project site or subject property.

This office has subsequently been appointed by the owners of the properties to apply to the Stellenbosch Municipality and all other relevant decision-making authorities for the necessary approvals, which would allow for the establishment of a residential apartment complex on the subject property, as described in the chapters below.

In particular, this application comprises the following:

- a) Application is made in terms of Section 15(2)(e) of the Stellenbosch Municipality Land Use Planning By-Law, 2015 (hereinafter referred to as the By-Law), for the **consolidation** of the following properties:
 - Erf 141,
 - Erf 142,
 - Erf 163,
 - Erf 164, and
 - Erf 165, Stellenbosch.
- b) Application is made in terms of Section 15(2)(a) of the By-Law for the **rezoning** of the consolidated development site from **Single Residential** to **General Residential**.
- c) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the following building lines:
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building.
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 4.5m for the main building.
 - Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0 m for the basement and parking structure.

- d) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$).
- e) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the permitted floor factor from 0.75 to 1.33.
- f) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the requirement for recreational space from 25% to 24%.
- g) In accordance with Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations application is made for a **departure** to permit an extra (5th) storey.
- h) Application is made for the approval of a **Site Development Plan**, which illustrates the built form and typical landscaping.
- i) Application is made, in terms of Section 15(2)(f) of the By-Law, for the complete **removal of the restrictive title deed conditions** listed under the relevant title deeds.
- j) Application is made in terms of Clause 13 of the *By-Law Relating to the Control of Boundary Walls and Fences* (Provincial Gazette 6671, 30 October 2009) to deviate from the By-Law by constructing a boundary wall that does not comply with the By-Law in terms of permitted maximum height and transparency.

SECTION B: THE PROJECT SITE

2 SITE INFORMATION

2.1 CONTEXT AND LOCATION

The project site consists of five individual properties, namely erven 141, 142, 163, 164 and 165, Stellenbosch. Erven 141 and 142 are located at Nos. 5 and 7 Paul Kruger Road while the remaining erven are located at Nos. 6, 8 and 10 Dennesig Street, respectively. The properties along Dennesig Road formed part of the erstwhile Kromme Rivier A township, which was laid out in 1931 while the properties along Paul Kruger Road formed part of Kromme Rivier B township, which followed in 1932. The dwellings on the respective properties were built in the late 1930's.

Despite its relative old age, the dwellings has no cultural or heritage significance. This was also pointed out by Snelling (2016) in the *Notification of Intent to Develop* for the houses of similar type and nature on erven 161 & 162. Heritage Western Cape subsequently supported this notion and issued a permit for the demolition of the houses on the latter two properties. A separate Notification of Intent to Develop and application for a demolition permit for the demolition of the respective buildings on the subject property will be submitted to Heritage Western Cape in due course.

Both Dennesig and Paul Kruger Roads run in an east-west direction from Bird Street (in the east) to Adam Tas Street (R44) (in the West). More recently, Dennesig Road as well as Paul Kruger Road have been converted into cul-de-sacs and they no longer offer direct access onto the R44. Paul Kruger Road, in particular, has been enclosed by a palisade fence next to the R44 thereby negating any pedestrian movement from the R44 and beyond into the street.



Figure 1: Photograph illustrating the character of the neighbourhood with the tree-lined Paul Kruger Road.

2.2 CHARACTER OF THE AREA

The character of the Dennesig area, generally situated between Merriman Avenue in the south, Molteno Road in the north, Bird Street in the east and the R44 in the west, has changed significantly over the last ten years. From an area characterised by predominantly single residential dwellings, the neighbourhood is today dotted with larger-scale residential apartment complexes. A number of new apartment complexes have been established along Dennesig Road, towards Bird Street, and between Paul Kruger Road and Molteno Road. Some of the more recent complexes include The Acorns, Boschen Park, and Erf 15886.

Notwithstanding the recent introduction of larger-scale residential developments, the area possesses several qualitative characteristics. Chief amongst these are the mature trees which lends a particular sense of calmness about the area. The existing trees are therefore a particular form-giving element which has been taken into consideration in the design of the new residential complex on the subject property.

Bordering the development site to the west is a new apartment complex, named The Den, which is currently under construction. To the east and north, the project site is bordered by conventional single residential dwellings, all dating to the same era of construction as the dwellings on the development site. Immediately north of the project site, along Paul Kruger Road, the property is also bordered by the Apple Tree Guest House.

While the project site falls outside the recognised historical core of Stellenbosch and even outside the historical area identified in the draft Stellenbosch Zoning Scheme By-Law, it falls within the geographical area adjacent to the same often used for planning purposes.



Figure 2: Residential apartment complexes in the vicinity of the project site.

2.3 EXISTING BUILDINGS AND STRUCTURES

The existing houses on the properties have, since inception, been used as family dwellings. Other than some of the dwellings in the area, which has changed in use over the years, the subject properties have all remained residential in nature. In typical 1930s style, all of the houses on the individual properties are separated from the garage. It is worth noting that the settlement footprint on all properties in the area include the residence in the front portion of the property and the garage and ancillary buildings to the rear of the properties.

All of the individual properties are currently enclosed by perimeter walls and fences.

A number of large trees are also present on site or in the adjacent road reserves. The most prominent trees that will be retained include a Tipu Tree, Pecan, Camphor, Wild Olive, Yellowwood, and several Jacaranda Trees in the road reserve. Although not all trees are worthy of conservation in terms of their protection status, the majority of the trees on site will be retained for aesthetic and recreational purposes.



Figure 3: Street elevation of the dwelling on erf 163 (top left); erf 164 (top right); erf 165 (bottom left); and the dwelling on erf 142 (bottom right).

2.4 SITE DETAIL AND PARAMETERS

The table below provides a breakdown of the properties constituting the development site. The property details as per the applicable title deeds are summarised in the table below.

Table 1: Properties constituting the development site.

PROPERTY DESCRIPTION	SIZE	TITLE DEED	OWNER
Erf 141, Stellenbosch	936m ²	T14889/1998	Scandals African Footwear CC
Erf 142, Stellenbosch	937m ²	T105912/1998	Joz Investments Trust
Erf 163, Stellenbosch	1115m ²	T72846/1997	Daniel Jacobus & Sara Da Luz Winterbach
Erf 164, Stellenbosch	1115m ²	T16275/2017	Saper Investments (Pty) Ltd.
Erf 165, Stellenbosch	1115m ²	T88203/2001	Ingrid Kirsten Blumer & Christopher Vernon Swart

The subject properties constitute a total of 5218m².

In order for the development site to be developed to its full potential, an application for the rezoning of the project site from its current zoning of Single Residential to General Residential will be required. The zoning parameters, which apply to General Residential, will be as follows:

Street boundary building line	7.6m
Common boundary building line	4.6m
Coverage	25% (main building) plus 25% (covered vehicle shelters)
Minimum street frontage	15m
Minimum erf area	1000m ²
Height	3 storeys (one extra storey for 75% parking in block of flats)
Floor factor	0.75
Parking	1.5 bays/dwelling unit >30 m ² 1.25 bay/dwelling unit <30m ²
Recreational space	25%

In the interest of thoroughness, the parameters of *Multi-Unit Residential Zone*, as per the draft Stellenbosch Municipality Zoning Scheme By-Law, are presented below. These parameters have also been used to inform the design and will also be used by the Municipality to evaluate the proposal.

Street boundary building line	4.5m
Common boundary building line	4.5m (ground floor) 4.5m (first floor) 6.0m (second floor)
Maximum coverage	50%
Height	4 Storeys
Floor area	75%
Parking	1 bay/dwelling unit (1 & 2 bedroom units) 1.25 bays/dwelling unit (3 bedroom units) 1.5 bays/dwelling unit (4 or more bedroom unit)

2.4.1 RESTRICTIVE TITLE CONDITIONS

Owing to the establishment of the Kromme Rivier Township, all of the properties have roughly the same restrictive conditions. These conditions would have to be removed before the properties could be developed, as proposed (refer to Annexure 3).

The typical restrictive conditions, as per the title deeds, are as follows:

- *No bottlestore, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any hotel, butcher, general or other business of a like nature be carried on or conducted thereon.*
- *That the lots be used for residential purposes only.*
- *That the lots be not subdivided without the approval of the Administrator.*
- *That not more than one dwelling house be erected on any lot, and that not more than one-third of the area of any one lot be built upon.*
- *That all buildings to be erected on this property shall stand back not less than feet from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens, but shall not be built upon.*

The correlating restrictive conditions to be removed, as per the applicable title deeds, are listed in the table below.

Table 2: Title restrictions to be removed.

PROPERTY	TITLE DEED	RESTRICTIVE CONDITION NO.
Erf 141, Stellenbosch	T14889/1998	B(c), C(a), C(b), C(c), C(d)
Erf 142, Stellenbosch	T105912/1998	B(c), C(a), C(b), C(c), C(d)
Erf 163, Stellenbosch	T72846/1997	(b)3, (d)(b), (d)(c), (d)(d), (d)(f)
Erf 164, Stellenbosch	T35813/2006	B(3), C(b), C(c), C(d), C(f)
Erf 165, Stellenbosch	T88203/2001	B(3), C(b), C(c), C(d), C(f)

SECTION C: APPLICATION DETAILS

3 CONSOLIDATION, REZONING, DEPARTURE AND ASSOCIATED ASPECTS

Application is herewith made on behalf of the owners of the properties for the aspects listed below in order to allow for the redevelopment of the project site for a residential apartment complex.

3.1 CONSOLIDATION

Application is made, in terms of Section 15(2)(e) of the Stellenbosch Municipal Planning By-Law promulgated by notice number 354/2015, dated 20 October 2015 (hereinafter referred to as the By-Law), for the **consolidation** of the following properties:

- Erf 141, Stellenbosch (936m²),
- Erf 142, Stellenbosch (937m²),
- Erf 163, Stellenbosch (1115m²),
- Erf 164, Stellenbosch (1115m²), and
- Erf 165, Stellenbosch (1115m²).

The total consolidated development site will comprise some 5218m². The proposed consolidation is illustrated by the attached Consolidation and Rezoning Plan, Drawing No. PL001, dated 15 May 2018, drawn by JLV (refer to Annexure 1).

3.2 REZONING

Application is herewith made for the **rezoning of the consolidated development site**, in terms of Section 15(2)(a) of the By-Law, from **Single Residential to General Residential**.

The total consolidated development site will comprise some 5218m². The proposed rezoning is illustrated by the attached Consolidation and Rezoning Plan, Drawing No. PL001, dated 15 May 2018, drawn by JLV (refer to Annexure 1).

3.3 DEPARTURE

3.3.1 RELAXATION OF BUILDING LINES

Application is made, in terms of Section 15(2)(b) of the By-Lay, for a permanent departure for the following:

- a) **To relax the street building lines (Dennesig & Paul Kruger Roads) from 4.6m to 3.5m to allow for residential units closer to the street edge.**

The proposed building will be set back at least 3.5m from the street boundary to 'enclose the street', as required by the Conservation Strategy of the Historical Core of Stellenbosch. By moving buildings closer to the street boundary, the traditional pattern of buildings lining

the street will be adhered to, thereby creating a positive interaction between building and street.

- b) To relax the street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m to allow for the refuse rooms on the street boundaries.**

It is a requirement for projects of this nature to provide refuse lay-by facilities in the street reserve from where refuse trucks can collect refuse. As such, it is proposed that two refuse facilities be provided on either side of the property, in the vicinity of such lay-bay facility. The refuse facilities will be neatly incorporated into the proposed boundary wall/fence.

- c) To relax the lateral building lines (adjacent to erven 140, 143, 162 and 166) from 4.6m to 4.5m allow for residential units.**
- d) To relax the lateral building lines (adjacent to erf 140) from 4.6m to 3.5m to allow for a passage.**

The development proposal has been carefully planned around the existing trees. These trees have been incorporated into the design of the building and will play a major role in the enjoyment of the development. As a result, some minor departures to the lateral building lines are required to enable the optimal use of the property.

- e) To relax the lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0m to allow for the basement and parking structure.**

While the residential footprint will generally be set back from the lateral boundaries, the basement and associated parking structure will be built onto the lateral boundary. It is envisaged that the basement will protrude $\pm 800\text{mm}$ from the ground level to enable natural ventilation and that 'surface' level parking will be provided on top of the basement along the eastern and western sections of the property.

The building line departures are illustrated by the attached Site Development and Landscape Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

3.3.2 RELAXATION OF PERMISSIBLE COVERAGE

Application is also made, in terms of Section 15(2)(b) of the By-Lay, for a permanent departure to relax the maximum permissible coverage from **25% to 55%** (2890m²).

The coverage calculation per floor equates to the following:

Level 1 - Ground Floor:	624m ² (11.95%)
Level 2 – First Floor:	2845m ² (54.52%)
Level 3 – Second Floor:	2845m ² (54.52%)
Level 4 – Third Floor:	2845m ² (54.52%)
Level 5 – Fourth Floor:	2782m ² (53.32%)

3.3.3 RELAXATION OF PERMISSIBLE FLOOR FACTOR

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure to relax the maximum permissible floor factor from **0.75 to 1.33** ($\pm 6934\text{m}^2$). The floor factor only represents the sectional title area of units and excludes balconies, communal passages, entrance halls, staircases, lift shafts, parking facilities and basements, as directed by the applicable zoning scheme.

3.3.4 RELAXATION OF RECREATIONAL SPACE

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure to relax the requirement for recreational space from 25% to 24%.

Due notice is taken of the requirement to have 25% of the property in an unbroken unit area to be reserved for gardening and recreation. The development proposal will provide 24% (1254m^2) recreational area although this figure comprises three recreational areas – the central large open space and two open space strips along the street boundaries.

3.3.5 RELAXATION FOR NUMBER OF STOREYS

In accordance with Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations and in terms of Section 15(2)(b) of the By-Law, application is made for a permanent departure to permit an extra (5th) storey in defined areas, as indicated on Drawing No. Q4202-D-301.

While the majority of the building will be 4 storeys high, a number of focal elements have been introduced in the top storey and roof space to create an interesting roofscape. In this regard several duplex units will be introduced on the fourth floor, extending into the fifth floor.

3.4 SITE DEVELOPMENT PLAN

Application is made for the approval of the Site Development Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

The Site Development Plan (SDP) conceptually illustrates the spatial configuration and proposed urban design of the development. The SDP also illustrates the typical landscaping features, and the fence type. Once approved, the SDP will serve as the development parameters applicable to the proposed development.

3.5 REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS

Application is made, in terms of Section 15(2)(f) of the By-Law, for the complete removal of the following restrictive title deed conditions (also refer to Paragraph 2.4.2 above):

- Conditions B(c), C(a), C(b), C(c), C(d) applicable to erf 141 (T14889/1998).
- Conditions B(c), C(a), C(b), C(c), C(d) applicable to erf 142 (T105912/1998).
- Conditions (b)3, (d)(b), (d)(c), (d)(d), (d)(f) applicable to erf 163 (T72846/1997).
- Conditions B(3), C(b), C(c), C(d), C(f) applicable to erf 164 (T35813/2006).

- Conditions B(3), C(b), C(c), C(d), C(f) applicable to erf 165 (T88203/2001).

3.6 DEVIATION FROM POLICY ON BOUNDARY WALLS AND FENCES

The erection of boundary walls and fences in the Stellenbosch Municipality is governed by the Municipal *By-Law Relating to the Control of Boundary Walls and Fences* (2009).

Section 5 of the By-Law states that:

'For residential zoned properties the height of any wall or fence (including the entrance structure and columns) shall be regulated as follows;

- (a) *On a street boundary: - 2.1m high, on condition that 50% of the height of the wall or fence, including gates on residential zoned properties must consist of open decorative work to create transparency. The solid construction shall not interfere with sight lines of vehicles entering or leaving the property, or passing traffic.*
- (b) *On a boundary other than a street boundary: - 2.1m high and shall comprise of materials as described in sections 9 below, except where the screening of backyards or swimming pools are concerned, in which case the height may at the discretion of Council be increased to 2.5m.'*

Application is subsequently made in terms of Clause 13 of the *By-Law Relating to the Control of Boundary Walls and Fences* (Provincial Gazette 6671, 30 October 2009) in order to deviate from the By-Law in the following manner:

- By constructing a street boundary wall with solid sections to visually screen vehicles parked on the property from passers-by. The boundary wall is also to incorporate ancillary building such as the refuse building, which will be constructed as part of the boundary wall.
- By permitting electrification on top of the external perimeter fences.

The proposed boundary wall/fence is illustrated on the Site Development Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

4 APPLICATIONS TO OTHER DEPARTMENTS

4.1 NATIONAL HERITAGE RESOURCES ACT

Section 38(1) of the National Heritage Resources Act 25 of 1999 lists several activities which require approval from *the responsible heritage resources authority* (i.e. Heritage Western Cape) before construction may commence. As it relates to the proposed development, several activities have been identified which resulted in the preparation of a Notification of Intent to Develop (NID) and subsequent submission to Heritage Western Cape.

As such, an NID will be prepared and submitted to Heritage Western Cape (HWC), in terms of the National Heritage Resources Act 25 of 1999. The application to HWC will also be made in terms of Section 34 of the Act (25 of 1999) to obtain a demolition permit for the demolition of the existing structures on the project site.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT ACT

The Minister of Environmental Affairs and Tourism has, in terms of Section 24(5) read with Section 44 of the National Environmental Management Act (NEMA) 107 of 1998, listed activities in terms of Section 24 and 24D of NEMA in a schedule, which may not commence without environmental authorization.

The EIA Regulations, 2014, which govern the implementation of the above sections of NEMA, outline the activities for which EIAs should apply.

The project proposals have been considered in terms of the three Listing Notices (Regulations 983, 984 and 985) as issued in terms of the National Environmental Management Act, No. 107 of 1998 (NEMA). It was found that none of the activities included in the listing notices would be 'triggered' by the project proposal, hence, **NEMA is not applicable**.

SECTION D: THE PROJECT PROPOSALS

5 KEY ASPECTS OF THE PROPOSED DEVELOPMENT

5.1 PLANNING AND DESIGN APPROACH

The rationale behind the planning, design and construction approach adopted for the development is to create a specific character and atmosphere, which people will recognize as qualitative and unique and which will instil a sense of pride, belonging and identity with those associated with the development.

The architectural design of the building was not considered in isolation but as one of the key components of coherent urban design that would ensure the establishment of a high-quality development with a unique atmosphere and *genius loci* (spirit of place).

The proposed new buildings will, as far as possible, be designed and constructed in accordance with energy-efficient and place-specific planning and design, as contemplated in official policy. All efforts will be made to ensure that the design of the building embraces the natural attributes. Natural materials and locally-manufactured materials would be encouraged while full use would be made of available technologies aimed at ensuring environmental sustainability.

As such, the planning and design of the proposed development would give effect to the concept of 'critical regionalism' which promotes a return to the development of high-quality settlements that comply with the definition of a unique sustainable man-made environment which is in harmony with the natural environment that 'contains' it and which demonstrates the five guiding principles of 'critical regionalism' (PGWC 2003¹). Such a quality is often dependent upon a specific 'sense of togetherness' and character that requires a specific scale and density.

'Critical regionalism' constitutes a sensory understanding and appreciation of the environment and its component 'things', and is therefore a very complex concept to apply. It is based on five basic principles that should guide the planning, design and management of development (Kelbaugh, 1997²), namely a sense of place, sense of nature, sense of history, sense of craft and a sense of limits.

5.2 DEVELOPMENT CONCEPT

The project proposal entails the construction of a new apartment complex consisting of 145 units. The complex will comprise the following residential options:

- 3 x 1-bedroom units,
- 76 x 2-bedroom units,
- 54 x bachelor units, and
- 12 x 2-bedroom duplex units.

¹ PGWC, 2003. *Manual for Bioregional Planning and Management in the Western Cape*. Cape Town.

² Kelbaugh, D. 1997. *Common Place: Toward neighborhood and regional design*. Seattle: University of Washington Press.

It is worth noting that the proposed development is being undertaken by the same developer responsible for the development on the adjacent erven 161 and 162 ('The Den'). As such, the development on the subject property aims to present a continuation of the architectural design and style along the streetscape. The street elevation of the proposed development and the buildings on erven 161 and 162 is included as drawing no. Q4202-D-301 under Annexure 1.



Figure 4: Southern street elevation showing the interface with Dennesig Road.

The development concept is illustrated by Drawings No. Q4202-D-201 to Q4202-D-207, Q4202-D-301 as well as by Drawing Nos. SDP001, and P001 (refer to Annexure 1).

As illustrated on Figures 4 and 5, the development concept is loosely based on a perimeter block design which allows for buildings to define the street boundary while creating central, semi-private courtyards at the rear of the buildings. Whilst the perimeter block design is more defined along the street boundaries, the design allows for a continuation of the design principle to neighbouring properties. In this regard, provision has been made for a continuation of the central green area to be extended into neighbouring properties in future.

Apart from the existing mature trees, the positioning of buildings were largely done with due regard of the optimum northern orientation and advantages of the open space areas. The new buildings also respect the privacy of the neighbouring properties by largely adhering to the lateral building lines. The Site Development Plan illustrates the manner in which landscaping will contribute to the establishment of a qualitative development. In this regard, the Site Development Plan also points out where large specimen trees will be retained and new trees planted to provide privacy and enhance the sense of place of the development.



Figure 5: Artistic illustration of the internal courtyard.

Provision has been made for two pedestrian and vehicular entrances to the development, one off Dennesig Road in the south and one off Paul Kruger Road in the north. Both vehicular access points will be grade-separated and users will be able to enter/exit the basement parking or surface parking level directly off the adjacent roads. Access will be managed by means of sliding security gates. These gates will be well set back from the street kerb to ensure sufficient stacking distance. As illustrated on the plans mentioned above under Annexure 1, most of the parking is provided in the basement level while the remainder of the required parking bays are provided on-grade. In order to reduce the negative visual impact of large open parking areas, the majority of surface parking will be underneath the building structure.

Two separate refuse yards and associated buildings will be provided along Dennesig and Paul Kruger Roads. The refuse yards have been designed in such a manner as to provide direct access to it from the street as well as from inside the complex. The refuse rooms will be of sufficient size and capacity, and each will be served with an embayment in the road reserve.

It is proposed that the development will comprise a multi-level scheme. The buildings will mostly be four storeys with the odd focus points, which will be accommodated as duplex units into a fifth storey.

As mentioned above, a broad spectrum of residential units will be provided. All residential units will be served with an open-plan kitchen, lounge and dining room, bed- and bathrooms. Most units will also have a private balcony or stoep while some units will only have a Juliette balcony. The buildings have been positioned and orientated in such a manner to provide sufficient light and living space along the northern façade.

The boundary walls along the perimeter of the property will be mostly transparent in accordance with the Municipality's policy on boundary walls and fences. The proposed boundary walls do, however, deviate slightly from the policy in terms of transparency to hide vehicles parked on site and the overall height. The proposed boundary wall treatments are indicated on Drawing No. SDP001.

The extent of the new building complex will be as follows:

- The overall **coverage** of the new buildings will be in the order of **55% ($\pm 2890\text{m}^2$)**.
- The complex will be **five storeys** in total of which the fourth storey will include duplex units.
- The **floor area** will be in the order of **6937m² (1.23 floor factor)**.
- **Parking** will be a combination of open surface parking and basement parking. In accordance with the zoning parameters applicable, a total of **204 parking bays** are required. Having regard for the provision of bicycles and/or motorcycle bays in lieu of parking bays, **179 vehicular parking bays, 12 motorcycle bays (equal to 3 conventional bays) and 132 bicycle bays (equal to 22 conventional bays)** have been provided, for a grand total of 204 parking bays.

6 ENGINEERING SERVICES

The engineering services reports, included under Annexure 6, provide the design philosophy that has been applied when designing the internal engineering services for the proposed development. The report also provides relevant data on existing municipal infrastructure, and the ability of this infrastructure to accommodate the proposed development.

The key aspects of the engineering services are summarized below. These are to be read together with the services reports and the proposed Site Development Plan.

6.1 TRAFFIC IMPACT STATEMENT

Deca Consulting Engineers prepared a Traffic Impact Assessment (TIA) for the proposed development during May 2018. The report summarises the transportation conditions within the vicinity of the project site and provides an assessment of the transportation impacts on the surrounding road network. The analyses evaluate both existing year (2018) and expected (2020) traffic conditions during the expected peak traffic hours of the development.

The TIA notes that the proposed development will have a moderate traffic impact and recommends that the application be approved. The following recommendations are also made:

- A queuing survey done at the R44 Adam Tas Road / Molteno Road intersection shows that traffic signals are not currently warranted. It is the opinion of the traffic engineers that improvements to the geometric layout of the intersection would be more beneficial at this stage than traffic signals. It is suggested that a left turn deceleration and acceleration lanes should be provided on Adam Tas Road southbound, with a dedicated right turn lane on Adam Tas Road northbound. It is important to note that the improvements are recommended to improve the existing situation and not as a result of additional traffic from the proposed development. The development can therefore not be held liable for the cost of improvements, although development contributions may be used towards the funding of improvements.

- It is recommended that sidewalks should be provided along Dennesig Road in front of Erven 163-165 along Paul Kruger Road in front of Erven 142 and 143;
- It is suggested that Stellenbosch Municipality should draw up a non-motorised transport improvement plan for this area so that future improvements may happen in a coordinated and standardised manner.

6.2 WATER DEMAND AND SUPPLY

The preliminary potable water demand for the proposed development has been estimated as approximately 72.5 kl/day, which equates to 0.5 kl/day or 0.8391 l/s. The peak factor is expected to be 11.3 while peak water demand is therefore estimated at 9.482 l/s.

The Civil Engineering service report notes that the existing municipal water reticulation network is found in Dennesig and Paul Kruger Roads and that supply to the scheme would be from either of the two sides – both of which is currently supplied with a 90mm water main.

In order to adequately supply the scheme, including provision for firefighting services, one of these mains will have to be upgraded to a 110mm line - probably in Dennesig Road between the 100m line along Adam Tas and the cross feed to the 225mm line just to the East of Hofman Street.

Water upgrades associated with the development of Erven 4202 and 4203, Stellenbosch are expected to relieve any anticipated pressure issues in the area.

6.3 SEWAGE AND EFFLUENT MANAGEMENT

The average daily sewer run-off from the proposed development is estimated at 61.625 kl/day or 0.713 l/s. Peak sewage flow is estimated at 1.828 l/s, which is well below the peak factor of 2.5, as per the Red Book.

The Red Book requires that a normal infiltration factor of 15% be allowed to developments. However, since this scheme comprises soffit hung services with a basement, the only portion of the sewer line subject to infiltration is between the face of the building and the municipal connection. A nominal provision of 2.5% is therefore suggested.

It was indicated that the next phase (Phase 3) of the main outfall sewer is to commence soon and may well be in place before the demand from this scheme (December 2019) is placed onto the network.

6.4 STORMWATER MANAGEMENT

The scheme comprises a redevelopment of 5 existing erven. An inspection of aerial photographs of the existing houses and associated hard stand/driveways indicates that at least 70% of the existing properties are impermeable. It is therefore expected that the impact of site coverage on the total stormwater discharge will be minimal.

6.5 SOLID WASTE MANAGEMENT

An integrated waste management strategy will be followed in the proposed development. This strategy is based on waste minimization and will include recycling and disposal where appropriate. Solid waste will be collected by the Stellenbosch Municipality on a weekly basis.

A solid waste/refuse yard will be provided on the boundary with both Dennesig and Paul Kruger Streets from where the development will be serviced.

6.6 ELECTRICITY

Based on the proposed development of 145 apartments with basic cooking facilities and central heat pumps for hot water generation, it is estimated that the maximum demand will be in the order of 500kVA.

The Stellenbosch Municipality will be the Supply Authority and service provider for this area and it has been confirmed that the electricity supply can be made available from the existing network. A new mini-substation will, however, be required for the proposed development.

All services will be designed and installed according to the municipality's latest electrical guidelines and will be handed over to them once complete. Each residential unit will have its own electrical supply and will be metered by means of pre-payment meters. The managing of the metering system will be done by a company specializing in this service.

SECTION E: LEGISLATIVE CONTEXT AND COMPLIANCE WITH RELEVANT POLICY

7 RELEVANT PLANNING POLICY AND FRAMEWORKS

The primary planning and development frameworks that are relevant to this application and the compliance of the proposed project therewith are summarised below.

7.1 NATIONAL DEVELOPMENT PLAN

During November 2011, the National Planning Commission published a document titled; The National Development Plan 2030: Our Future – Make it Work, as a broad strategic framework which sets out a coherent and holistic approach to confronting poverty and inequality.

As its main goals, the National Development Plan (NDP) focuses of the following:

- Eliminate income poverty – Reduce the proportion of households with a monthly income below R419 per person (in 2009 prices) from 39% to zero.
- Reduce inequality – The Gini coefficient should fall from 0.69 to 0.6.

The NDP identifies 15 themes that as objectives and actions that will give effect to the overarching goal. These themes include the following:

- a) Economy and Employment
- b) Economic infrastructure
- c) Environmental sustainability and resilience
- d) Inclusive rural economy
- e) South Africa in the region and the world
- f) Transforming Human Settlements
- g) Improving education, training and innovation
- h) Health care for all
- i) Social protection
- j) Building Safer Communities
- k) Building a capable and developmental state
- l) Fighting corruption
- m) National building and social cohesion

In as far as the proposed development is concerned, the themes concerning *Economy and Employment*, *Environmental Sustainability and Resilience*, *Transforming Human Settlements* and *Building Safer Communities* will be given effect to in the following manner.

(i) Economy and Employment

The proposed development will make a significant contribution to the local economy both during the construction and operational phases.

The construction phase will lead to the expansion of business sales for existing businesses located in the area. These changes are measured in terms of new business sales, i.e. new sales that will be generated in the economy as a direct result of the capital investment in the development.

The development will furthermore contribute to the GGP. The GGP measures the value of all final goods and services produced/provided within one year of the area's economy. The generation of additional business sales and employment opportunities will initiate an on-going ripple effect through the local area, resulting in an increase in product and service value (measured in GGP).

Finally, constructing the development will result in direct jobs being created on site and other directly related sectors such as transport, warehousing and communication services. Indirect jobs are also created due to the multiplier effect in the economy in industries that provide goods, materials and services to the proposed development.

(ii) *Environmental Sustainability and Resilience*

The proposed development will comply with the specific actions listed under this heading by manner of various direct responses. These include the preservation of selected trees on the property and the creation of qualitative open spaces.

Efficient water and energy saving measures will also be implemented as part of the proposed development in order to minimize the consumption of scarce environmental resources.

(iii) *Transforming Human Settlements*

The NDP lists the objective of having more people living closer to their places of work. It also calls for the development of a strategy for densification of cities and resource allocation to promote better located housing settlements.

In this regard, the proposed development is located in the heart of Stellenbosch and is close to places of work, commercial and recreational facilities. The development will also provide for a variety of residential options thereby breaking down the apartheid spatial patterns and increasing urban efficiencies such as the utilisation of infrastructure by increasing densities.

(iv) *Building Safer Communities*

The objective of this theme is for people living in South Africa to feel safe and have no fear of crime. The NDP acknowledges that personal safety is a human right and that it is a necessary condition for human development, improved quality of life and enhanced productivity.

The proposed development will create an environment where residents can feel safe at home and where all people, especially women and children, can walk freely in the street and play safely outside.

7.2 WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The Western Cape Provincial Spatial Development Framework (hereinafter referred to as the PSDF) was approved by the Minister of Local Government, Environmental Affairs and Development Planning and submitted to the Provincial Cabinet for endorsement in April 2014.

The PSDF sets out to put in place a coherent framework for the Province's urban and rural areas that:

- a) gives spatial expression to the national and Provincial development agendas;
- b) serves as basis for coordinating, integrating and aligning 'on the ground' delivery of national and Provincial departmental programmes;
- c) supports municipalities fulfil their municipal planning mandate in line with the national and Provincial agendas; and
- d) communicates government's spatial development intentions to the private sector and civil society.

The PSDF seeks to improve the effectiveness of public investment in the Western Cape's built and natural environments by:

- adopting credible spatial planning principles to underpin all capital investment programmes,
- spatially targeting and aligning the various investment programmes, and
- opening-up opportunities for community and business development in targeted areas.

In fulfilment of the mandate ascribed to it in SPLUMA and to take forward the Province's spatial development agenda, the PSDF sets out a policy framework within which the Western Cape Government will carry out its spatial planning responsibilities. The policy framework covers Provincial spatial planning's three interrelated themes, namely:

- a) Sustainable use of the Western Cape's spatial assets,
- b) Opening-up opportunities in the Provincial space-economy, and
- c) Developing integrated and sustainable settlements.

For each theme key challenges as distilled from the Provincial spatial profile and their spatial implications are noted and Provincial policies for dealing with them are presented. The table below put forward the respective themes, PSDF policies applicable to the development proposal and the manner in which the project will comply with the same.

Table 3: The three interrelated themes and applicable policies.

THEME AND POLICY		RESPONSE
a) SUSTAINABLE USE OF PROVINCIAL ASSETS		
<i>Policy R1: Protect biodiversity and ecosystem services</i>	As mentioned above, the design of the buildings was, first and foremost, informed by the mature trees on site. As such, the project will make a positive contribution towards conserving the biodiversity on site.	
<i>Policy R2: Safeguard inland and</i>	A water-wise approach will be adopted in the landscaping and	

coastal water recourse, and manage the sustainable use of water. maintenance of the project. The approach is aimed at maximising efficiencies, optimising storage capacity and ground water extraction.

Policy R5: Safeguard cultural and scenic assets

In an effort to safeguard the cultural and scenic assets of the subject property and of the area as a whole, a Notification of Intent to Develop will be prepared and submitted to Heritage Western Cape for consideration.

b) OPENING-UP OPPORTUNITIES IN THE SPACE ECONOMY

Policy E3: Revitalise and strengthen urban Space-economies as the engine of growth

The property is favourably located near the centre of town and is able to regenerate and revitalise the urban economy of Stellenbosch town. The project, together with recent and planned projects, will furthermore attract economic activity to the area.

c) DEVELOPING INTEGRATED AND SUSTAINABLE SETTLEMENTS

Policy S1: Protect, manage and enhance sense of place, cultural and scenic landscapes

The project is presented as a qualitative development that adheres to many of the place-making principles which aims to enhance the qualitative characteristics of Stellenbosch (refer to Chapter 7.4 below).

Policy S3: Promote compact, mixed use and integrated settlements

The project aims to break down the apartheid spatial patterns and increase urban densities. The proposed development will also ensure functional integration between people of different income groups as a variety of residential options are provided in the scheme.

Policy S5: Promote sustainable, integrated and inclusive housing in formal and informal markets

The location of the project will ensure that households are provided with easy access to opportunities and that the new development is of such a density to optimise efficiencies in the municipal infrastructure network.

7.3 STELLENBOSCH INTEGRATED DEVELOPMENT PLAN

The Integrated Development Plan (IDP) is the Municipality's principal five year strategic plan that deals with the most critical development needs of the municipal area as well as the most critical governance needs of the organisation.

Section 34 of the Local Government: Municipal Systems Act 32 of 2000 prescribes that a municipality must review its IDP annually and to the extent that changing circumstances so demand. The Stellenbosch Municipality, in collaboration with all relevant stakeholders, therefore reviewed its IDP to examine the progresses made and assess the municipality's strategic objectives and targets as set out in the IDP.

On 28 May 2018, during a special meeting of the Council of Stellenbosch Municipality, the review of the 2017/2018-2021/2022 4th Generation IDP was approved.

The priorities and actions identified in the review of the IDP will seek to better inform the municipality's budget and streamline service delivery initiatives. This will ensure that the Stellenbosch Municipality remains on course to attain its strategic objectives.

The Municipality has a number of medium- and longer term sector plans that direct the implementation of the different functional areas. These plans form an integral part of the IDP.

Chief amongst these is the Municipal Spatial Development Framework (MSDF). The MSDF forms a key component of the IDP as it indicates the spatial location and opportunities to achieve the various objectives and meet the demands of the local communities. The MSDF has been reviewed as part of the IDP and propose minor changes.

Specific issues for amendment of the current SDF, as it relates to the application at hand, include:

- Major transport infrastructure in the form of STOD (Sustainable Transit-Oriented Development) including identified areas for densification in Stellenbosch Town.

From discussions with the municipal officials it has been communicated that a primary STOD is being planned for the Van der Stel Sports Ground. This STOD is located a mere 200m from the project site.

A number of strategies are also being proposed to address some of the spatial issues, namely:

- *Significant densification of existing neighbourhoods located in proximity of major transport infrastructure and the Stellenbosch University;*
- *Identification of the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

Having regard for the above, it is contended that the project proposal is in line with the approved Integrated Development Plan.

7.4 STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK

The Stellenbosch Spatial Development Framework (SDF) (May 2017) aims to guide the future spatial form of the greater Stellenbosch area. It is aimed at developing a binding set of principles which guide development and development rights of property owners.

At its core, the SDF identifies seven strategic perspectives that will guide the future spatial development of Stellenbosch and ensure that development does not diminish the resources base on which its economy depends. Of the seven strategic perspectives, the following principles bear a direct or indirect relevance to the proposed development.

a) Interconnected nodes

The proposed new development will enhance the principles of interconnected through the intensification of uses and creating a high density development near a strategic transport intersection (the planned Van der Stel TOD). The development aims to increase the internal average gross density of the town to an approximate 25 du/ha, as envisaged in formal policies.

The development will contribute to the principles of walking distance, functional integration, socio-economic integration and making optimal use of infrastructure, thereby minimising the need for travel by private vehicles.

b) Car-free transport

The Stellenbosch SDF states that development should be focussed around transport thoroughfares and that a combination of non-motorised transport (NMT) and public transport facilities should be used so that residents commute without the need of a private car.

With the proposed development being situated approximately 1km from the centre of Stellenbosch, it is regarded to be situated within an appropriate walking distance of activities found within the urban area (e.g. employment, shopping, public transport, social and recreational). It is to be noted that Stellenbosch Municipality is currently planning a Transit Oriented Development (TOD) on the Van der Stel Sportsground. This TOD is closer than 200m from the project site and will provide added motivation for car-free transport to the project site.

The proposed development will also contribute to the NMT strategy by allocating a large number of bicycle stands as well as motorcycle bays to residents and visitors of the apartments.

c) Inclusive economic growth

The SDF notes the historic trends where retail and economic opportunities have been created far separated from lower-income communities. It also notes the housing developments which have catered to the needs of car owners, thereby widening the gap between the income classes.

In line with the strategic perspective, the subject property has been prioritised as a brownfields site in close proximity to economic and commercial opportunities.

d) Optimal land use

Instead of expanding the footprint of built areas, the SDF proposes that suitable areas for development be identified within existing settlements through densification projects. Preference must also be to develop locations close to public transport hubs and brownfield sites over greenfield locations.

As mentioned above, the proposed redevelopment of the property represents a brownfield development in a densification area. The development will contribute to the densification of Stellenbosch town whilst at the same time assist with the expansion of the NMT system in Stellenbosch. The proposed apartment complex aims to maximize the potential of the subject

property through redevelopment of the site. It is contended that, in line with the SDF, the proposed development is regarded as the most suitable and appropriate use of the property.

e) Resource custodianship

The developer aims to contribute to a sustainable future for Stellenbosch. Key to this is the ability of the municipality to deliver services to the development. As such, the developer aims to minimise the impact of the development in terms of energy and water utilisation, and waste generation. The proposed development will comply with the latest SANS 10400-XA energy efficiency standards by introducing heat pumps as an alternative source of energy. The development will also introduce water saving devices whilst waterwise gardening will be promoted throughout the development.

f) Heritage

It is recognised that Stellenbosch town's sense of place is derived from its historic architecture. Apart from the wine farms, natural areas, historic sites and museums, the main attraction of the town is the tight-knit urban street character.

Being located in the expanded historic core, the proposed development will be consistent with the place-making principles described in Chapter 7.4 below. The latter principles aim to protect the historical spatial structure and architectural forms.

7.4.1 PRECINCT MASTER PLAN

During the pre-submission meetings with the municipality, the future need for a Precinct Master Plan was discussed. Such a Master Plan, which would have to be driven by the Municipality, would tie in with the recently-approved IDP to ensure the orderly development of the Dennesig densification area.

Specific reference is also made to the minutes of the pre-submission meetings during which it was agreed that the current application can proceed without such a Master Plan being in place for the area. The developer will, however, support initiatives on the Master Plan level for the area as it relates to landscaping, pedestrian / cycle routes, etc. (refer to Annexure 7).

7.5 DESIGN INFORMANTS AND PLACE-MAKING PRINCIPLES

During 1995, an assessment of the Assets of Stellenbosch: the special qualities and settlement patterns, which represent the essential architectural and place-making qualities was undertaken by Piet Louw and Martin Kruger Architects. This study served as the basis for a comprehensive Conservation Strategy of the Historical Core of Stellenbosch, which was undertaken by KrugerRoos architects urban designers and planners during 1997. The latter report provided guidelines for new development, alterations to existing buildings and public actions in the Historical Core.

The chapters below provide a summary of the principles and design informants contained in the Conservation Strategy. The chapters below also illustrate the manner in which the development proposal is consistent with said principles.

a) Streets enclosed by buildings

The Dennesig area still has a predominantly single residential character, even though some larger-scale apartment complexes have been introduced to the area. Whilst the area has been earmarked for densification, the single residential dwellings do not comply with the stated principle. It is therefore the intention of all new buildings in the area to be design and positioned in such a manner to follow the traditional pattern of buildings enclosing the street boundary.

b) Building and street interface

The traditional pattern is that of buildings lining the street (as mentioned above). Access to the front door was typically via a semi-private stoep.

The proposed design also makes provision for an interaction between the building and the street as a semi-private garden will be created along both the Dennesig and Paul Kruger Road facades.

c) Street and paving surfaces

The proposed development will make use of a variety of hard and soft landscaping elements and techniques to define the respective spaces along the street and on the 'inside' of the development. The project will *inter alia* make provision for an additional cycle lane along Dennesig and Paul Kruger Roads to contribute to the implementation of an NMT system throughout town.

d) Parking

The Study Report proposes that small, discrete parking areas are provided in the Historical Core, where possible, with suitable planting providing screening and shade.

The proposed development will however provide ample secure parking underneath the building in a basement level. In line with the policy, only small portions of surface parking will be provided along the eastern and western portions of the site. These parking areas will not be visible from the adjoining streets. The total number of parking bays to be provided will be in accordance with the applicable zoning scheme.

e) Walls and Roofs

It is generally recognized that Stellenbosch is the town of white walls, because of the traditional use of lime wash and the solid, walled architecture, penetrated by carefully proportioned openings.

Where thatched roofs are typical of early Cape architecture, these were sometimes later replaced with corrugated iron. Flat roofs were also used.

The proposed development pays specific homage to these traditional elements by the ample use of white walls and corrugated iron in the design. Whilst not adhering to the traditional building footprint, these other elements together with carefully proportioned openings strike a balance between traditional and modern.

8 LEGISLATIVE CONTEXT

This application is submitted and will be considered in terms of the Stellenbosch Municipality: Land Use Planning By-Law, 2015. As such, the planning principles as advocated in the Spatial Planning and Land Use Management Act, No. 16 of 2013 (SPLUMA) and the Western Cape Land use Planning Act, No. 3 of 2014 (LUPA) is also applicable.

8.1 DEVELOPMENT PRINCIPLES

Chapter 2 of the Spatial Planning and Land Use Management Act, No. 16 of 2013, and Section 59 of the Western Cape Land Use Planning Act, No. 3 of 2014, lists development principles and norms and standards that shall apply to spatial planning, land development and land use management. These principles are as follows:

8.1.1 SPATIAL JUSTICE

Spatial justice is primarily concerned with the commitment to redress past spatial and other development imbalances. The principle also calls for the improved access to and use of land.

As mentioned above, it is herewith contended that the proposed redevelopment of the project site is the most suitable and appropriate use of the property given its context and location.

8.1.2 SPATIAL SUSTAINABILITY

Spatial sustainability requires land development to be aligned with fiscal and institutional means. The aim is further to promote land development that is spatially compact, resource frugal and within fiscal, institutional and administrative means of the competent authority.

This translates on the ground to development in locations that are sustainable and that limit urban sprawl (as this development does), that uphold environmental considerations such as the protection of mature trees on site, and that ensures that development is feasible and financially viable.

8.1.3 EFFICIENCY

Efficiency requires land development to optimally use existing resources and infrastructure.

The development will connect to the existing infrastructure network of Stellenbosch and will not add additional unwanted pressure on the municipal services network.

8.1.4 SPATIAL RESILIENCE

Spatial resilience provides for flexibility in spatial plans, policies and land use management systems to be accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

The project site has proved to be resilient in terms of its land use. The proposal put forward has shown that a development such as the planned apartment complex could just as easily be accommodated on the site.

8.1.5 GOOD ADMINISTRATION

This principle primarily places an onus on decision-making authorities to ensure that due process is followed. It also requires that legislative and development requirements are met timeously by both applicants and authorities and that public consultation is undertaken, as required.

8.2 KEY QUESTIONS TO BE CONSIDERED

Both SPLUMA and LUPA state that it is the municipality's responsibility to decide on applications for removal, suspension or amendment of restrictive title deed conditions. Section 33(5) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 and Section 39(5) of the Western Cape Land Use Planning Act, No. 3 of 2014, require that a municipality must have regard for, amongst other, the financial and personal benefits to holder and neighbour of the rights when considering the removal, suspension or amendment of a restrictive title condition.

In an effort to aid decision-making in this regard, a set of key questions have been developed by the authorities. Although it only represents some of the questions that should be asked (as these will vary according to the type of application), these key questions should be taken into consideration with the removal/amendment of each and every restrictive condition.

The questions and manner in which the proposal aims to address the same is as follows:

8.2.1 *Why was the restrictive condition imposed and how is it beneficial?*

The conditions imposed aim to protect the character of the area. It is, however, contended that the area has already been identified by the Stellenbosch Municipality as an area where higher densities could be considered. As such the character of the area has changed over time from predominantly single residential uses to denser apartment-type complexes.

8.2.2 *Do the rights have any financial or other value for the holder of those rights (i.e. including any other property owner) and is this value measurable?*

The current rights on the properties constituting the project site restrict the owners to fully enjoy their property in line with accepted municipal policy. Should the restrictions be amended it will allow them to maximise the use of the property whilst enhancing the otherwise stale status of the site.

8.2.3 *Why will the restriction remaining in place be in the public interest or benefit?*

The restrictive condition is not relevant to the public interest or benefit.

8.2.4 *How will the removal, amendment or suspension of the restrictive condition be in the public interest or benefit?*

The restrictive condition is not relevant to the public interest or benefit.

8.2.5 *How will the personal benefit to the applicant in the removal or amendment of the restrictive condition impact on the personal benefits currently enjoyed by any other holders of those rights?*

As mentioned above, the removal of the restrictive condition will allow the owners to maximise the use of their property. The current restrictions leave little room to enhance the property in accordance with adopted municipal policy.

Furthermore, the neighbouring properties will not suffer a financial or other value loss whilst the amendment of the building lines will not result in a loss of privacy or sunlight or reduce property values. In fact, it is believed that the proposed development will only be beneficial to neighbouring properties in terms of their value.

SECTION F: CONCLUSION

9 CONSIDERATION OF THE DEVELOPMENT PROPOSAL

Section 65(1) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 lists the criteria to be taken into consideration on land use applications. The criteria and the section of this report in which those criteria are addressed, is provided in the table below.

Table 4: Criteria taken into consideration.

REQUIREMENT		SECTION ADDRESSED
a)	the application submitted in terms of this By-law	/
b)	the procedure followed in processing the application	/
c)	the desirability of the proposed utilisation of land and any guidelines issued by the Provincial Minister regarding the desirability of proposed land uses	Section D
d)	the comments received	Nil to date
e)	the response by the applicant, if any, to the comments referred to in paragraph (d)	N/A
f)	investigations carried out in terms of other laws that are relevant to the consideration of the application	Chapter 4
g)	a registered planner's written assessment in respect of an application for— (i) a rezoning; (iii) a removal, suspension or amendment of a restrictive condition if it relates to a change of land use;	Municipality
h)	the impact of the proposed land development on municipal engineering services	Chapter 6
i)	the integrated development plan, including the municipal spatial development framework	Section E
j)	the integrated development plan and spatial development framework of the district municipality, where applicable	N/A
k)	the applicable local spatial development frameworks adopted by the Municipality	Section E
l)	the applicable structure plans	N/A
m)	the applicable policies of the Municipality that guide decision-making	Municipality
n)	the provincial spatial development framework	/
o)	where applicable, a regional spatial development framework	N/A
p)	the policies, principles and the planning and development norms and criteria set by the national and provincial government	Section E
q)	the matters referred to in section 42 of the Spatial Planning and Land Use Management Act	Municipality
r)	the principles referred to in Chapter VI of the Land Use Planning Act	Municipality
s)	the applicable provisions of the zoning scheme	Chapter 2.4

9.1 CONCLUSION

It is well known that Stellenbosch has a severe housing backlog. This backlog is especially evident in the continuous growth in weekday commuter trips from the Cape Town Metropole and surrounding areas into Stellenbosch. This, in part, reflects increased employment opportunities but also the shortage of affordable local accommodation requiring many employees to commute from distant locations with cheaper housing.

The Stellenbosch Integrated Development Plan (IDP) (March 2018) notes that at least half of the housing backlog is for middle and upper income households.

The IDP reflects on the growth rate between 2011 and 2016 and notes that Stellenbosch experienced a higher growth rate in number of households during this 5-year period compared to the Cape Winelands District. The IDP reports that the number of dwellings in Stellenbosch increased by 1447 between 2011 and 2016 at an average annual rate of 0.9%, which translates into approximately 289 additional formal dwellings per year over this period. This increase in formal dwellings was, however, unable to keep pace with the growth in the total number of households, resulting in the percentage of formal households declining from 75.1 per cent in 2011 to 65.1 per cent in 2016.

The spatial challenge for the Stellenbosch Municipality, as it relates to housing as part of the built environment context, is therefore to *provide for a balanced supply of low, middle and high income housing in each settlement to promote integration and minimize the need for travel.*

Whilst the majority of units in the proposed development will be 2-bedroom apartments which aim to cater for small families, a number of one-bedroom and bachelor units have also been provided. These units are to provide accommodation for students or young professionals.

As such it is to be noted that Stellenbosch University has increased its student numbers over the last few years and currently has more than 30000 enrolled students. This has contributed to the increasing demand for student accommodation within close proximity to the University. Although there has recently been an increase in the provision of student accommodation within the surrounding area, it is clear from the current demand and supply that there is still a vast shortage of affordable student accommodation within the greater Stellenbosch area.

In conclusion, the following motivating factors should be considered during the adjudication of the application:

- a) The local area, which includes the area between Dennesig and Paul Kruger Roads, has been identified by the Stellenbosch Municipality as an area of densification.
- b) The recent rezoning of the adjacent erven 161 and 162, for similar general residential purposes shows the intent by the municipality to increase densities in the area.
- c) A number of dwellings, which forms part of the project site, have previously been recommended for demolition by the Planning Advisory Committee of Stellenbosch Municipality.
- d) The majority of the mature trees on site will be retained and will form part of the completed development. The proposed design shows an appreciation for local conditions and will resonate much better with its surroundings.

- e) The restrictive conditions are not imposed as praedial servitudes for the benefit of other erven. The conditions are intended to protect the character of the area, which is already changing in accordance with adopted municipal policy.
- f) Despite the number of departures, it is contended that the approval of the application will not set a negative precedent. Several examples of new apartment complexes, departures and removal of restrictive conditions can be found throughout the area.
- g) The proposed development presents a case study in adherence to municipal policy and guidelines especially the concept and aspects of spatial planning and management as per the IDP.
- h) The existing layout of single residential plots has shown little regard for any place-making principles or for the historical significance of the area. It is contended that the proposed development will be of a high architectural standard and will bring back qualitative elements which got lost several years ago.
- i) The proposed development will contribute to the enhancement of the area through appropriate landscaping and the introduction of NMT facilities.

Council is therefore herewith requested to recognize the importance of the project proposals and to find in favour of the application.



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



0 0.03 0.06 Kilometers

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DENNIS MOSS PARTNERSHIP

WIEHAHN PROPERTY GROUP

PROPOSED RESIDENTIAL DEVELOPMENT

LOCALITY MAP

PROJECT NO: 00002
SCALE: 1:1000
DATE: 03/07/2018
DRAWN BY: [Signature]
CHECKED BY: [Signature]

FOR APPROVAL



CLIENT:
WIEHAHN

PROPERTY TITLE:
PROPERTY MANAGEMENT

PROJECT TITLE:
ERF 141, 142, 163, 164 & 165 CONCEPT PROPOSAL

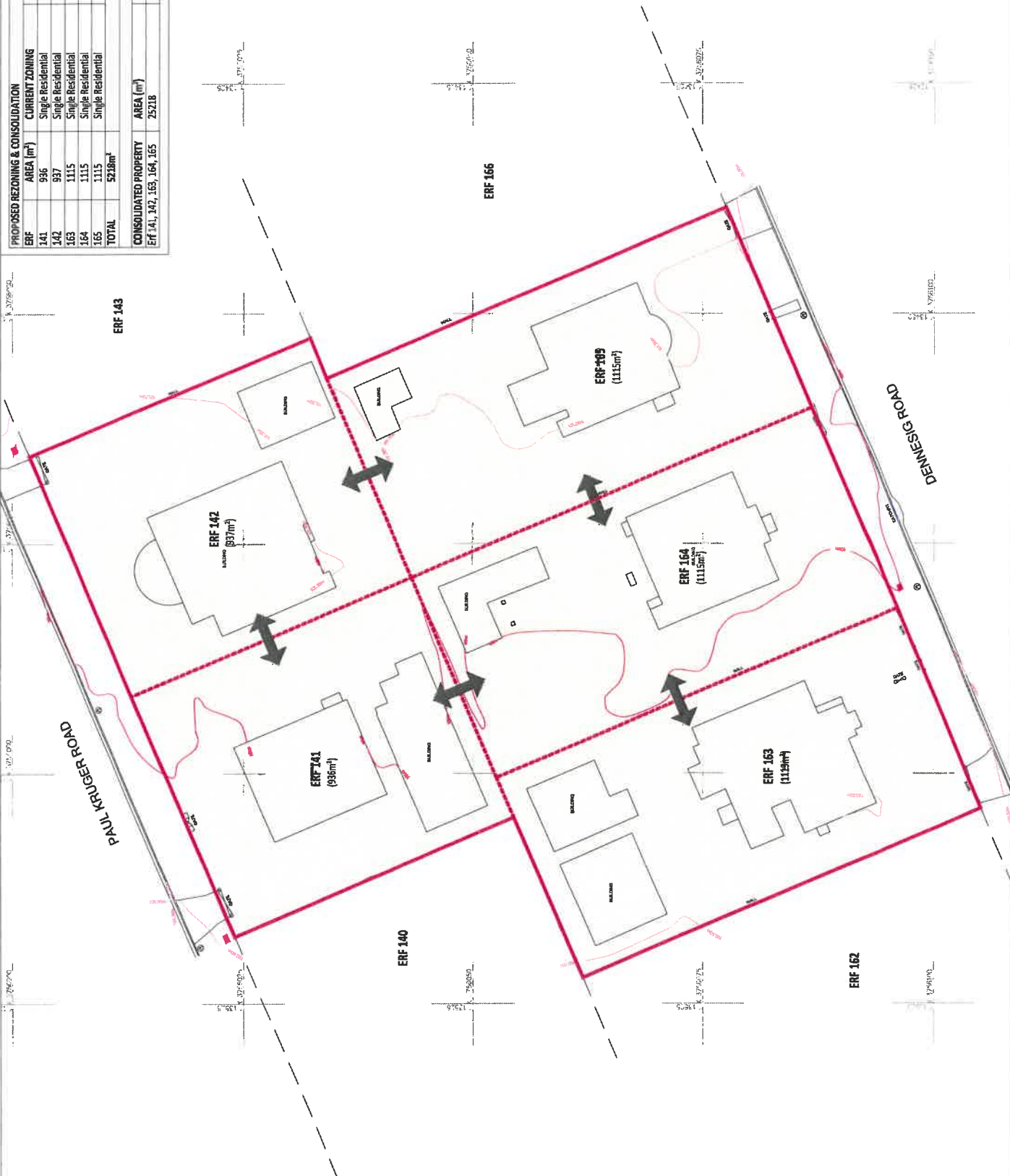
DRAWING TITLE:
REZONING & CONSOLIDATION PLAN

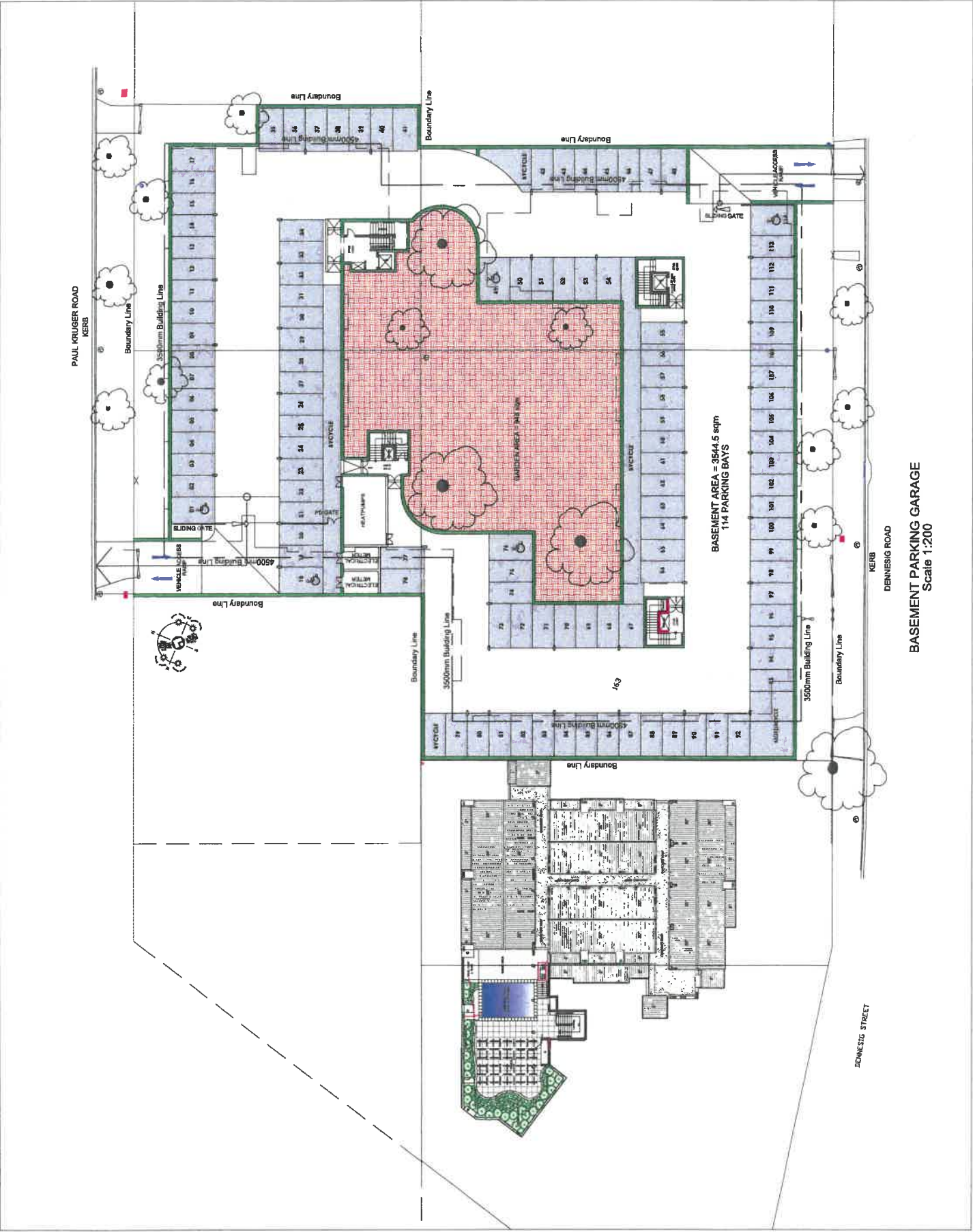
PROJECT NO.: 04022
DRAWN BY: P001
DATE: 16/09/2018
REV: 0
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DATE: [Signature]

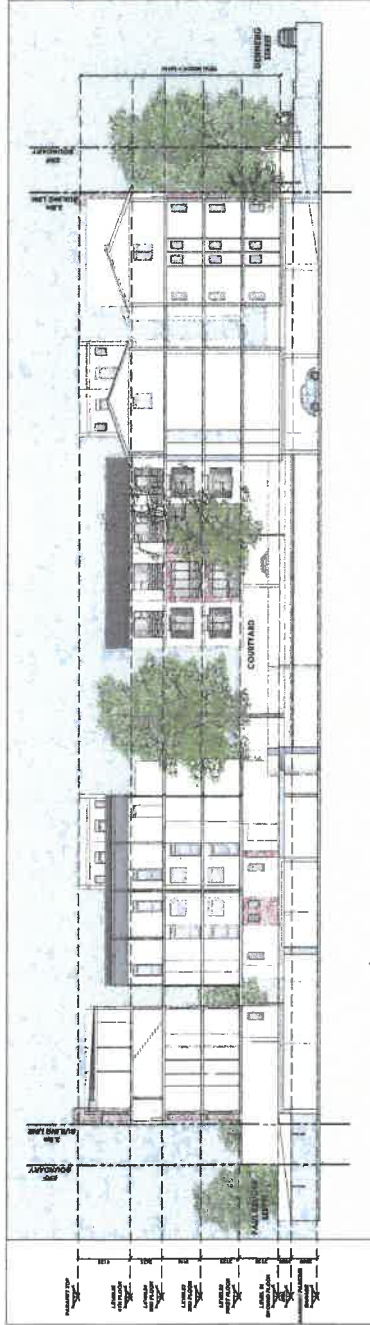
FOR APPROVAL

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PROPOSED REZONING & CONSOLIDATION		
ERF	AREA (m ²)	NEW ZONING
141	936	General Residential
142	937	General Residential
163	1115	General Residential
164	1115	General Residential
165	1115	General Residential
TOTAL	5218	
CONSOLIDATED PROPERTY		
ERF 141, 142, 163, 164, 165	5218	
ZONING		
ERF 141, 142, 163, 164, 165	5218	General Residential







TYPICAL SECTION
Scale 1:200



SOUTH ELEVATION - DENNESSIG STREET
Scale 1:100



NORTH ELEVATION - PAUL KRUGER STREET
Scale 1:100



SOUTH ELEVATION - DENNESSIG STREET
Scale 1:100

DENNIS MOSS PARTNERSHIP
ARCHITECTS
100-1100 A 1/200
30 MAY 2018
042022-031
042022-031
042022-031
042022-031



**WIEHANN PROPERTY
MANAGEMENT (PTY) LTD**

**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

**TYPICAL
SECTION**

FOR INFORMATION

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ANNEXURE 5
COPY OF REGISTERED LETTER TO EXTERNAL DEPARTMENTS



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Heritage Western Cape
Private Bag X9067
Cape Town
8000

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

1. The Stellenbosch Municipality has received an application for consolidation, rezoning, departure, site development plan and removal of restrictive title deed conditions in terms of sections 15(2)(a), (b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-law, 2015. The application is also made in terms of the By-Law Relating to the Control of Boundary Walls and Fences and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. A copy of the application is attached herewith for your comment.
2. Kindly provide your written comments on the application in terms of section 50 of the Stellenbosch Municipal Land Use Planning By-law, 2015 within 60 days of receipt of this letter. Your comments should be addressed to the applicant in one of the following manners:



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07

Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tijmens, Ing (NED) FILASA

APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371, Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

3 Should no comment be received, it will be deemed that you have no comment.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN & REMOVAL OF RESTRICTIVE TITLE CONDITIONS

Application made in terms of the Stellenbosch Municipal Planning By-Law of 2015, and the By-Law Relating to the Control of Boundary Walls and Fences.

ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

31 May 2018

PROJECT NO: Q4202

On behalf of:

Saper Investments (Pty) Ltd.

Prepared by:



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS
Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

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SECTION A: INTRODUCTION

1 BACKGROUND AND CONTEXT OF THE APPLICATION

Saper Investments (Pty) Ltd. has entered into an agreement with the owners of erven 141, 142, 163, 164 and 165, Stellenbosch whereby the combined properties would be developed for higher density residential purposes, in line with the municipal vision and policy for the area.

Of particular relevance and importance to this application is the municipal strategy for the Dennesig area highlighted in the recently-approved Integrated Development Plan. This strategy identifies the *Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

The mentioned properties are hereinafter referred to as the project site or subject property.

This office has subsequently been appointed by the owners of the properties to apply to the Stellenbosch Municipality and all other relevant decision-making authorities for the necessary approvals, which would allow for the establishment of a residential apartment complex on the subject property, as described in the chapters below.

In particular, this application comprises the following:

- a) Application is made in terms of Section 15(2)(e) of the Stellenbosch Municipality Land Use Planning By-Law, 2015 (hereinafter referred to as the By-Law), for the **consolidation** of the following properties:
 - Erf 141,
 - Erf 142,
 - Erf 163,
 - Erf 164, and
 - Erf 165, Stellenbosch.
- b) Application is made in terms of Section 15(2)(a) of the By-Law for the **rezoning** of the consolidated development site from **Single Residential** to **General Residential**.
- c) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the following building lines:
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building.
 - Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 4.5m for the main building.
 - Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage.
 - Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0 m for the basement and parking structure.

- d) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$).
- e) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the permitted floor factor from 0.75 to 1.33.
- f) Application is made in terms of Section 15(2)(b) of the By-Law for a **departure** to relax the requirement for recreational space from 25% to 24%.
- g) In accordance with Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations application is made for a **departure** to permit an extra (5th) storey.
- h) Application is made for the approval of a **Site Development Plan**, which illustrates the built form and typical landscaping.
- i) Application is made, in terms of Section 15(2)(f) of the By-Law, for the complete **removal of the restrictive title deed conditions** listed under the relevant title deeds.
- j) Application is made in terms of Clause 13 of the *By-Law Relating to the Control of Boundary Walls and Fences* (Provincial Gazette 6671, 30 October 2009) to deviate from the By-Law by constructing a boundary wall that does not comply with the By-Law in terms of permitted maximum height and transparency.

SECTION B: THE PROJECT SITE

2 SITE INFORMATION

2.1 CONTEXT AND LOCATION

The project site consists of five individual properties, namely erven 141, 142, 163, 164 and 165, Stellenbosch. Erven 141 and 142 are located at Nos. 5 and 7 Paul Kruger Road while the remaining erven are located at Nos. 6, 8 and 10 Dennesig Street, respectively. The properties along Dennesig Road formed part of the erstwhile Kromme Rivier A township, which was laid out in 1931 while the properties along Paul Kruger Road formed part of Kromme Rivier B township, which followed in 1932. The dwellings on the respective properties were built in the late 1930's.

Despite its relative old age, the dwellings has no cultural or heritage significance. This was also pointed out by Snelling (2016) in the *Notification of Intent to Develop* for the houses of similar type and nature on erven 161 & 162. Heritage Western Cape subsequently supported this notion and issued a permit for the demolition of the houses on the latter two properties. A separate Notification of Intent to Develop and application for a demolition permit for the demolition of the respective buildings on the subject property will be submitted to Heritage Western Cape in due course.

Both Dennesig and Paul Kruger Roads run in an east-west direction from Bird Street (in the east) to Adam Tas Street (R44) (in the West). More recently, Dennesig Road as well as Paul Kruger Road have been converted into cul-de-sacs and they no longer offer direct access onto the R44. Paul Kruger Road, in particular, has been enclosed by a palisade fence next to the R44 thereby negating any pedestrian movement from the R44 and beyond into the street.



Figure 1: Photograph illustrating the character of the neighbourhood with the tree-lined Paul Kruger Road.

2.2 CHARACTER OF THE AREA

The character of the Dennesig area, generally situated between Merriman Avenue in the south, Molteno Road in the north, Bird Street in the east and the R44 in the west, has changed significantly over the last ten years. From an area characterised by predominantly single residential dwellings, the neighbourhood is today dotted with larger-scale residential apartment complexes. A number of new apartment complexes have been established along Dennesig Road, towards Bird Street, and between Paul Kruger Road and Molteno Road. Some of the more recent complexes include The Acorns, Boschen Park, and Erf 15886.

Notwithstanding the recent introduction of larger-scale residential developments, the area possesses several qualitative characteristics. Chief amongst these are the mature trees which lends a particular sense of calmness about the area. The existing trees are therefore a particular form-giving element which has been taken into consideration in the design of the new residential complex on the subject property.

Bordering the development site to the west is a new apartment complex, named The Den, which is currently under construction. To the east and north, the project site is bordered by conventional single residential dwellings, all dating to the same era of construction as the dwellings on the development site. Immediately north of the project site, along Paul Kruger Road, the property is also bordered by the Apple Tree Guest House.

While the project site falls outside the recognised historical core of Stellenbosch and even outside the historical area identified in the draft Stellenbosch Zoning Scheme By-Law, it falls within the geographical area adjacent to the same often used for planning purposes.



Figure 2: Residential apartment complexes in the vicinity of the project site.

2.3 EXISTING BUILDINGS AND STRUCTURES

The existing houses on the properties have, since inception, been used as family dwellings. Other than some of the dwellings in the area, which has changed in use over the years, the subject properties have all remained residential in nature. In typical 1930s style, all of the houses on the individual properties are separated from the garage. It is worth noting that the settlement footprint on all properties in the area include the residence in the front portion of the property and the garage and ancillary buildings to the rear of the properties.

All of the individual properties are currently enclosed by perimeter walls and fences.

A number of large trees are also present on site or in the adjacent road reserves. The most prominent trees that will be retained include a Tipu Tree, Pecan, Camphor, Wild Olive, Yellowwood, and several Jacaranda Trees in the road reserve. Although not all trees are worthy of conservation in terms of their protection status, the majority of the trees on site will be retained for aesthetic and recreational purposes.



Figure 3: Street elevation of the dwelling on erf 163 (top left); erf 164 (top right); erf 165 (bottom left); and the dwelling on erf 142 (bottom right).

2.4 SITE DETAIL AND PARAMETERS

The table below provides a breakdown of the properties constituting the development site. The property details as per the applicable title deeds are summarised in the table below.

Table 1: Properties constituting the development site.

PROPERTY DESCRIPTION	SIZE	TITLE DEED	OWNER
Erf 141, Stellenbosch	936m ²	T14889/1998	Scandals African Footwear CC
Erf 142, Stellenbosch	937m ²	T105912/1998	Joz Investments Trust
Erf 163, Stellenbosch	1115m ²	T72846/1997	Daniel Jacobus & Sara Da Luz Winterbach
Erf 164, Stellenbosch	1115m ²	T16275/2017	Saper Investments (Pty) Ltd.
Erf 165, Stellenbosch	1115m ²	T88203/2001	Ingrid Kirsten Blumer & Christopher Vernon Swart

The subject properties constitute a total of 5218m².

In order for the development site to be developed to its full potential, an application for the rezoning of the project site from its current zoning of Single Residential to General Residential will be required. The zoning parameters, which apply to General Residential, will be as follows:

Street boundary building line	7.6m
Common boundary building line	4.6m
Coverage	25% (main building) plus 25% (covered vehicle shelters)
Minimum street frontage	15m
Minimum erf area	1000m ²
Height	3 storeys (one extra storey for 75% parking in block of flats)
Floor factor	0.75
Parking	1.5 bays/dwelling unit >30 m ² 1.25 bay/dwelling unit <30m ²
Recreational space	25%

In the interest of thoroughness, the parameters of *Multi-Unit Residential Zone*, as per the draft Stellenbosch Municipality Zoning Scheme By-Law, are presented below. These parameters have also been used to inform the design and will also be used by the Municipality to evaluate the proposal.

Street boundary building line	4.5m
Common boundary building line	4.5m (ground floor) 4.5m (first floor) 6.0m (second floor)
Maximum coverage	50%
Height	4 Storeys
Floor area	75%
Parking	1 bay/dwelling unit (1 & 2 bedroom units) 1.25 bays/dwelling unit (3 bedroom units) 1.5 bays/dwelling unit (4 or more bedroom unit)

2.4.1 RESTRICTIVE TITLE CONDITIONS

Owing to the establishment of the Kromme Rivier Township, all of the properties have roughly the same restrictive conditions. These conditions would have to be removed before the properties could be developed, as proposed (refer to Annexure 3).

The typical restrictive conditions, as per the title deeds, are as follows:

- *No bottlestore, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any hotel, butcher, general or other business of a like nature be carried on or conducted thereon.*
- *That the lots be used for residential purposes only.*
- *That the lots be not subdivided without the approval of the Administrator.*
- *That not more than one dwelling house be erected on any lot, and that not more than one-third of the area of any one lot be built upon.*
- *That all buildings to be erected on this property shall stand back not less than feet from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens, but shall not be built upon.*

The correlating restrictive conditions to be removed, as per the applicable title deeds, are listed in the table below.

Table 2: Title restrictions to be removed.

PROPERTY	TITLE DEED	RESTRICTIVE CONDITION NO.
Erf 141, Stellenbosch	T14889/1998	B(c), C(a), C(b), C(c), C(d)
Erf 142, Stellenbosch	T105912/1998	B(c), C(a), C(b), C(c), C(d)
Erf 163, Stellenbosch	T72846/1997	(b)3, (d)(b), (d)(c), (d)(d), (d)(f)
Erf 164, Stellenbosch	T35813/2006	B(3), C(b), C(c), C(d), C(f)
Erf 165, Stellenbosch	T88203/2001	B(3), C(b), C(c), C(d), C(f)

SECTION C: APPLICATION DETAILS

3 CONSOLIDATION, REZONING, DEPARTURE AND ASSOCIATED ASPECTS

Application is herewith made on behalf of the owners of the properties for the aspects listed below in order to allow for the redevelopment of the project site for a residential apartment complex.

3.1 CONSOLIDATION

Application is made, in terms of Section 15(2)(e) of the Stellenbosch Municipal Planning By-Law promulgated by notice number 354/2015, dated 20 October 2015 (hereinafter referred to as the By-Law), for the **consolidation** of the following properties:

- Erf 141, Stellenbosch (936m²),
- Erf 142, Stellenbosch (937m²),
- Erf 163, Stellenbosch (1115m²),
- Erf 164, Stellenbosch (1115m²), and
- Erf 165, Stellenbosch (1115m²).

The total consolidated development site will comprise some 5218m². The proposed consolidation is illustrated by the attached Consolidation and Rezoning Plan, Drawing No. PL001, dated 15 May 2018, drawn by JLV (refer to Annexure 1).

3.2 REZONING

Application is herewith made for the **rezoning of the consolidated development site**, in terms of Section 15(2)(a) of the By-Law, from **Single Residential** to **General Residential**.

The total consolidated development site will comprise some 5218m². The proposed rezoning is illustrated by the attached Consolidation and Rezoning Plan, Drawing No. PL001, dated 15 May 2018, drawn by JLV (refer to Annexure 1).

3.3 DEPARTURE

3.3.1 RELAXATION OF BUILDING LINES

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure for the following:

- a) **To relax the street building lines (Dennesig & Paul Kruger Roads) from 4.6m to 3.5m to allow for residential units closer to the street edge.**

The proposed building will be set back at least 3.5m from the street boundary to 'enclose the street', as required by the Conservation Strategy of the Historical Core of Stellenbosch. By moving buildings closer to the street boundary, the traditional pattern of buildings lining

the street will be adhered to, thereby creating a positive interaction between building and street.

- b) To relax the street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m to allow for the refuse rooms on the street boundaries.**

It is a requirement for projects of this nature to provide refuse lay-by facilities in the street reserve from where refuse trucks can collect refuse. As such, it is proposed that two refuse facilities be provided on either side of the property, in the vicinity of such lay-bay facility. The refuse facilities will be neatly incorporated into the proposed boundary wall/fence.

- c) To relax the lateral building lines (adjacent to erven 140, 143, 162 and 166) from 4.6m to 4.5m allow for residential units.**

- d) To relax the lateral building lines (adjacent to erf 140) from 4.6m to 3.5m to allow for a passage.**

The development proposal has been carefully planned around the existing trees. These trees have been incorporated into the design of the building and will play a major role in the enjoyment of the development. As a result, some minor departures to the lateral building lines are required to enable the optimal use of the property.

- e) To relax the lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0m to allow for the basement and parking structure.**

While the residential footprint will generally be set back from the lateral boundaries, the basement and associated parking structure will be built onto the lateral boundary. It is envisaged that the basement will protrude $\pm 800\text{mm}$ from the ground level to enable natural ventilation and that 'surface' level parking will be provided on top of the basement along the eastern and western sections of the property.

The building line departures are illustrated by the attached Site Development and Landscape Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

3.3.2 RELAXATION OF PERMISSIBLE COVERAGE

Application is also made, in terms of Section 15(2)(b) of the By-Lay, for a permanent departure to relax the maximum permissible coverage from **25% to 55%** (2890m²).

The coverage calculation per floor equates to the following:

Level 1 - Ground Floor:	624m ² (11.95%)
Level 2 – First Floor:	2845m ² (54.52%)
Level 3 – Second Floor:	2845m ² (54.52%)
Level 4 – Third Floor:	2845m ² (54.52%)
Level 5 – Fourth Floor:	2782m ² (53.32%)

3.3.3 RELAXATION OF PERMISSIBLE FLOOR FACTOR

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure to relax the maximum permissible floor factor from **0.75 to 1.33** ($\pm 6934\text{m}^2$). The floor factor only represents the sectional title area of units and excludes balconies, communal passages, entrance halls, staircases, lift shafts, parking facilities and basements, as directed by the applicable zoning scheme.

3.3.4 RELAXATION OF RECREATIONAL SPACE

Application is made, in terms of Section 15(2)(b) of the By-Law, for a permanent departure to relax the requirement for recreational space from 25% to 24%.

Due notice is taken of the requirement to have 25% of the property in an unbroken unit area to be reserved for gardening and recreation. The development proposal will provide 24% (1254m^2) recreational area although this figure comprises three recreational areas – the central large open space and two open space strips along the street boundaries.

3.3.5 RELAXATION FOR NUMBER OF STOREYS

In accordance with Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations and in terms of Section 15(2)(b) of the By-Law, application is made for a permanent departure to permit an extra (5th) storey in defined areas, as indicated on Drawing No. Q4202-D-301.

While the majority of the building will be 4 storeys high, a number of focal elements have been introduced in the top storey and roof space to create an interesting roofscape. In this regard several duplex units will be introduced on the fourth floor, extending into the fifth floor.

3.4 SITE DEVELOPMENT PLAN

Application is made for the approval of the Site Development Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

The Site Development Plan (SDP) conceptually illustrates the spatial configuration and proposed urban design of the development. The SDP also illustrates the typical landscaping features, and the fence type. Once approved, the SDP will serve as the development parameters applicable to the proposed development.

3.5 REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS

Application is made, in terms of Section 15(2)(f) of the By-Law, for the complete removal of the following restrictive title deed conditions (also refer to Paragraph 2.4.2 above):

- Conditions B(c), C(a), C(b), C(c), C(d) applicable to erf 141 (T14889/1998).
- Conditions B(c), C(a), C(b), C(c), C(d) applicable to erf 142 (T105912/1998).
- Conditions (b)3, (d)(b), (d)(c), (d)(d), (d)(f) applicable to erf 163 (T72846/1997).
- Conditions B(3), C(b), C(c), C(d), C(f) applicable to erf 164 (T35813/2006).

- Conditions B(3), C(b), C(c), C(d), C(f) applicable to erf 165 (T88203/2001).

3.6 DEVIATION FROM POLICY ON BOUNDARY WALLS AND FENCES

The erection of boundary walls and fences in the Stellenbosch Municipality is governed by the Municipal *By-Law Relating to the Control of Boundary Walls and Fences* (2009).

Section 5 of the By-Law states that:

'For residential zoned properties the height of any wall or fence (including the entrance structure and columns) shall be regulated as follows;

- On a street boundary: - 2.1m high, on condition that 50% of the height of the wall or fence, including gates on residential zoned properties must consist of open decorative work to create transparency. The solid construction shall not interfere with sight lines of vehicles entering or leaving the property, or passing traffic.*
- On a boundary other than a street boundary: - 2.1m high and shall comprise of materials as described in sections 9 below, except where the screening of backyards or swimming pools are concerned, in which case the height may at the discretion of Council be increased to 2.5m.'*

Application is subsequently made in terms of Clause 13 of the *By-Law Relating to the Control of Boundary Walls and Fences* (Provincial Gazette 6671, 30 October 2009) in order to deviate from the By-Law in the following manner:

- By constructing a street boundary wall with solid sections to visually screen vehicles parked on the property from passers-by. The boundary wall is also to incorporate ancillary building such as the refuse building, which will be constructed as part of the boundary wall.
- By permitting electrification on top of the external perimeter fences.

The proposed boundary wall/fence is illustrated on the Site Development Plan, Drawing No. SDP001, dated 31 May 2018 (refer to Annexure 1).

4 APPLICATIONS TO OTHER DEPARTMENTS

4.1 NATIONAL HERITAGE RESOURCES ACT

Section 38(1) of the National Heritage Resources Act 25 of 1999 lists several activities which require approval from *the responsible heritage resources authority* (i.e. Heritage Western Cape) before construction may commence. As it relates to the proposed development, several activities have been identified which resulted in the preparation of a Notification of Intent to Develop (NID) and subsequent submission to Heritage Western Cape.

As such, an NID will be prepared and submitted to Heritage Western Cape (HWC), in terms of the National Heritage Resources Act 25 of 1999. The application to HWC will also be made in terms of Section 34 of the Act (25 of 1999) to obtain a demolition permit for the demolition of the existing structures on the project site.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT ACT

The Minister of Environmental Affairs and Tourism has, in terms of Section 24(5) read with Section 44 of the National Environmental Management Act (NEMA) 107 of 1998, listed activities in terms of Section 24 and 24D of NEMA in a schedule, which may not commence without environmental authorization.

The EIA Regulations, 2014, which govern the implementation of the above sections of NEMA, outline the activities for which EIAs should apply.

The project proposals have been considered in terms of the three Listing Notices (Regulations 983, 984 and 985) as issued in terms of the National Environmental Management Act, No. 107 of 1998 (NEMA). It was found that none of the activities included in the listing notices would be 'triggered' by the project proposal, hence, **NEMA is not applicable.**

SECTION D: THE PROJECT PROPOSALS

5 KEY ASPECTS OF THE PROPOSED DEVELOPMENT

5.1 PLANNING AND DESIGN APPROACH

The rationale behind the planning, design and construction approach adopted for the development is to create a specific character and atmosphere, which people will recognize as qualitative and unique and which will instil a sense of pride, belonging and identity with those associated with the development.

The architectural design of the building was not considered in isolation but as one of the key components of coherent urban design that would ensure the establishment of a high-quality development with a unique atmosphere and *genius loci* (spirit of place).

The proposed new buildings will, as far as possible, be designed and constructed in accordance with energy-efficient and place-specific planning and design, as contemplated in official policy. All efforts will be made to ensure that the design of the building embraces the natural attributes. Natural materials and locally-manufactured materials would be encouraged while full use would be made of available technologies aimed at ensuring environmental sustainability.

As such, the planning and design of the proposed development would give effect to the concept of 'critical regionalism' which promotes a return to the development of high-quality settlements that comply with the definition of a unique sustainable man-made environment which is in harmony with the natural environment that 'contains' it and which demonstrates the five guiding principles of 'critical regionalism (PGWC 2003¹). Such a quality is often dependent upon a specific 'sense of togetherness' and character that requires a specific scale and density.

'Critical regionalism' constitutes a sensory understanding and appreciation of the environment and its component 'things', and is therefore a very complex concept to apply. It is based on five basic principles that should guide the planning, design and management of development (Kelbaugh, 1997²), namely a sense of place, sense of nature, sense of history, sense of craft and a sense of limits.

5.2 DEVELOPMENT CONCEPT

The project proposal entails the construction of a new apartment complex consisting of 145 units. The complex will comprise the following residential options:

- 3 x 1-bedroom units,
- 76 x 2-bedroom units,
- 54 x bachelor units, and
- 12 x 2-bedroom duplex units.

¹ PGWC, 2003. *Manual for Bioregional Planning and Management in the Western Cape*. Cape Town.

² Kelbaugh, D. 1997. *Common Place: Toward neighborhood and regional design*. Seattle: University of Washington Press.

It is worth noting that the proposed development is being undertaken by the same developer responsible for the development on the adjacent erven 161 and 162 ('The Den'). As such, the development on the subject property aims to present a continuation of the architectural design and style along the streetscape. The street elevation of the proposed development and the buildings on erven 161 and 162 is included as drawing no. Q4202-D-301 under Annexure 1.



Figure 4: Southern street elevation showing the interface with Dennesig Road.

The development concept is illustrated by Drawings No. Q4202-D-201 to Q4202-D-207, Q4202-D-301 as well as by Drawing Nos. SDP001, and P001 (refer to Annexure 1).

As illustrated on Figures 4 and 5, the development concept is loosely based on a perimeter block design which allows for buildings to define the street boundary while creating central, semi-private courtyards at the rear of the buildings. Whilst the perimeter block design is more defined along the street boundaries, the design allows for a continuation of the design principle to neighbouring properties. In this regard, provision has been made for a continuation of the central green area to be extended into neighbouring properties in future.

Apart from the existing mature trees, the positioning of buildings were largely done with due regard of the optimum northern orientation and advantages of the open space areas. The new buildings also respect the privacy of the neighbouring properties by largely adhering to the lateral building lines. The Site Development Plan illustrates the manner in which landscaping will contribute to the establishment of a qualitative development. In this regard, the Site Development Plan also points out where large specimen trees will be retained and new trees planted to provide privacy and enhance the sense of place of the development.



Figure 5: Artistic illustration of the internal courtyard.

Provision has been made for two pedestrian and vehicular entrances to the development, one off Dennesig Road in the south and one off Paul Kruger Road in the north. Both vehicular access points will be grade-separated and users will be able to enter/exit the basement parking or surface parking level directly off the adjacent roads. Access will be managed by means of sliding security gates. These gates will be well set back from the street kerb to ensure sufficient stacking distance. As illustrated on the plans mentioned above under Annexure 1, most of the parking is provided in the basement level while the remainder of the required parking bays are provided on-grade. In order to reduce the negative visual impact of large open parking areas, the majority of surface parking will be underneath the building structure.

Two separate refuse yards and associated buildings will be provided along Dennesig and Paul Kruger Roads. The refuse yards have been designed in such a manner as to provide direct access to it from the street as well as from inside the complex. The refuse rooms will be of sufficient size and capacity, and each will be served with an embayment in the road reserve.

It is proposed that the development will comprise a multi-level scheme. The buildings will mostly be four storeys with the odd focus points, which will be accommodated as duplex units into a fifth storey.

As mentioned above, a broad spectrum of residential units will be provided. All residential units will be served with an open-plan kitchen, lounge and dining room, bed- and bathrooms. Most units will also have a private balcony or stoep while some units will only have a Juliette balcony. The buildings have been positioned and orientated in such a manner to provide sufficient light and living space along the northern façade.

The boundary walls along the perimeter of the property will be mostly transparent in accordance with the Municipality's policy on boundary walls and fences. The proposed boundary walls do, however, deviate slightly from the policy in terms of transparency to hide vehicles parked on site and the overall height. The proposed boundary wall treatments are indicated on Drawing No. SDP001.

The extent of the new building complex will be as follows:

- The overall **coverage** of the new buildings will be in the order of **55% ($\pm 2890\text{m}^2$)**.
- The complex will be **five** storeys in total of which the fourth storey will include duplex units.
- The **floor area** will be in the order of **6937m² (1.23 floor factor)**.
- **Parking** will be a combination of open surface parking and basement parking. In accordance with the zoning parameters applicable, a total of **204 parking bays** are required. Having regard for the provision of bicycles and/or motorcycle bays in lieu of parking bays, **179 vehicular parking bays, 12 motorcycle bays (equal to 3 conventional bays) and 132 bicycle bays (equal to 22 conventional bays)** have been provided, for a grand total of 204 parking bays.

6 ENGINEERING SERVICES

The engineering services reports, included under Annexure 6, provide the design philosophy that has been applied when designing the internal engineering services for the proposed development. The report also provides relevant data on existing municipal infrastructure, and the ability of this infrastructure to accommodate the proposed development.

The key aspects of the engineering services are summarized below. These are to be read together with the services reports and the proposed Site Development Plan.

6.1 TRAFFIC IMPACT STATEMENT

Deca Consulting Engineers prepared a Traffic Impact Assessment (TIA) for the proposed development during May 2018. The report summarises the transportation conditions within the vicinity of the project site and provides an assessment of the transportation impacts on the surrounding road network. The analyses evaluate both existing year (2018) and expected (2020) traffic conditions during the expected peak traffic hours of the development.

The TIA notes that the proposed development will have a moderate traffic impact and recommends that the application be approved. The following recommendations are also made:

- A queuing survey done at the R44 Adam Tas Road / Molteno Road intersection shows that traffic signals are not currently warranted. It is the opinion of the traffic engineers that improvements to the geometric layout of the intersection would be more beneficial at this stage than traffic signals. It is suggested that a left turn deceleration and acceleration lanes should be provided on Adam Tas Road southbound, with a dedicated right turn lane on Adam Tas Road northbound. It is important to note that the improvements are recommended to improve the existing situation and not as a result of additional traffic from the proposed development. The development can therefore not be held liable for the cost of improvements, although development contributions may be used towards the funding of improvements.

- It is recommended that sidewalks should be provided along Dennessig Road in front of Erven 163-165 along Paul Kruger Road in front of Erven 142 and 143;
- It is suggested that Stellenbosch Municipality should draw up a non-motorised transport improvement plan for this area so that future improvements may happen in a coordinated and standardised manner.

6.2 WATER DEMAND AND SUPPLY

The preliminary potable water demand for the proposed development has been estimated as approximately 72.5 kl/day, which equates to 0.5 kl/day or 0.8391 l/s. The peak factor is expected to be 11.3 while peak water demand is therefore estimated at 9.482 l/s.

The Civil Engineering service report notes that the existing municipal water reticulation network is found in Dennessig and Paul Kruger Roads and that supply to the scheme would be from either of the two sides – both of which is currently supplied with a 90mm water main.

In order to adequately supply the scheme, including provision for firefighting services, one of these mains will have to be upgraded to a 110mm line - probably in Dennessig Road between the 100m line along Adam Tas and the cross feed to the 225mm line just to the East of Hofman Street.

Water upgrades associated with the development of Erven 4202 and 4203, Stellenbosch are expected to relieve any anticipated pressure issues in the area.

6.3 SEWAGE AND EFFLUENT MANAGEMENT

The average daily sewer run-off from the proposed development is estimated at 61.625 kl/day or 0.713 l/s. Peak sewage flow is estimated at 1.828 l/s, which is well below the peak factor of 2.5, as per the Red Book.

The Red Book requires that a normal infiltration factor of 15% be allowed to developments. However, since this scheme comprises soffit hung services with a basement, the only portion of the sewer line subject to infiltration is between the face of the building and the municipal connection. A nominal provision of 2.5% is therefore suggested.

It was indicated that the next phase (Phase 3) of the main outfall sewer is to commence soon and may well be in place before the demand from this scheme (December 2019) is placed onto the network.

6.4 STORMWATER MANAGEMENT

The scheme comprises a redevelopment of 5 existing erven. An inspection of aerial photographs of the existing houses and associated hard stand/driveways indicates that at least 70% of the existing properties are impermeable. It is therefore expected that the impact of site coverage on the total stormwater discharge will be minimal.

6.5 SOLID WASTE MANAGEMENT

An integrated waste management strategy will be followed in the proposed development. This strategy is based on waste minimization and will include recycling and disposal where appropriate. Solid waste will be collected by the Stellenbosch Municipality on a weekly basis.

A solid waste/refuse yard will be provided on the boundary with both Dennesig and Paul Kruger Streets from where the development will be serviced.

6.6 ELECTRICITY

Based on the proposed development of 145 apartments with basic cooking facilities and central heat pumps for hot water generation, it is estimated that the maximum demand will be in the order of 500kVA.

The Stellenbosch Municipality will be the Supply Authority and service provider for this area and it has been confirmed that the electricity supply can be made available from the existing network. A new mini-substation will, however, be required for the proposed development.

All services will be designed and installed according to the municipality's latest electrical guidelines and will be handed over to them once complete. Each residential unit will have its own electrical supply and will be metered by means of pre-payment meters. The managing of the metering system will be done by a company specializing in this service.

SECTION E: LEGISLATIVE CONTEXT AND COMPLIANCE WITH RELEVANT POLICY

7 RELEVANT PLANNING POLICY AND FRAMEWORKS

The primary planning and development frameworks that are relevant to this application and the compliance of the proposed project therewith are summarised below.

7.1 NATIONAL DEVELOPMENT PLAN

During November 2011, the National Planning Commission published a document titled; The National Development Plan 2030: Our Future – Make it Work, as a broad strategic framework which sets out a coherent and holistic approach to confronting poverty and inequality.

As its main goals, the National Development Plan (NDP) focuses of the following:

- Eliminate income poverty – Reduce the proportion of households with a monthly income below R419 per person (in 2009 prices) from 39% to zero.
- Reduce inequality – The Gini coefficient should fall from 0.69 to 0.6.

The NDP identifies 15 themes that as objectives and actions that will give effect to the overarching goal. These themes include the following:

- a) Economy and Employment
- b) Economic infrastructure
- c) Environmental sustainability and resilience
- d) Inclusive rural economy
- e) South Africa in the region and the world
- f) Transforming Human Settlements
- g) Improving education, training and innovation
- h) Health care for all
- i) Social protection
- j) Building Safer Communities
- k) Building a capable and developmental state
- l) Fighting corruption
- m) National building and social cohesion

In as far as the proposed development is concerned, the themes concerning *Economy and Employment*, *Environmental Sustainability and Resilience*, *Transforming Human Settlements* and *Building Safer Communities* will be given effect to in the following manner.

(i) Economy and Employment

The proposed development will make a significant contribution to the local economy both during the construction and operational phases.

The construction phase will lead to the expansion of business sales for existing businesses located in the area. These changes are measured in terms of new business sales, i.e. new sales that will be generated in the economy as a direct result of the capital investment in the development.

The development will furthermore contribute to the GGP. The GGP measures the value of all final goods and services produced/provided within one year of the area's economy. The generation of additional business sales and employment opportunities will initiate an on-going ripple effect through the local area, resulting in an increase in product and service value (measured in GGP).

Finally, constructing the development will result in direct jobs being created on site and other directly related sectors such as transport, warehousing and communication services. Indirect jobs are also created due to the multiplier effect in the economy in industries that provide goods, materials and services to the proposed development.

(ii) *Environmental Sustainability and Resilience*

The proposed development will comply with the specific actions listed under this heading by manner of various direct responses. These include the preservation of selected trees on the property and the creation of qualitative open spaces.

Efficient water and energy saving measures will also be implemented as part of the proposed development in order to minimize the consumption of scarce environmental resources.

(iii) *Transforming Human Settlements*

The NDP lists the objective of having more people living closer to their places of work. It also calls for the development of a strategy for densification of cities and resource allocation to promote better located housing settlements.

In this regard, the proposed development is located in the heart of Stellenbosch and is close to places of work, commercial and recreational facilities. The development will also provide for a variety of residential options thereby breaking down the apartheid spatial patterns and increasing urban efficiencies such as the utilisation of infrastructure by increasing densities.

(iv) *Building Safer Communities*

The objective of this theme is for people living in South Africa to feel safe and have no fear of crime. The NDP acknowledges that personal safety is a human right and that it is a necessary condition for human development, improved quality of life and enhanced productivity.

The proposed development will create an environment where residents can feel safe at home and where all people, especially women and children, can walk freely in the street and play safely outside.

7.2 WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The Western Cape Provincial Spatial Development Framework (hereinafter referred to as the PSDF) was approved by the Minister of Local Government, Environmental Affairs and Development Planning and submitted to the Provincial Cabinet for endorsement in April 2014.

The PSDF sets out to put in place a coherent framework for the Province's urban and rural areas that:

- a) gives spatial expression to the national and Provincial development agendas;
- b) serves as basis for coordinating, integrating and aligning 'on the ground' delivery of national and Provincial departmental programmes;
- c) supports municipalities fulfil their municipal planning mandate in line with the national and Provincial agendas; and
- d) communicates government's spatial development intentions to the private sector and civil society.

The PSDF seeks to improve the effectiveness of public investment in the Western Cape's built and natural environments by:

- adopting credible spatial planning principles to underpin all capital investment programmes,
- spatially targeting and aligning the various investment programmes, and
- opening-up opportunities for community and business development in targeted areas.

In fulfilment of the mandate ascribed to it in SPLUMA and to take forward the Province's spatial development agenda, the PSDF sets out a policy framework within which the Western Cape Government will carry out its spatial planning responsibilities. The policy framework covers Provincial spatial planning's three interrelated themes, namely:

- a) Sustainable use of the Western Cape's spatial assets,
- b) Opening-up opportunities in the Provincial space-economy, and
- c) Developing integrated and sustainable settlements.

For each theme key challenges as distilled from the Provincial spatial profile and their spatial implications are noted and Provincial policies for dealing with them are presented. The table below put forward the respective themes, PSDF policies applicable to the development proposal and the manner in which the project will comply with the same.

Table 3: The three interrelated themes and applicable policies.

THEME AND POLICY	RESPONSE
a) SUSTAINABLE USE OF PROVINCIAL ASSETS <i>Policy R1: Protect biodiversity and ecosystem services</i> <i>Policy R2: Safeguard inland and</i>	As mentioned above, the design of the buildings was, first and foremost, informed by the mature trees on site. As such, the project will make a positive contribution towards conserving the biodiversity on site. A water-wise approach will be adopted in the landscaping and

coastal water recourse, and manage the sustainable use of water. maintenance of the project. The approach is aimed at maximising efficiencies, optimising storage capacity and ground water extraction.

Policy R5: Safeguard cultural and scenic assets In an effort to safeguard the cultural and scenic assets of the subject property and of the area as a whole, a Notification of Intent to Develop will be prepared and submitted to Heritage Western Cape for consideration.

b) OPENING-UP OPPORTUNITIES IN THE SPACE ECONOMY

Policy E3: Revitalise and strengthen urban Space-economies as the engine of growth The property is favourably located near the centre of town and is able to regenerate and revitalise the urban economy of Stellenbosch town. The project, together with recent and planned projects, will furthermore attract economic activity to the area.

c) DEVELOPING INTEGRATED AND SUSTAINABLE SETTLEMENTS

Policy S1: Protect, manage and enhance sense of place, cultural and scenic landscapes The project is presented as a qualitative development that adheres to many of the place-making principles which aims to enhance the qualitative characteristics of Stellenbosch (refer to Chapter 7.4 below).

Policy S3: Promote compact, mixed use and integrated settlements The project aims to break down the apartheid spatial patterns and increase urban densities. The proposed development will also ensure functional integration between people of different income groups as a variety of residential options are provided in the scheme.

Policy S5: Promote sustainable, integrated and inclusive housing in formal and informal markets The location of the project will ensure that households are provided with easy access to opportunities and that the new development is of such a density to optimise efficiencies in the municipal infrastructure network.

7.3 STELLENBOSCH INTEGRATED DEVELOPMENT PLAN

The Integrated Development Plan (IDP) is the Municipality's principal five year strategic plan that deals with the most critical development needs of the municipal area as well as the most critical governance needs of the organisation.

Section 34 of the Local Government: Municipal Systems Act 32 of 2000 prescribes that a municipality must review its IDP annually and to the extent that changing circumstances so demand. The Stellenbosch Municipality, in collaboration with all relevant stakeholders, therefore reviewed its IDP to examine the progresses made and assess the municipality's strategic objectives and targets as set out in the IDP.

On 28 May 2018, during a special meeting of the Council of Stellenbosch Municipality, the review of the 2017/2018-2021/2022 4th Generation IDP was approved.

The priorities and actions identified in the review of the IDP will seek to better inform the municipality's budget and streamline service delivery initiatives. This will ensure that the Stellenbosch Municipality remains on course to attain its strategic objectives.

The Municipality has a number of medium- and longer term sector plans that direct the implementation of the different functional areas. These plans form an integral part of the IDP.

Chief amongst these is the Municipal Spatial Development Framework (MSDF). The MSDF forms a key component of the IDP as it indicates the spatial location and opportunities to achieve the various objectives and meet the demands of the local communities. The MSDF has been reviewed as part of the IDP and propose minor changes.

Specific issues for amendment of the current SDF, as it relates to the application at hand, include:

- Major transport infrastructure in the form of STOD (Sustainable Transit-Oriented Development) including identified areas for densification in Stellenbosch Town.

From discussions with the municipal officials it has been communicated that a primary STOD is being planned for the Van der Stel Sports Ground. This STOD is located a mere 200m from the project site.

A number of strategies are also being proposed to address some of the spatial issues, namely:

- *Significant densification of existing neighbourhoods located in proximity of major transport infrastructure and the Stellenbosch University;*
- *Identification of the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*

Having regard for the above, it is contended that the project proposal is in line with the approved Integrated Development Plan.

7.4 STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK

The Stellenbosch Spatial Development Framework (SDF) (May 2017) aims to guide the future spatial form of the greater Stellenbosch area. It is aimed at developing a binding set of principles which guide development and development rights of property owners.

At its core, the SDF identifies seven strategic perspectives that will guide the future spatial development of Stellenbosch and ensure that development does not diminish the resources base on which its economy depends. Of the seven strategic perspectives, the following principles bear a direct or indirect relevance to the proposed development.

a) Interconnected nodes

The proposed new development will enhance the principles of interconnected through the intensification of uses and creating a high density development near a strategic transport intersection (the planned Van der Stel TOD). The development aims to increase the internal average gross density of the town to an approximate 25 du/ha, as envisaged in formal policies.

The development will contribute to the principles of walking distance, functional integration, socio-economic integration and making optimal use of infrastructure, thereby minimising the need for travel by private vehicles.

b) Car-free transport

The Stellenbosch SDF states that development should be focussed around transport thoroughfares and that a combination of non-motorised transport (NMT) and public transport facilities should be used so that residents commute without the need of a private car.

With the proposed development being situated approximately 1km from the centre of Stellenbosch, it is regarded to be situated within an appropriate walking distance of activities found within the urban area (e.g. employment, shopping, public transport, social and recreational). It is to be noted that Stellenbosch Municipality is currently planning a Transit Oriented Development (TOD) on the Van der Stel Sportsground. This TOD is closer than 200m from the project site and will provide added motivation for car-free transport to the project site.

The proposed development will also contribute to the NMT strategy by allocating a large number of bicycle stands as well as motorcycle bays to residents and visitors of the apartments.

c) Inclusive economic growth

The SDF notes the historic trends where retail and economic opportunities have been created far separated from lower-income communities. It also notes the housing developments which have catered to the needs of car owners, thereby widening the gap between the income classes.

In line with the strategic perspective, the subject property has been prioritised as a brownfields site in close proximity to economic and commercial opportunities.

d) Optimal land use

Instead of expanding the footprint of built areas, the SDF proposes that suitable areas for development be identified within existing settlements through densification projects. Preference must also be to develop locations close to public transport hubs and brownfield sites over greenfield locations.

As mentioned above, the proposed redevelopment of the property represents a brownfield development in a densification area. The development will contribute to the densification of Stellenbosch town whilst at the same time assist with the expansion of the NMT system in Stellenbosch. The proposed apartment complex aims to maximize the potential of the subject

property through redevelopment of the site. It is contended that, in line with the SDF, the proposed development is regarded as the most suitable and appropriate use of the property.

e) Resource custodianship

The developer aims to contribute to a sustainable future for Stellenbosch. Key to this is the ability of the municipality to deliver services to the development. As such, the developer aims to minimise the impact of the development in terms of energy and water utilisation, and waste generation. The proposed development will comply with the latest SANS 10400-XA energy efficiency standards by introducing heat pumps as an alternative source of energy. The development will also introduce water saving devices whilst waterwise gardening will be promoted throughout the development.

f) Heritage

It is recognised that Stellenbosch town's sense of place is derived from its historic architecture. Apart from the wine farms, natural areas, historic sites and museums, the main attraction of the town is the tight-knit urban street character.

Being located in the expanded historic core, the proposed development will be consistent with the place-making principles described in Chapter 7.4 below. The latter principles aim to protect the historical spatial structure and architectural forms.

7.4.1 PRECINCT MASTER PLAN

During the pre-submission meetings with the municipality, the future need for a Precinct Master Plan was discussed. Such a Master Plan, which would have to be driven by the Municipality, would tie in with the recently-approved IDP to ensure the orderly development of the Dennesig densification area.

Specific reference is also made to the minutes of the pre-submission meetings during which it was agreed that the current application can proceed without such a Master Plan being in place for the area. The developer will, however, support initiatives on the Master Plan level for the area as it relates to landscaping, pedestrian / cycle routes, etc. (refer to Annexure 7).

7.5 DESIGN INFORMANTS AND PLACE-MAKING PRINCIPLES

During 1995, an assessment of the Assets of Stellenbosch: the special qualities and settlement patterns, which represent the essential architectural and place-making qualities was undertaken by Piet Louw and Martin Kruger Architects. This study served as the basis for a comprehensive Conservation Strategy of the Historical Core of Stellenbosch, which was undertaken by KrugerRoos architects urban designers and planners during 1997. The latter report provided guidelines for new development, alterations to existing buildings and public actions in the Historical Core.

The chapters below provide a summary of the principles and design informants contained in the Conservation Strategy. The chapters below also illustrate the manner in which the development proposal is consistent with said principles.

a) Streets enclosed by buildings

The Dennesig area still has a predominantly single residential character, even though some larger-scale apartment complexes have been introduced to the area. Whilst the area has been earmarked for densification, the single residential dwellings do not comply with the stated principle. It is therefore the intention of all new buildings in the area to be design and positioned in such a manner to follow the traditional pattern of buildings enclosing the street boundary.

b) Building and street interface

The traditional pattern is that of buildings lining the street (as mentioned above). Access to the front door was typically via a semi-private stoep.

The proposed design also makes provision for an interaction between the building and the street as a semi-private garden will be created along both the Dennesig and Paul Kruger Road facades.

c) Street and paving surfaces

The proposed development will make use of a variety of hard and soft landscaping elements and techniques to define the respective spaces along the street and on the 'inside' of the development. The project will *inter alia* make provision for an additional cycle lane along Dennesig and Paul Kruger Roads to contribute to the implementation of an NMT system throughout town.

d) Parking

The Study Report proposes that small, discrete parking areas are provided in the Historical Core, where possible, with suitable planting providing screening and shade.

The proposed development will however provide ample secure parking underneath the building in a basement level. In line with the policy, only small portions of surface parking will be provided along the eastern and western portions of the site. These parking areas will not be visible from the adjoining streets. The total number of parking bays to be provided will be in accordance with the applicable zoning scheme.

e) Walls and Roofs

It is generally recognized that Stellenbosch is the town of white walls, because of the traditional use of lime wash and the solid, walled architecture, penetrated by carefully proportioned openings.

Where thatched roofs are typical of early Cape architecture, these were sometimes later replaced with corrugated iron. Flat roofs were also used.

The proposed development pays specific homage to these traditional elements by the ample use of white walls and corrugated iron in the design. Whilst not adhering to the traditional building footprint, these other elements together with carefully proportioned openings strike a balance between traditional and modern.

8 LEGISLATIVE CONTEXT

This application is submitted and will be considered in terms of the Stellenbosch Municipality: Land Use Planning By-Law, 2015. As such, the planning principles as advocated in the Spatial Planning and Land Use Management Act, No. 16 of 2013 (SPLUMA) and the Western Cape Land use Planning Act, No. 3 of 2014 (LUPA) is also applicable.

8.1 DEVELOPMENT PRINCIPLES

Chapter 2 of the Spatial Planning and Land Use Management Act, No. 16 of 2013, and Section 59 of the Western Cape Land Use Planning Act, No. 3 of 2014, lists development principles and norms and standards that shall apply to spatial planning, land development and land use management. These principles are as follows:

8.1.1 SPATIAL JUSTICE

Spatial justice is primarily concerned with the commitment to redress past spatial and other development imbalances. The principle also calls for the improved access to and use of land.

As mentioned above, it is herewith contended that the proposed redevelopment of the project site is the most suitable and appropriate use of the property given its context and location.

8.1.2 SPATIAL SUSTAINABILITY

Spatial sustainability requires land development to be aligned with fiscal and institutional means. The aim is further to promote land development that is spatially compact, resource frugal and within fiscal, institutional and administrative means of the competent authority.

This translates on the ground to development in locations that are sustainable and that limit urban sprawl (as this development does), that uphold environmental considerations such as the protection of mature trees on site, and that ensures that development is feasible and financially viable.

8.1.3 EFFICIENCY

Efficiency requires land development to optimally use existing resources and infrastructure.

The development will connect to the existing infrastructure network of Stellenbosch and will not add additional unwanted pressure on the municipal services network.

8.1.4 SPATIAL RESILIENCE

Spatial resilience provides for flexibility in spatial plans, policies and land use management systems to be accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

The project site has proved to be resilient in terms of its land use. The proposal put forward has shown that a development such as the planned apartment complex could just as easily be accommodated on the site.

8.1.5 GOOD ADMINISTRATION

This principle primarily places an onus on decision-making authorities to ensure that due process is followed. It also requires that legislative and development requirements are met timeously by both applicants and authorities and that public consultation is undertaken, as required.

8.2 KEY QUESTIONS TO BE CONSIDERED

Both SPLUMA and LUPA state that it is the municipality's responsibility to decide on applications for removal, suspension or amendment of restrictive title deed conditions. Section 33(5) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 and Section 39(5) of the Western Cape Land Use Planning Act, No. 3 of 2014, require that a municipality must have regard for, amongst other, the financial and personal benefits to holder and neighbour of the rights when considering the removal, suspension or amendment of a restrictive title condition.

In an effort to aid decision-making in this regard, a set of key questions have been developed by the authorities. Although it only represents some of the questions that should be asked (as these will vary according to the type of application), these key questions should be taken into consideration with the removal/amendment of each and every restrictive condition.

The questions and manner in which the proposal aims to address the same is as follows:

8.2.1 *Why was the restrictive condition imposed and how is it beneficial?*

The conditions imposed aim to protect the character of the area. It is, however, contended that the area has already been identified by the Stellenbosch Municipality as an area where higher densities could be considered. As such the character of the area has changed over time from predominantly single residential uses to denser apartment-type complexes.

8.2.2 *Do the rights have any financial or other value for the holder of those rights (i.e. including any other property owner) and is this value measurable?*

The current rights on the properties constituting the project site restrict the owners to fully enjoy their property in line with accepted municipal policy. Should the restrictions be amended it will allow them to maximise the use of the property whilst enhancing the otherwise stale status of the site.

8.2.3 *Why will the restriction remaining in place be in the public interest or benefit?*

The restrictive condition is not relevant to the public interest or benefit.

8.2.4 *How will the removal, amendment or suspension of the restrictive condition be in the public interest or benefit?*

The restrictive condition is not relevant to the public interest or benefit.

8.2.5 *How will the personal benefit to the applicant in the removal or amendment of the restrictive condition impact on the personal benefits currently enjoyed by any other holders of those rights?*

As mentioned above, the removal of the restrictive condition will allow the owners to maximise the use of their property. The current restrictions leave little room to enhance the property in accordance with adopted municipal policy.

Furthermore, the neighbouring properties will not suffer a financial or other value loss whilst the amendment of the building lines will not result in a loss of privacy or sunlight or reduce property values. In fact, it is believed that the proposed development will only be beneficial to neighbouring properties in terms of their value.

SECTION F: CONCLUSION

9 CONSIDERATION OF THE DEVELOPMENT PROPOSAL

Section 65(1) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 lists the criteria to be taken into consideration on land use applications. The criteria and the section of this report in which those criteria are addressed, is provided in the table below.

Table 4: Criteria taken into consideration.

REQUIREMENT		SECTION ADDRESSED
a)	the application submitted in terms of this By-law	/
b)	the procedure followed in processing the application	/
c)	the desirability of the proposed utilisation of land and any guidelines issued by the Provincial Minister regarding the desirability of proposed land uses	Section D
d)	the comments received	Nil to date
e)	the response by the applicant, if any, to the comments referred to in paragraph (d)	N/A
f)	investigations carried out in terms of other laws that are relevant to the consideration of the application	Chapter 4
g)	a registered planner's written assessment in respect of an application for— (i) a rezoning; (iii) a removal, suspension or amendment of a restrictive condition if it relates to a change of land use;	Municipality
h)	the impact of the proposed land development on municipal engineering services	Chapter 6
i)	the integrated development plan, including the municipal spatial development framework	Section E
j)	the integrated development plan and spatial development framework of the district municipality, where applicable	N/A
k)	the applicable local spatial development frameworks adopted by the Municipality	Section E
l)	the applicable structure plans	N/A
m)	the applicable policies of the Municipality that guide decision-making	Municipality
n)	the provincial spatial development framework	/
o)	where applicable, a regional spatial development framework	N/A
p)	the policies, principles and the planning and development norms and criteria set by the national and provincial government	Section E
q)	the matters referred to in section 42 of the Spatial Planning and Land Use Management Act	Municipality
r)	the principles referred to in Chapter VI of the Land Use Planning Act	Municipality
s)	the applicable provisions of the zoning scheme	Chapter 2.4

9.1 CONCLUSION

It is well known that Stellenbosch has a severe housing backlog. This backlog is especially evident in the continuous growth in weekday commuter trips from the Cape Town Metropole and surrounding areas into Stellenbosch. This, in part, reflects increased employment opportunities but also the shortage of affordable local accommodation requiring many employees to commute from distant locations with cheaper housing.

The Stellenbosch Integrated Development Plan (IDP) (March 2018) notes that at least half of the housing backlog is for middle and upper income households.

The IDP reflects on the growth rate between 2011 and 2016 and notes that Stellenbosch experienced a higher growth rate in number of households during this 5-year period compared to the Cape Winelands District. The IDP reports that the number of dwellings in Stellenbosch increased by 1447 between 2011 and 2016 at an average annual rate of 0.9%, which translates into approximately 289 additional formal dwellings per year over this period. This increase in formal dwellings was, however, unable to keep pace with the growth in the total number of households, resulting in the percentage of formal households declining from 75.1 per cent in 2011 to 65.1 per cent in 2016.

The spatial challenge for the Stellenbosch Municipality, as it relates to housing as part of the built environment context, is therefore to *provide for a balanced supply of low, middle and high income housing in each settlement to promote integration and minimize the need for travel.*

Whilst the majority of units in the proposed development will be 2-bedroom apartments which aim to cater for small families, a number of one-bedroom and bachelor units have also been provided. These units are to provide accommodation for students or young professionals.

As such it is to be noted that Stellenbosch University has increased its student numbers over the last few years and currently has more than 30000 enrolled students. This has contributed to the increasing demand for student accommodation within close proximity to the University. Although there has recently been an increase in the provision of student accommodation within the surrounding area, it is clear from the current demand and supply that there is still a vast shortage of affordable student accommodation within the greater Stellenbosch area.

In conclusion, the following motivating factors should be considered during the adjudication of the application:

- a) The local area, which includes the area between Dennesig and Paul Kruger Roads, has been identified by the Stellenbosch Municipality as an area of densification.
- b) The recent rezoning of the adjacent erven 161 and 162, for similar general residential purposes shows the intent by the municipality to increase densities in the area.
- c) A number of dwellings, which forms part of the project site, have previously been recommended for demolition by the Planning Advisory Committee of Stellenbosch Municipality.
- d) The majority of the mature trees on site will be retained and will form part of the completed development. The proposed design shows an appreciation for local conditions and will resonate much better with its surroundings.

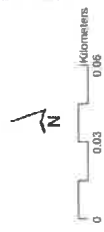
- e) The restrictive conditions are not imposed as praedial servitudes for the benefit of other erven. The conditions are intended to protect the character of the area, which is already changing in accordance with adopted municipal policy.
- f) Despite the number of departures, it is contended that the approval of the application will not set a negative precedent. Several examples of new apartment complexes, departures and removal of restrictive conditions can be found throughout the area.
- g) The proposed development presents a case study in adherence to municipal policy and guidelines especially the concept and aspects of spatial planning and management as per the IDP.
- h) The existing layout of single residential plots has shown little regard for any place-making principles or for the historical significance of the area. It is contended that the proposed development will be of a high architectural standard and will bring back qualitative elements which got lost several years ago.
- i) The proposed development will contribute to the enhancement of the area through appropriate landscaping and the introduction of NMT facilities.

Council is therefore herewith requested to recognize the importance of the project proposals and to find in favour of the application.



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP

ANNEXURE 1**PLANS**



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DENNIS MOSS PARTNERSHIP

WIEHAHN PROPERTY GROUP

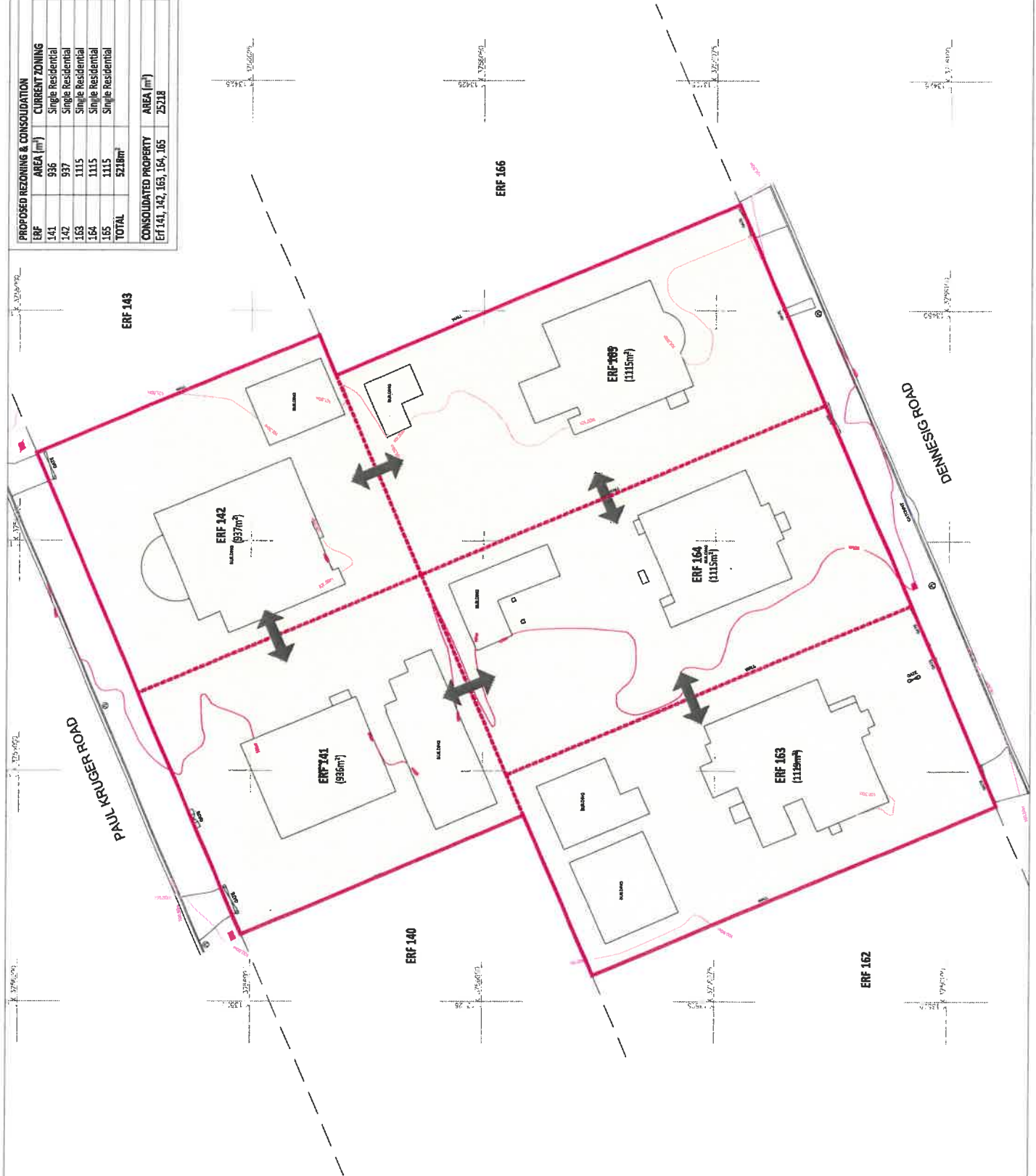
**PROPOSED RESIDENTIAL
DEVELOPMENT**

LOCALITY MAP

9102/70/EN	2100	70270	21.2.2000
00002	70270		

FOR APPROVAL

PROPOSED REZONING & CONSOLIDATION		
ERF	AREA (m ²)	NEW ZONING
141	936	General Residential
142	937	General Residential
163	1115	General Residential
164	1115	General Residential
165	1115	General Residential
TOTAL	5218m ²	
CONSOLIDATED PROPERTY		
ERF 141, 142, 163, 164, 165	AREA (m ²)	ZONING
	25218	General Residential



WIEHAHN
 PROPERTY MANAGEMENT

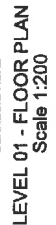
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ERF 141, 142, 163, 164 & 165 CONCEPT PROPOSAL

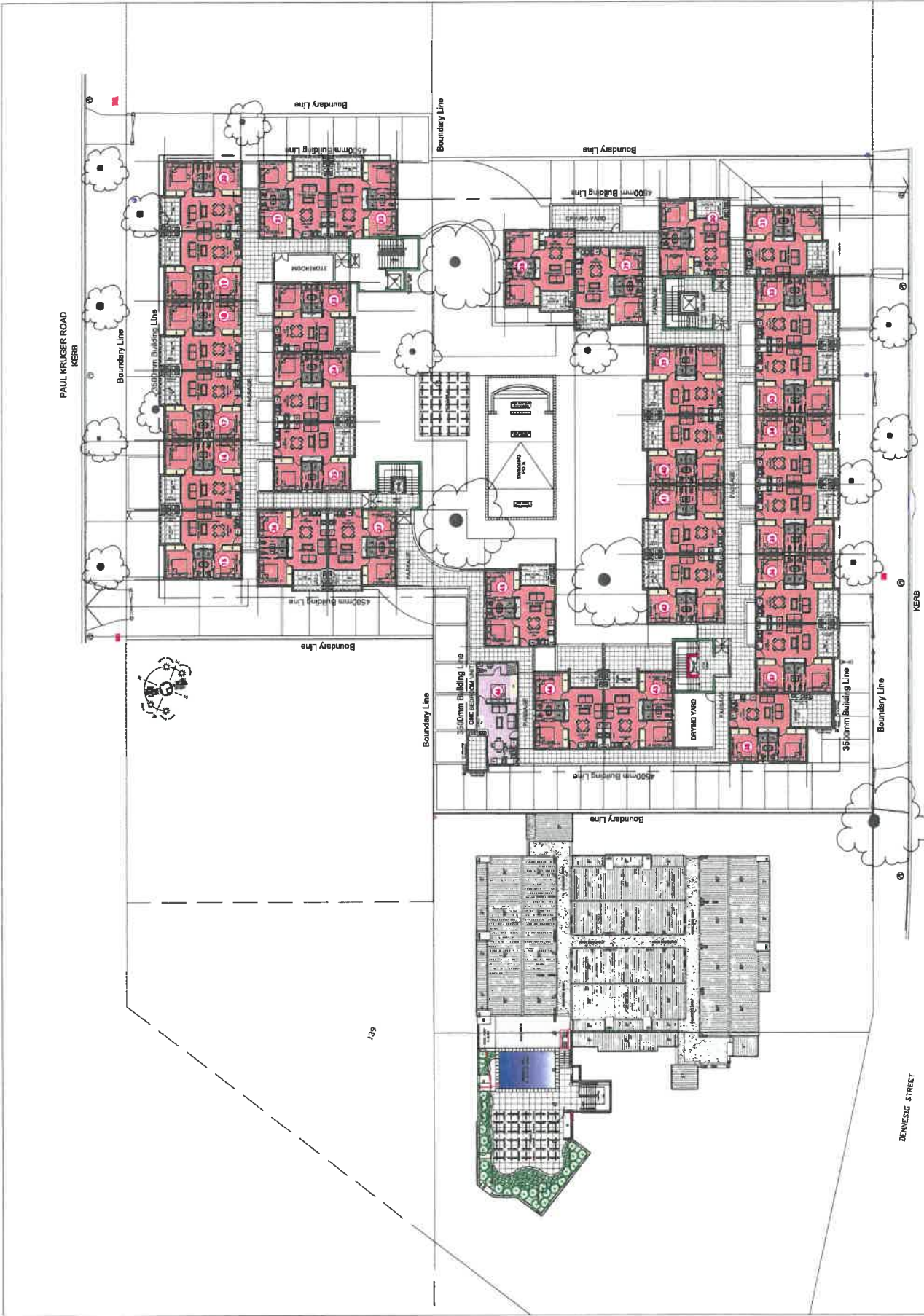
DRAWING TITLE:
REZONING & CONSOLIDATION PLAN

PROJECT NO.: 1200
 DRAWING NO.: 0001
 DATE: 15/05/2018
 REV.: 0
 DRAWN BY: DWG:DWG
 CHECKED BY:

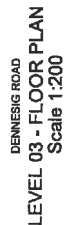
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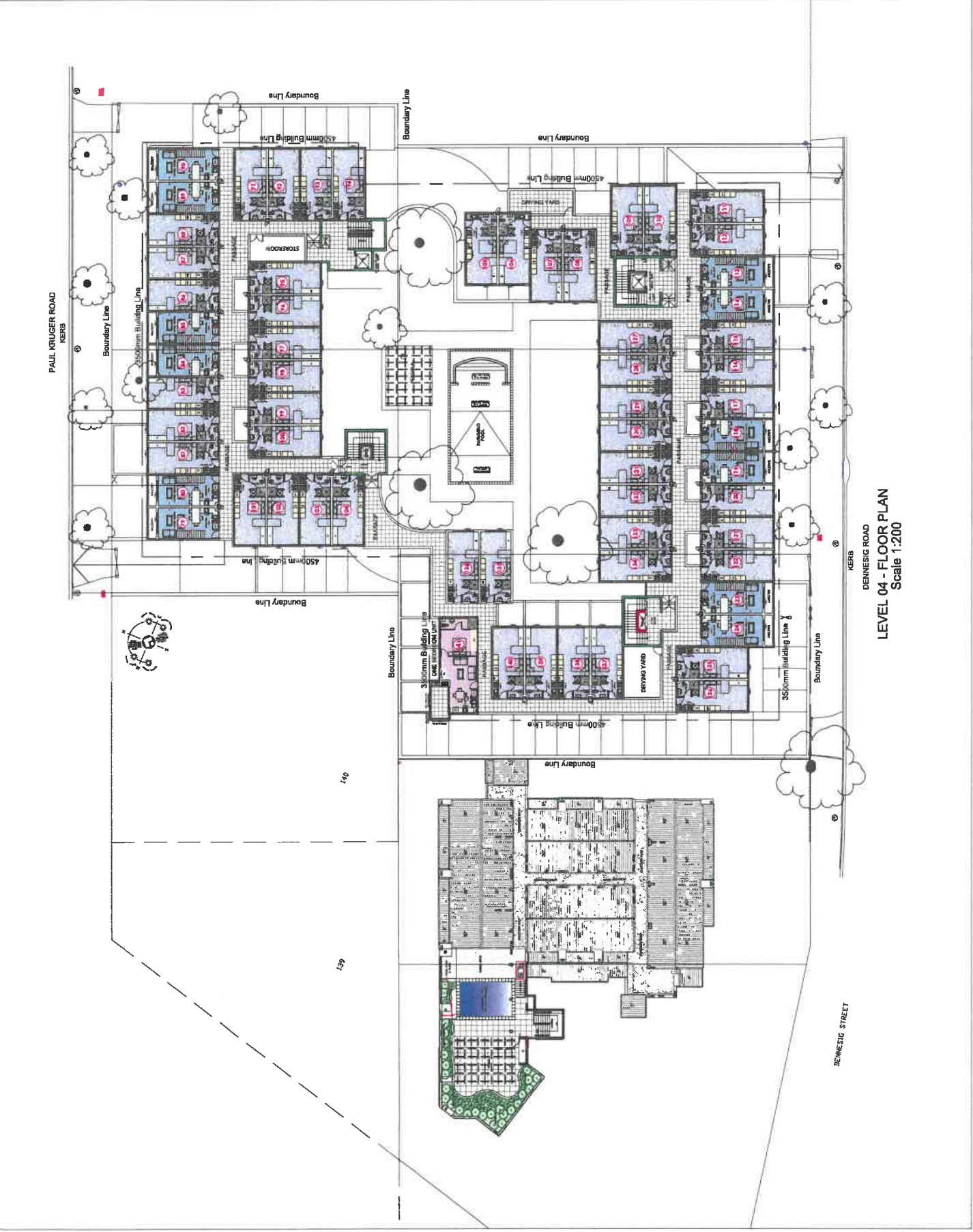
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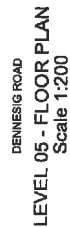


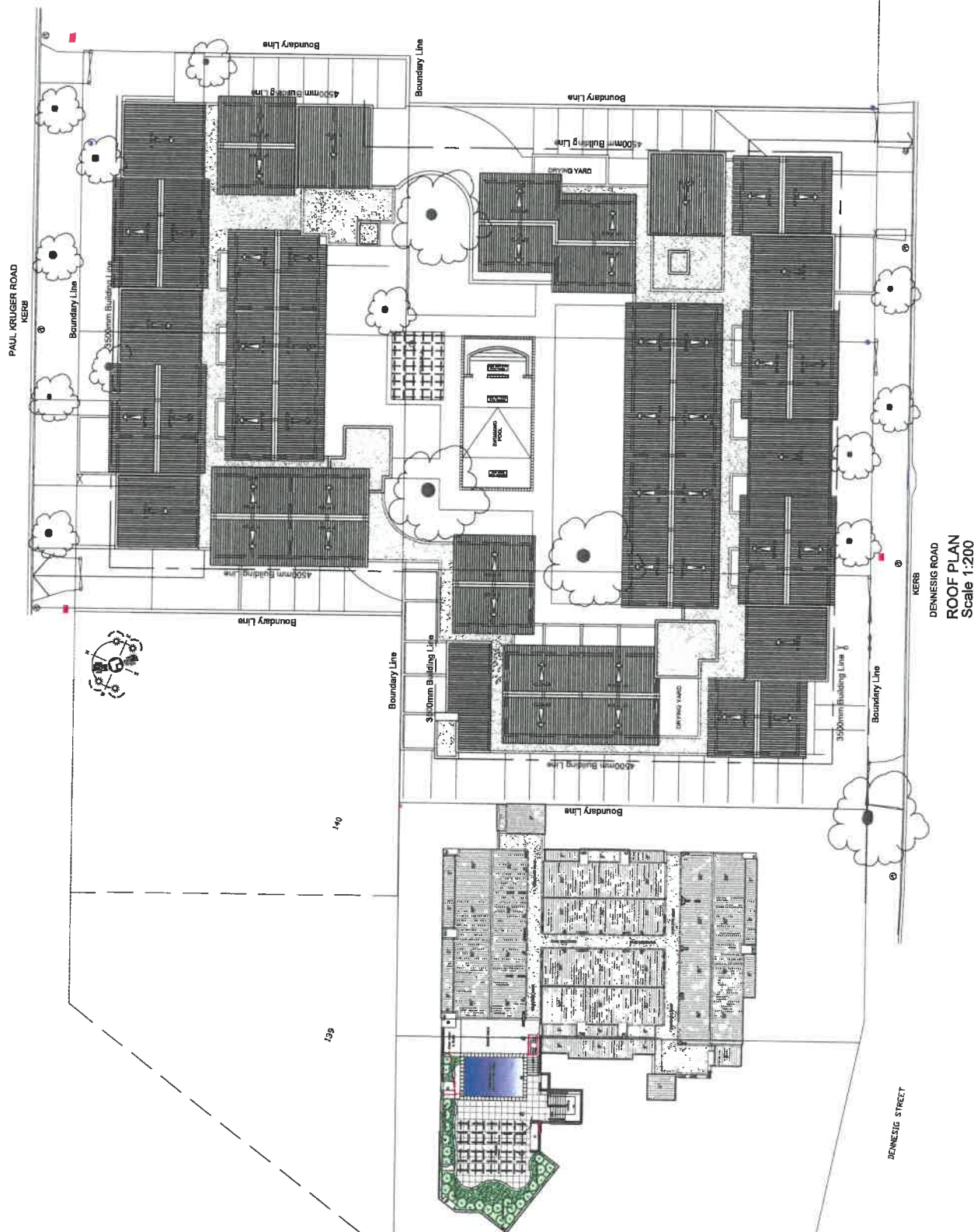


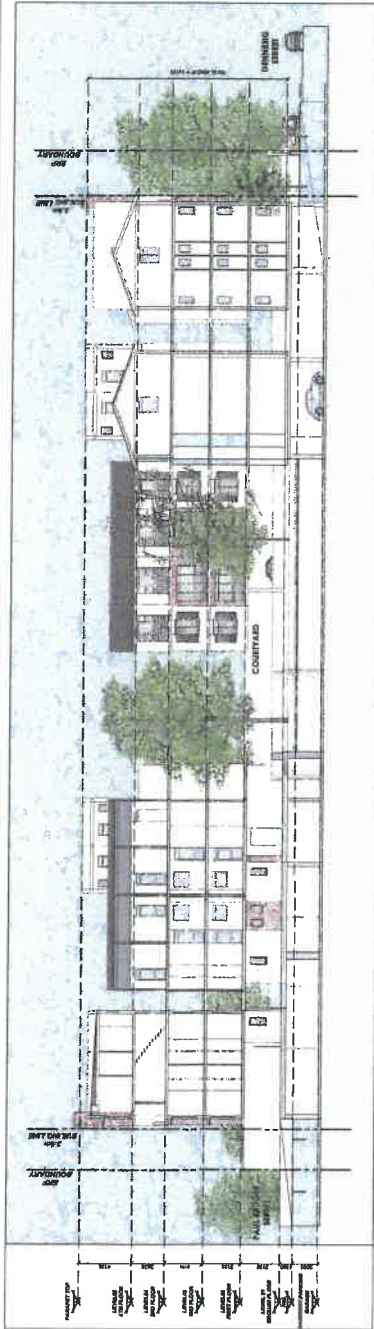
DENNISG ROAD
LEVEL 02 - FLOOR PLAN
Scale 1:200











TYPICAL SECTION
Scale 1:200



SOUTH ELEVATION - DENNESSIG STREET
Scale 1:100



NORTH ELEVATION - PAUL KRUGER STREET
Scale 1:100



SOUTH ELEVATION - DENNESSIG STREET
Scale 1:100

DENNIS MOSS PARTNERSHIP
ARCHITECTS
100-1100 1/200
30 MAY 2018
04202-0-001
04202-0-001
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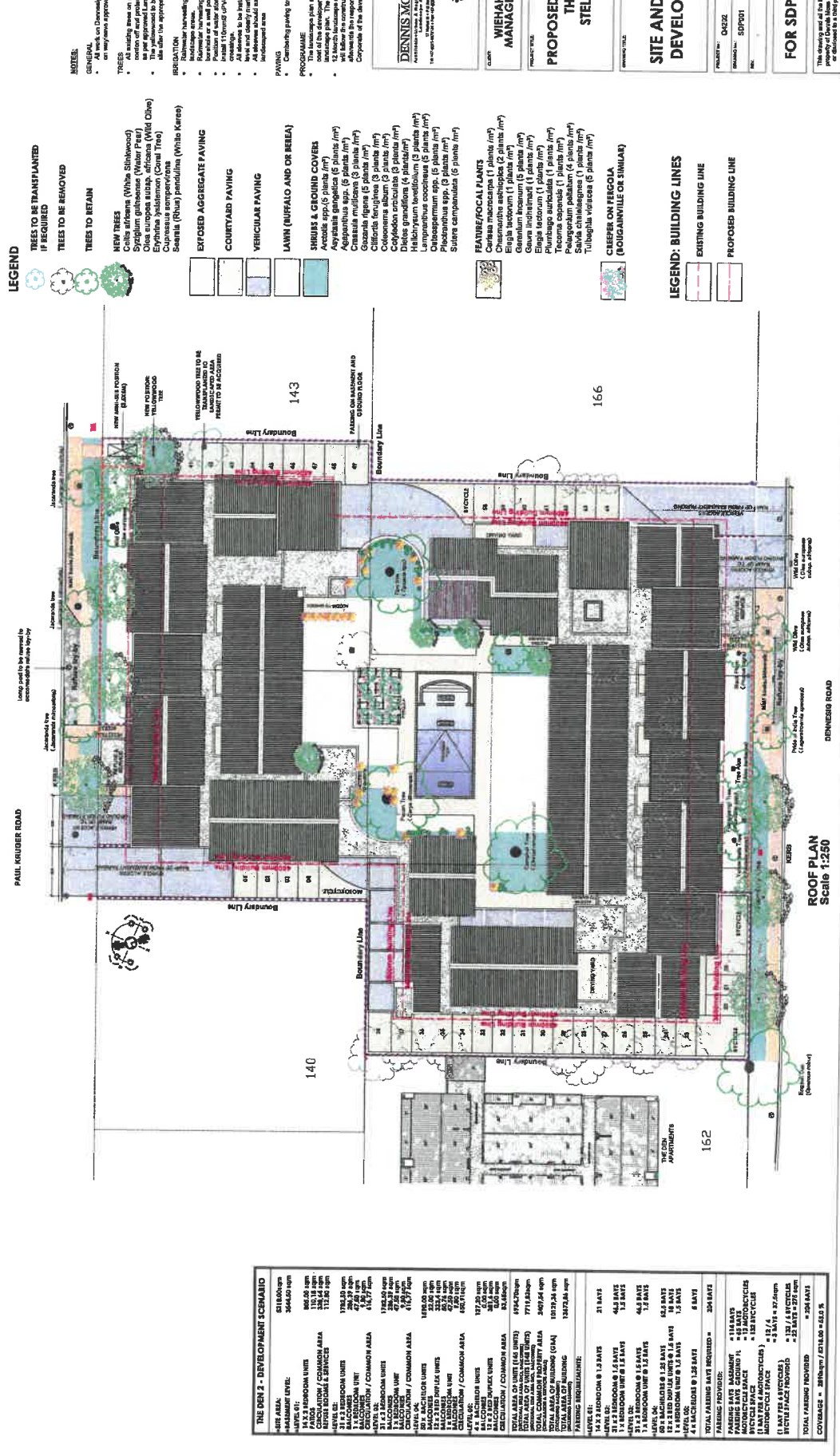
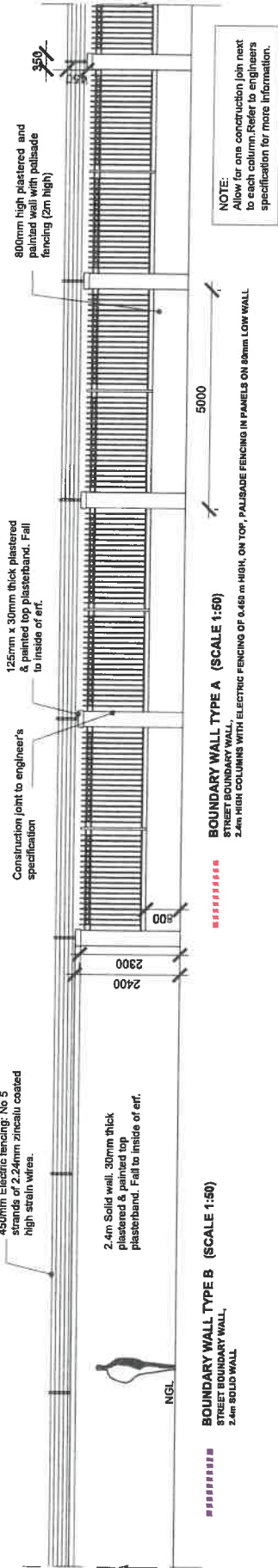
WIEHANN PROPERTY MANAGEMENT (PTY) LTD

**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

TYPICAL SECTION

FOR INFORMATION

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ANNEXURE 2

POWER OF ATTORNEY

**CERTIFIED EXTRACT OF MINUTES/RESOLUTION OF A MEETING OF THE DIRECTORS OF
SCANDALS AFRICAN FOOTWEAR CC (NO. CK95/04756/23)**

The meeting having been duly convened it is hereby unanimously resolved that:

**DENNIS MOSS PLANNERS AND ARCHITECTS (PTY) LTD.
(TRADING AS DENNIS MOSS PARTNERSHIP)
(Reg. No.: 2003/007711/07)**

- a) be nominated, constituted and appointed with power of substitution to be my/our lawful agent and in my/our name, place and stead, to view the required files at Council and to apply to the relevant authorities for the necessary approvals as it relates to the required land use planning application on the following property:

ERF 141, STELLENBOSCH

- b) and generally for the purposes aforesaid, to do or cause to be done whatsoever shall be required as fully and effectually, as I/we might or could do if personally present, and acting herein hereby ratifying, allowing and confirming, and promising and agreeing to ratify, allow and confirm all and whatsoever my/our said agent shall lawfully do, or cause to be done, by virtue of these presents.

It is resolved further that:

Jozua Johannes Georg. Loots (Full name) [Signature] (Signature)

In his/her capacity as OWNER

Is hereto authorized to sign all such documents in order to implement this resolution.

This done and signed at STELLEN BOSCH on this 11 day of May 2018

**CERTIFIED EXTRACT OF MINUTES/RESOLUTION OF A MEETING OF THE TRUSTEES OF
JOZ INV TRUST (NO. 3860/98)**

The meeting having been duly convened it is hereby unanimously resolved that:

**DENNIS MOSS PLANNERS AND ARCHITECTS (PTY) LTD.
(TRADING AS DENNIS MOSS PARTNERSHIP)
(Reg. No.: 2003/007711/07)**

- a) be nominated, constituted and appointed with power of substitution to be my/our lawful agent and in my/our name, place and stead, to view the required files at Council and to apply to the relevant authorities for the necessary approvals as it relates to the required land use planning application on the following property:

ERF 142, STELLENBOSCH

- b) and generally for the purposes aforesaid, to do or cause to be done whatsoever shall be required as fully and effectually, as I/we might or could do if personally present, and acting herein hereby ratifying, allowing and confirming, and promising and agreeing to ratify, allow and confirm all and whatsoever my/our said agent shall lawfully do, or cause to be done, by virtue of these presents.

It is resolved further that:

Jozua Johannes Georg Looft (Full name)  (Signature)

In his/her capacity as

Is hereto authorized to sign all such documents in order to implement this resolution.

This done and signed at Stellenbosch on this 11 day of May 2018

SPECIAL POWER OF ATTORNEY

I/We, the undersigned, *Daniel Jacobus Winterbach and Sara da Luz Winterbach* registered owner(s) of

ERF 163, STELLENBOSCH

do hereby nominate, constitute and appoint:

DENNIS MOSS PLANNERS AND ARCHITECTS (PTY) LTD.

(TRADING AS DENNIS MOSS PARTNERSHIP)

(Reg. No.: 2003/007711/07)

- a) with power of substitution to be my/our lawful agent and in my/our name, place and stead, to apply to the relevant authorities for the necessary approvals as it relates to the required land use planning application, and to obtain and scrutinize all building plans submitted to said authority,
- b) and generally for the purposes aforesaid, to do or cause to be done whatsoever shall be required as fully and effectually, as I/we might or could do if personally present, and acting herein hereby ratifying, allowing and confirming, and promising and agreeing to ratify, allow and confirm all and whatsoever my/our said agent shall lawfully do, or cause to be done, by virtue of these presents.

This done and signed at Stellenbosch on this 14TH day of May 2018

Daniel Jacobus Winterbach

Owner's name

[Signature]

Signature

SARA DA LUZ WINTERBACH

Owner's name

[Signature]

Signature

H. Engelbrecht

Witness 1

[Signature]

Witness 2

**CERTIFIED EXTRACT OF MINUTES/RESOLUTION OF A MEETING OF THE DIRECTORS OF
SAPER INVESTMENTS (PTY) LTD (Reg No 2008/016031/07)**

The meeting having been duly convened it is hereby unanimously resolved that:

DENNIS MOSS PLANNERS AND ARCHITECTS (PTY) LTD.

(TRADING AS DENNIS MOSS PARTNERSHIP)

(Reg. No.: 2003/007711/07)

- a) be nominated, constituted and appointed with power of substitution to be my/our lawful agent and in my/our name, place and stead, to view the required files at Council and to apply to the relevant authorities for the necessary approvals as it relates to the required land use planning application on the following property:

ERF 164, STELLENBOSCH

- b) and generally for the purposes aforesaid, to do or cause to be done whatsoever shall be required as fully and effectually, as I/we might or could do if personally present, and acting herein hereby ratifying, allowing and confirming, and promising and agreeing to ratify, allow and confirm all and whatsoever my/our said agent shall lawfully do, or cause to be done, by virtue of these presents.

It is resolved further that:

OTTO BENJAMIN WIGHAHN (Full name)

[Signature] (Signature)

in his capacity as Director, is hereby authorized to sign all such documents in order to implement this resolution.

This done and signed at SOMERSET WEST on this 18TH day of MAY 2018

SPECIAL POWER OF ATTORNEY

I/We, the undersigned, *Ingrid Kirsten Blumer and Christopher Vernon Swart* registered owner(s) of

ERF 165, STELLENBOSCH

do hereby nominate, constitute and appoint:

DENNIS MOSS PLANNERS AND ARCHITECTS (PTY) LTD.

(TRADING AS DENNIS MOSS PARTNERSHIP)

(Reg. No.: 2003/007711/07)

- a) with power of substitution to be my/our lawful agent and in my/our name, place and stead, to apply to the relevant authorities for the necessary approvals as it relates to the required land use planning application, and to obtain and scrutinize all building plans submitted to said authority,
- b) and generally for the purposes aforesaid, to do or cause to be done whatsoever shall be required as fully and effectually, as I/we might or could do if personally present, and acting herein hereby ratifying, allowing and confirming, and promising and agreeing to ratify, allow and confirm all and whatsoever my/our said agent shall lawfully do, or cause to be done, by virtue of these presents.

This done and signed at STELLENBOSCH on this 11th day of APRIL 2018

C. V. Swart

Owner's name

Signature

I. K. BLUMER

Owner's name

Signature

Witness 1

Witness 2

ANNEXURE 3

TITLE DEED AND CONVEYANCER CERTIFICATE



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMABAPALA • MUNICIPALITY



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 141 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~are~~ ^{are no} restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development.

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	T14889/1998 - B(c); C(a)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(d)
Height	<input checked="" type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(c)
Bulk floor area	<input checked="" type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(c)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" - C(b)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to condition C in Deed of Transfer No. T 14 889/1998.
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to condition B in Deed of Transfer No. T 14 889/1998.
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to (QR du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T 14 889/1998

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 20 17.Full names and Surname: Arend Leopold de Waal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

<u>PO Box 12</u>
<u>Stellenbosch</u>
<u>7599</u>

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel:

021- 808 5600

E-mail:

arendlw@cluvermarkotter.law

9. VAN DER WESTHUIZEN VOS & HORN

STREKEN	
150,00	

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE

T 14889 98

VERBOND	MORTGAGED
VR	R 350 000,00
B 10231 98	3
23 02 98	

Opgestel deur my

P. J. A. HORN
Transportoësser

TRANSPORTAKTE

kragtons 'n prokurasie

HIERMEE WORD BEKEND GEMAAK


SIKKEDE ANTOEKES VAN DER WESTHUIZEN

dat PETRUS JOHANNES ABRAHAM HORN voor my verskyn het te Kaapstad
behoorlik daartoe gemagtig deur 'n Volmag uitgevoer te Stellenbosch op 16
Januarie 1998 en aan horn verleen dour

LINDEN MAY MORRIS
Identiteitsnommer 601226 0063 002
getroud buite gemeenskap van goedere

6

VERBIND		MORTGAGED	
VRI		FOR R. <u>450 000,-</u>	
B	000003251 / 2007		
1-8 JAN 2007		REGISTRAR/REGISTRAR	



- 2 -

EN DIE KOMPARANT het verklaar dat nademaal sy lasgewer op 4 Desember 1997 werklik en wettiglik verkoop het, hy hiermee in volle en vrye eiendom sedeer en transporteer aan en ten gunste van

SCANDALS AFRICAN FOOTWEAR BK
Regstrasienommer CK 95/04756/23

die se administrateurs of regsverkrygendes

ERF 141 STELLENBOSCH, in die Munisipaliteit en Afdeling van Stellenbosch, Provinsie Wes-Kaap;


GROOT 936 (Nege Honderd Ses en Dertig) vierkante meter

AANVANKLIK GEREГИSTREER kraglens Transportakte Nr. T 165/1941 met Kaart Nr. 766/1938 wat daarop betrekking het en gehou kraglens Transportakte Nr. T 12137/1990.

- A. ONDERHEW, 3** aan die voorwaardes waarna verwys word in Sertifikaat van Geregistraerde Titel gedateer 16 September 1932 Nr. 5749, maar weens spesiale voorwaarde B(a) hieronder sonder regte onder die serwituut waarna verwys word in die endossement gedateer 5 Oktober 1932 daarop.
- B. VERDER ONDERHEWIG** aan die voorwaardes van die serwitule waarna verwys word in die twee endossemente op 2 Junie 1939 en 5 Junie 1939 aangeleken op Transportakte Nr. 7492 gedateer 10 Desember 1932, naamlik:

"Registrasie van Serwituut

Deur die ondergenoemde Aktes van Transport van erwe in die Kromme Rivier C Dorp is deur die eienaar en sy opvolgers in titel van die restant van die eiendomme paras. 1.2.3. & 4 van hierdie Aktes sal sy bestaande regte as oewerolnaar uitgehou on die grond deur die gesegde Aktes oorgedra is ondorhewig ten gunste van die gemelde eiendomme hieronder gehou aan sekere regte wat betref die bedryf van sekere besighede en verkoop van stork drank; soos meer volledig sal blyk uit Transport Nos 5594 ged. 2.6.1939; 9842 ged. 8.9.1939; 536 ged. 25.1.1940; No 4379 ged. 9.5.1940; No 9997 ged. 10.10.1940; 10502 ged. 24.10.1940; 11365 ged. 19.11.1940."



- 3 -

"Registrasie van Serwituut

Deur die ondergenoemde Aktes van Transport is deur die eienaar en syopvolgers in titel van die restant van die eiendomme paras. 1.2.3 & 4 van hierdie akte al sy bestaande regte as oewereienaar uitgehou, en die grond hierdeur en deur die gesegde Aktes oorgedra is onderhewig, ten gunste van die gemelde eiendomme hieronder gehou, aan sekere regte wat betref en die bedryf van sekere besighede soos meer volledig sal blyk uit die Transport Nos 5668 ged. 5.6.1939; No 4379 ged. 9.5.40."

Transportakte Nr 165 gedateer 16 Januarie 1941 wat deur Charles Quilluame Rochner du Tolt as eienaar van die restant van die grond geregistreer in sy naam deur Transportakte No 7492 gedatoor 10 Desember 1932 voormeld bestaande uit die eiendomme beskryf in die Sertifikate van Geregistreerde Titel gedateer 16 September 1932 No 5749 en 20 Oktober 1931 No 7946 en die Akte van Transport No 149 gedateer 15 Oktober 1883 opgelê is vir die gesegde Sertifikate en Akte van Transport of enige toekomstige eienaar daarvan of deel daarvan, wie altyd die reg sal hê om enige verbreking van enige een daarvan verhaal te verkry, naamlik:

- (a) Dat die bogenoemde erf nie geregtig sal wees nie op die gebruik van enige wat. uit die Kromme Rivier vir huishoudelike of enige ander doeleindes - die transportgewer behou vir homself as eienaar van die Grond nog op 23 Augustus 1932 in sy naam geregistreer onder die gemelde Sertifikaat van Geregistreerde Titel gedateer 20ste Oktober 1931 No 7946 en Transport No 149 gedateer 15 Oktober 1883 en Sertifikaat van Geregistreerde Titel gedateer 16 September 1932 No 5749 en sy opvolgers in titel as sy teenwoordige bestaande regte as oewereienaar op sulke regte.
- (b)
- (c) Geen bottelstoor, kantien of plek waar sterk drankie kan verkry word sal op die hierbogemelde grond opgerig word nog sal enige hotel, slagter, algemene handelaar of andere besigheid van sulke aard gedryf of gedoen word daarop."

C. VERDER ONDERHEWIG aan die voorwaardes (a), (b) en (c) vervat in gemelde Transportakte No 165/1941 waaronder die Administrateur tot die oprigting van die gesegde Stadsgebied in terme van Ordonnansie 13/1927 Artikel 15, sy toestemming gegee het, naamlik:

- (a) Die erf moet uitsluitlik vir wonings doeleindes gebruik word. Geen winkel of hotel en geen handel of industriële besigheid van enige aard sal daarop gedryf word nie.
- (b) Dat die erf nie sal verdeel word nie.
- (c) Dat nie meer dan een woonhuis met die nodige buitegeboue en toebehoorsels op die erf sal gebou word nie en dat nie meer daaneen helfte van die oppervlakte van die erf op gebou word nie.
- (d) Dat geen gebou binne 5,67 metres van enige straallyn wat die grens van die erf is moet opgerig word nie."

D. VERDER ONDERHEWIG aan die voorwarde (3) vervat in gemelde Transportakte Nr. 165/1941 opgelê deur die Munisipaliteit van Stellenbosch so sal blyk van die byvoegsel aan die toestemming van die Administrateur voormeld te wete -

- "(3) "Dat die eienaar van elke erf en die namalige eienare daarvan verplig sal wees om die riolering en rioolstelsel van enige erf of erwe oor sodanige erf te laat neem indien nodig geag deur die Munisipaliteit op sulke wyse en op so 'n plek as mag van tyd tot tyd deur die Munisipaliteit redelik vereis word."

WESHALWE/...

- 5 -

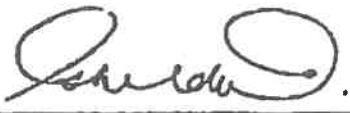

WESHALWE, die komparant afstand doen van al die regte en titel wat die gesegde **Linden May Morris** voortien op die eiendom gehad het, en gevolglik ook erken dat die transportgewer geheel en al van die besit daarvan onthef is en nie meer daartoe geregtig is nie en dat kragtens hierdie akte die bogenoemde **Scandals African Footwear BK**, die se administrateurs of regverkrygendes tans en voortaan daarop geregtig is ooreenkomstig plaaslike gebruik en behoudens die regte van die Staat.

TEN SLOTT erken hy dat die koopprys die som van **R400 000,00** (Vier Honderd Duisend Rand) beloop, wat behoortlik betaal of verseker is.

TEN BEWYSE waarvan ek, die genoemde Registrateur, tesame met die komparant hierdie akte onderteken en met die ampseël bekragtig het.

ALDUS gedoen en verly in die kantoor van die Registrateur van Aktes te Kaapstad,

op hierdie 23^{ste} dag van Februarie 1998.

Certified true copy of _____ of record in this Registry in terms of _____		
Reg 66		qq sy prinsipaal
Deeds Registry Capo Town 15/12/2017	 Registrar of D.	In my teenwoordigheid

Registrateur van Aktes

1.2



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 142 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~*are/are no~~ restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	NA	T105912/1998 - 8(c); C(a)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	NA	" - C(d)
Height	<input type="radio"/> Y	<input checked="" type="radio"/> N	NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	NA	" - C(c)
Bulk floor area	<input type="radio"/> Y	<input checked="" type="radio"/> N	NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	NA	" - C(c)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	NA	" - C(b)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	N	NA	Set out in introduction to Condition C in Deed of Transfer No. T105912/1998
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	N	NA	Set out in introduction to Condition B in Deed of Transfer No. T105912/1998
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	Y	<input checked="" type="radio"/> N	NA	Successors in title to JHC du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T105912/1998.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
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Signed at Stellenbosch on this 15th day of December 2017.Full names and Surname: Arend Leopold de Haal Signature: 

Firm Postal Address

Kindly endorse certificate by affixing firm's official stamp here and initial it

<u>PO Box 12</u>
<u>Stellenbosch</u>
<u>7599</u>

CLIVER MARKOTTER ING / INC
CLIVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel: 021- 808 5600E-mail: arend.n@clurmarkotter.law

Erf 142

114 DANIE SIEBRITS

Opgetrek deur my

VIR ENDOSSEMENTE KYK BLADSY
 FOR ENDORSEMENTS SEE PAGE.....6.....E1 554

AM dmm
 TRANSPORTBESORGER
 SIEBRITS, DJ

VERBIND	MORTGAGED
VIR FOR R 260 000,00	
B 1589/2000	<i>hal</i>
2005-01-14	

105,00

JOHANN MARAIS
 PROKUREURS
 STELLENBOSCH

105912/98

TRANSPORTAKTE

SY DIT KENNELIK AAN ALMAL WIE DIT MAG AANGAAN

3503

DAT DANIEL JACOBUS SIEBRITS

verskyn het voor my, Registrateur van Aktes te Kaapstad, Hy die gesegde Komparant
 synde daartoe behoorlik gemagtig deur 'n volmag uitgevoer te STELLENBOSCH op
 die 30ste dag van Oktober 1998 deur:

Die Trustees indertyd van
DIEPKLOOF TRUST
 Nommer IT 286/1997

welke volmag, geteken in die teenwoordigheid van getuie ooreenkomstig die Wet, my
 hede getoon is;

EN DIE/...2

<i>3/10</i>	<i>1/10</i>
-------------	-------------

-6-

VERBIND		MORTGAGED	
VIR FOR R: 540 000.00			
B 000015176 / 2007		REGISTRATEUR/REGISTRAR	
2007-02-16			

EN DIE gesegde Komparant het verklaar dat sy voorsegde Prinsipaal werklik en wettiglik verkoop het op 28ste Oktober 1998 en dat hy, in sy hoedanigheid as voorsegde Prokureurs, deur hierdie Akte, gesedeer en getransporteer het in volle en vrye eiendom aan en ten behoeve van

**Die Trustees indertyd van
JOZ INVESTMENT TRUST
Nommer IT 3860/1998**

die se Opvolgers-in-Titel of Gemagtigdes:

ERF 142 STELLENBOSCH, geleë in die Munisipaliteit en Afdeling Stellenbosch, Provinsie Wes Kaap;

GROOT 937 (Negehonderd Sewe en Dertig) Vierkante Meter;

OORSPRONKLIK OORGEDRA kragtens Transportakte Nr. T6104/1932 met Kaart Nr. 2380/32 wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr. T24362/1997

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T21357/1977

B. VERDER.../3

B. VERDER ONDERHEWIG aan die volgende spesiale voorwaardes vervat in Transportakte Nr. T6104/1932 opgelê deur Hendrik Johannes Louw du Toit as eienaar van die restant van die grond geregistreer in sy naam kragtens Sertifikate van Geregistreerde Titel Nr. T5749/1932, Nr. T7946/1931 en Transportakte Nr. T149 gedateer 15 Oktober 1888 ten gunste van homself as eienaar van die restant van die grond soos voormeld, of enige namalige eienaar daarvan, of gedeelte daarvan wie altyd die reg sal hê om 'n geding in te stel ten opsigte van 'n oortreding van enigeen van die volgende voorwaardes:

"(a) Dat die bogenoemde erf nie geregtig sal wees nie op die gebruik van enige water uit die Kromme rivier vir huishoudelike of enige ander doeleindes - die Transportgewer behou vir homself, as eienaar van die grond nog op 23 Augustus 1932 in sy naam geregistreer onder die gemelde Sertifikate van Geregistreerde Titel gedateer 20 Oktober 1931, Nr. 7946 en Transportakte Nr. 149 gedateer 15 Oktober 1888 en Sertifikate van Geregistreerde Titel gedateer 16 September 1932, Nr. 5749 en sy Opvolgers in Titel, al sy teenwoordige bestaande regte as oewereienaar op sulke regte.

(c) Geen bottelstoor, kantien of plek waar sterk drank kan verkry word, sal op die hierbo gemelde opgerig word, nog sal enige hotel, slagter, algemene handelaar, of andere besigheid van sulke aard gedryf of gedoen word daarop."

C. ONDERHEWIG VERDER aan die voorwaardes gemerk (a), (b), (c), (d) vervat in Transportakte Nr. T8433/1963 opgelê deur die Administrateur kragtens die bepalings van Ordonnansie Nr. 13 van 1927, Artikel 15, naamlik :-

"(a) Die.../4

"(a) Die erf moet uitsluitlik vir woningsdoeleindes gebruik word. G'n winkel of hotel en g'n handel of industriële besigheid van enige aard sal daarop gedryf word nie.

use

(b) Dat die erf nie sal verdeel word nie.

subdivision

(c) Dat nie meer dan een woonhuis, met die nodige buitegeboue en toebehoorsels op die erf sal gebou word nie, en dat nie meer dan een helfte van die oppervlakte van die erf op gebou word nie.

number building
+
built upon area

(d) Dat g'n gebou binne 18 voet van enige straatlyn wat die grens van die erf is, moet opgerig word nie."

building lines

D. **VERDER ONDERHEWIG** aan voorwaarde 3, vervat in Transportakte Nr T8433/1963 opgelê deur die Munisipaliteit van Stellenbosch soos per aanhangsel aangeheg aan die toestemming van die Administrateur, naamlik :-

"3. Dat die eienaar van elke erf die namalige cienare daarvan verplig sal wees om die riolering en rioolstelsel van enige ander erf of erwe, oor sodanige erf te laat neem, indien nodig geag deur die Munisipaliteit, op sulke wyse en op so 'n plem as mag van tyd tot tyd deur die Munisipaliteit redelik vereis word."

-5-

WESHALWE die Komparant, q.q. afstand van al die regte en titel wat die bogenoemde TRANSPORTGEWER

voorheen op genoemde eiendom gehad het, en gevolglik ook erken dat hy geheel en al van die besit daarvan onthef en nie meer daarop geregtig is nie, en dat kragtens hierdie akte, bogenoemde TRANSPORTNEMER

Hul Gemagtigdes tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat; en ten slotte erken hy dat die hele Koopsom ten bedrae van R514 920.00 (Vyfhonderd en Veertien Duisend Negehonderd en Twintig Rand) behoorlik betaal of verseker is.


TEN BEWYSE waarvan ek, die genoemde Registrateur, tesame met die Komparant, hierdie Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN en verly op die Kantoor van die Registrateur van Aktes, te KAAPSTAD

op hede die 11^e dag van November
in die jaar van Ons Heer Een Duisend Nege Honderd Agt en Negentig (1998).

In my teenwoordigheid


Registrateur van Aktes


q.q.



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Haal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 163 Stellenbosch

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there *are/are no restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional Title development

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	T72846/97 : (b)3 ; (d)(b)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(f)
Height	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(d)
Bulk floor area	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(d) ; (d)(f)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (d)(c)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	

fm


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	Y	<input checked="" type="radio"/> N	NA
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	Y	N	<input checked="" type="radio"/> NA
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	Y	N	<input checked="" type="radio"/> NA

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 24th day of May 2018.Full names and Surname: Arend Leopold de Waal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

<u>Po Box 12</u>
<u>Stellenbosch</u>
<u>7599</u>

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel:

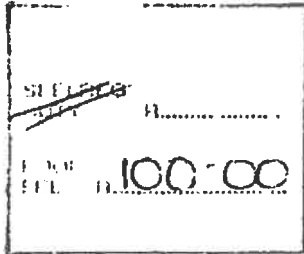
021- 808 5600

E-mail:

arendw@cluvermarkotter.law

170

CARINUS & BOTHA
POSBUS 535 STELLENBOSCH 7599



Opgestel deur my,

TRANSPORTBESORGER
CARINUS P D

118 2118

VERBIND		MORTGAGED	
VR 472 500.00			
B	47710	97	
	01	08	97
			REGISTRATEUR/REGISTRAR

72816197

TRANSPORTAKTE

SY DIT KENNELIK AAN ALMAL WIE DIT MAG AANGAAN

Dat DANIEL JACOBUS SIEBRITS

verskyn het voor my, Registrateur van Aktes te KAAPSTAD, Hy die gesegde Komparant synde daartoe behoorlik gemagtig deur 'n volmag geteken te STELLENBOSCH op 18 JUNIE 1997
aan hom verleen deur

ANDRE NEL

IDENTITEITSNOMMER 490401 5094 00 5
getroud buite gemeenskap van goedere

welke volmag, geteken in die teenwoordigheid van getuie ooreenkomstig die Wet, my hede getoon is;

En die Komparant het verklaar dat voormelde TRANSPORTGEWER waarlik en wettiglik verkoop het op 5 MEI 1997 en dat Hy, in sy hoedanigheid as voormeld hiermee in volle en vrye eiendom sedeer en transporteer aan en ten behoeve van

DANIEL JACOBUS WINTERBACH
IDENTITEITSNOMMER 590917 5100 08 7
en
SARA DA LUZ WINTERBACH
IDENTITEITSNOMMER 630617 0084 00 3
getroud binne gemeenskap van goedere met mekaar

Hulle Erfgename, Eksekuteurs, Administrateurs of Regverkrygendes

ERF 163 STELLENBOSCH
IN DIE MUNISIPALITEIT EN AFDELING VAN STELLENBOSCH
PROVINSIE WES-KAAP

GROOT: 1115 (EEN DUISEND EEN HONDERD EN VYFTIEN) VIERKANTE
METER

Oorspronklik oorgedra kragtens TRANSPORTAKTE N.R T7469/1936 met Kaart Nr. 2227/1936 wat daarop betrekking het en gehou kragtens TRANSPORTAKTE NR T22566/1988.

ONDERHEWIG

- (a) Aan die voorwaardes soos vervat in Transportakte Nr. T11437/1970.
- (b) Aan die volgende spesiale voorwaardes, vervat in Akte van Transport No. 7469 gedateer 7 Augustus 1936, opgelê deur CHARLE GUILLUAME ROCHER DU TOIT, as eienaar van die restant van die grond gehou deur hom, kragtens Transportakte No. 7492, gedateer 10 Desember 1932, vir die voordeel aan homself as eienaar van die grond gehou kragtens voormelde transportakte of enige toekomstige eienaar daarvan, of gedeelte daarvan, wie geregtig sal wees om te enige tyd herstel te verkry vir enige nienakoming van die gemelde

voorwaardes wat as volg lees:

"1. That the above lot shall not be entitled to the use of any water out of the Krome River for domestic or any other purposes - The Appearer's Principal reserving to himself as owner of the land remaining registered in his name on 20th July, 1936, under Deed of Transfer No. 7492, dated 10th December, 1932, and his Successors in Title, all his hitherto existing rights to such water as riparian owner.

3. No canteen, Hotel, Butcher, General or other business of a like nature shall be erected, carried on or conducted thereon."

(d) Aan die voorwaardes b.c.d. en f, vervat in akte van transport No. 7469/1936, waaraan die Administrateur sy goedkeuring geheg het, kragtens Ordonnansie 13 van 1927, Artikel 15, by die oprigting van die bogemelde Dorp, welke voorwaardes as volg lees:

"(b) That the lot be used for residential purposes only.

(c) That the lot be not subdivided without the approval of the Administrator.

(d) That not more than one dwelling be erected on the lot, and that not more than one-third of the area of the lot be built upon.

(f) That all buildings to be erected on this property shall stand back not less than 10 feet from the line of any street or Avenue on which the lot may abut. Such spaces may be used as Gardens, but shall not be built upon."

Weshalwe die Komparant afstand doen van al die regte en titel wat die TRANSPORTGEWER voorheen op genoemde eiendom gehad het, en gevolglik ook erken dat die TRANSPORTGEWER/S geheel en al van die besit daarvan onthef en nie meer daartoe geregtig is nie, en dat kragtens hierdie akte, bogenoemde TRANSPORTNEMER, Alre Erfgename, Eksekuteurs, Administrateurs of Regverkrygendes, tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat; en ten slotte erken hy dat die hele Koopsom die bedrag van R450 000,00 (VIERHONDERD EN VYFTIGDUISEND RAND) bedra, wat ten volle betaal of verseker is.

Ten Bewyse waarvan ek, die genoemde Registrateur, tesame met die Komparant, hierdie Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN en verly op die Kantoor van die Registrateur van Aktes, te KAAPSTAD op 1 August 1997.


q.q. sy Prinsipaal/ale

In my teenwoordigheid,


REGISTRATEUR VAN AKTES.



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



CONVEYANCER'S CERTIFICATE

I/We Arend Leopold de Waal
(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 164 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~*are/are no~~ restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development.

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	T16275/2017: B(3); C(b)
Building lines	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : (f)
Height	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Number of dwellings	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(d)
Bulk floor area	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Coverage/built upon area	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(d)
Subdivision	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	" : C(c)
Servitudes that may be registered over or in favour of the property	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	
Other restrictive conditions	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to Condition C in Deed of Transfer No. T16275/2017.
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to Condition B in Deed of Transfer No. T16275/2017.
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to CGE du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T16275/2017.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 2017.Full names and Surname: Arend Leopold de Haal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

PO Box 12
Stellenbosch
7599

CLUVER MARKOTTER ING / INC
CLUVER MARKOTTER GEBOU/BUILDING
MEULSTRAAT/MILL STREET
POSBUS/P. O. BOX 12
STELLENBOSCH
TEL: (021) 808 5600

Tel:

021 - 808 5600

E-mail:

arendlw@cluvermarkotter.law

349
Erf 164

225

Louw & Coetzee Prokureurs

Opgestel deur my

Fee endorsement	
Amount	Other fee
3 700 000,00	1 200,00
Reason for exemption	

TRANSPORTBESORGER
TANIA VAN TOORN

T 000016275/2017

TRANSPORTAKTE

HIERBY WORD BEKEND GEMAAK DAT

TANIA VAN TOORN

voor my verskyn het, REGISTRATEUR VAN AKTES te KAAPSTAD, hy die genoemde komparant synde behoorlik daartoe gemagtig kragtens 'n Volmag aan hom verleen deur

Die Trustees van tyd en wyl van
TFD TRUST
Registrasienommer IT964/1995

geteken te STELLENBOSCH op 23 November 2016

DATA / VERIFY
03 APR 2017
VAN WYK JENNY

DATA / CAPTURE
31 MAR 2017
KETILG H

En genoemde Komparant het verklaar dat sy prinsipaal, op 28 Oktober 2016, waarlik en wettiglik verkoop by Privaat ooreenkoms, en dat hy, in sy voorgenoemde hoedanigheid hierby sedgeer en transporteer aan en ten gunste van

SAPER INVESTMENTS (PTY) LTD
Registration Number 2008/016031/07

diese Opvolgers in titel of Regverkrygendes, in volkome en vrye eiendom

ERF 164 STELLENBOSCH
IN DIE MUNISIPALITEIT EN AFDELING STELLENBOSCH
PROVINSIE WES-KAAP

GROOT 1115 (EEN DUISEND EEN HONDERD EN VYFTIEN) Vierkante meter

Eerste geregistreer kragtens Transportakte T7587/1933 met kaart daaraan geheg en gehou kragtens Transportakte Nr T35813/2006

- A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr 3076 gedateer 8 Februarie 1971.
- B. VERDER ONDERHEWIG aan die volgende spesiale voorwaardes vervat in Akte van Transport gedateer 21 November 1933, nr 7587 opgelê deur Charles Guillaume Rocher du Toit as eienaar van die restant van die grond gehou deur hom deur Akte van Transport gedateer 10 Desember 1932, nr 7492 vir sy voordeel as eienaar van die grond gehou kragtens sodanige laasgenoemde Akte van Transport of enige toekomstige eienaar daarvan, of gedeelte daarvan, wie ten alle tye geregtig sal wees om herstelling vir enige breuk van die gesegde voorwaardes te verkry, naamlik:
1. "That the above lot shall not be entitled to the use of any water out of the Kromme Rivier for domestic or any other purposes – the Transferor reserving to himself, as owner of the land remaining registered in his name on the 11th day of November 1933, under the aforesaid Deed of Transfer No 7492 dated 10th December, 1932, and his successors-in-title, all his existing rights to such water as a riparian owner.
 3. No canteen, hotel, butcher, General or other business of a like nature be erected, carried on or conducted thereon."
- C. ONDERHEWIG VERDER aan die volgende voorwaardes vervat in Akte van Transport gedateer 21 November 1933, nr 7587 opgelê deur die Administrateur van die Kaapprovinsie tensy goedkeuring kragtens Ordonnansie 13 van 1927, Artikel 15 tot die oprigting van die Kromme Rivier A Dorpsgebied, naamlik:
- (b) "That the lots be used for residential purposes only.
 - (c) That the lots be not subdivided without the approval of the Administrator.
 - (d) That not more than one dwelling be erected on any lot, and that not more than one-third of the area of any one lot be built upon. *built upon area?*
 - (f) That all buildings to be erected on this property shall stand back not less than 3,15 metres from the line of any street or avenue on which the lots may abut. Such spaces may be used as gardens, but shall not be built upon."

WESHALWE die komparant afstand doen van al die regte en titel wat

Die Trustees vir die tyd en wyl van TFD TRUST Registrasienommer
IT964/1995

voorheen op genoemde eiendom gehad het, en gevolglik ook erken het dat hulle geheel en al van die besit daarvan onthef en nie meer daartoe geregtig is nie en dat, kragtens hierdie akte, bogenoemde

SAPER INVESTMENTS (PTY) LTD Registrasienommer 2008/016031/07

diese Opvolgers in titel of Regverkrygendes, tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die regte van die Staat en ten slotte erken dit dat die verkoopprijs die bedrag van R3 700 000,00 (DRIE MILJOEN SEWE HONDERD DUISEND RAND) beloop.

TEN BEWYSE WAARVAN ek, genoemde Registrateur, tesame met die Komparant hierdie Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN EN VERLY op die Kantoor van die REGISTRATEUR VAN AKTES te KAAPSTAD op hede die 28 Maart 2017.

q.q.

In my teenwoordigheid


REGISTRATEUR VAN AKTES



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



CONVEYANCER'S CERTIFICATE

I/We

Arend Leopold de Waal

(conveyancer's name and surname)

Hereby wish to certify that a search was conducted in the Deeds Registry, Cape Town, regarding the following property(ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer)

Erf 165 Stellenbosch in the Municipality and Division Stellenbosch, Province of the Western Cape

(erf/ farm number/s and description/s as it appear in the title deed)

In respect of which it was found that there ~~are~~^{are no} restrictive conditions registered against such property(ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):

Sectional title development.

(proposed use/development/zoning of property)

A. LIST OF RESTRICTIVE TITLE CONDITIONS (if any)

Categories	Are there title deed restrictions (indicate below)			Title deed and clause number if restrictive conditions are found
Use of land	(Y)	N	NA	T88203 / 2001 : B(3) ; D(b)
Building lines	(Y)	N	NA	: D(f)
Height	Y	(N)	NA	
Number of dwellings	(Y)	N	NA	: D(d)
Bulk floor area	Y	(N)	NA	
Coverage/built upon area	(Y)	N	NA	: D(d)
Subdivision	(Y)	N	NA	: D(c)
Servitudes that may be registered over or in favour of the property	Y	(N)	NA	
Other restrictive conditions	Y	(N)	NA	


B. AFFECTED PARTIES AS PER TITLE DEED (if any)

Organ(s) of state that might have an interest in the restrictive condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to condition D in Deed of Transfer No. T88203/2001.
A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	<input checked="" type="radio"/> Y	<input type="radio"/> N	<input type="radio"/> NA	Set out in introduction to condition B in Deed of Transfer No. T88203/2001.
All persons mentioned in the title deed for whose benefit the restrictive condition applies.	<input type="radio"/> Y	<input checked="" type="radio"/> N	<input type="radio"/> NA	Successors in title to HJL du Toit also affected, as mentioned in introduction to condition B in Deed of Transfer No. T88203/2001.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of the Stellenbosch Municipal Planning By-Law (Section 15) <input checked="" type="checkbox"/>	National Deed of Cancellation (submit copy of signed agreement)	Expungement by means of 'rule nisi' application to the High Court (submit copy of court order)	If other, please specify
---	---	--	--------------------------

Signed at Stellenbosch on this 15th day of December 20 17.Full names and Surname: Arend Leopold de Waal Signature: 

Firm Postal Address:

Kindly endorse certificate by affixing firm's official stamp here and initial it.

PO Box 12
Stellenbosch
7599

Tel:

021 - 808 5600

E-mail:

arendw@cluvermarkotter.law

Erf 165

Opgestel deur my

Paul
AKTEBESORGER
 DE KOCK, P.M.

SFELAS	
FOR	340,00
FEE	

VERBIND		MORTGAGED	
VIA FOR R 350 000,00			
B	661289/2001	<i>Paul</i> REGISTRATEUR/REGISTRAR	
2001-11-01			

T	088203 * 2001
---	---------------

AKTE VAN TRANSPORT

JOHAN VENTER & GENOTE/ASSOCIATES
 REITZSTRAAT 53
 SOMERSET WES
 POBUS 419, SOMERSET-WES 7129
 Telephone (021) 851 7033

HIERMEE WORD BEKENC GEMAAK**DAT PAUL MÜLLER DE KOCK**

voor n v REGISTRATEUR VAN AKTES te KAAPSTAD verskyn het, die genoemde
 komparant zynde behoorlik daartoe gemagtig deur 'n Volmag aan hom/haar
 verleen deur:

ALBERT JACOBUS STALS
 Identiteitsnommer 520207 5002 08 G
 Ongetroud

18 Oktober 2001
 gedateer die en geteken te SOMERSET WES

*Paul**ELK*

EN die genoemde Komparant het verklaar dat ALBERT JACOBUS STALS die ondergemelde eiendom op 27 September 2001 waarlik en wettiglik 'n PRIVATE TREATY verkoopte en dat hy/sy in sy/haar voormelde hoedanigheid hierby sodeer en transporteer aan en ten gunste van:

1. CHRISTOPHER VERNON SWART
Identiteitsnommer 590819 5057 08 9
Ongetroud en
2. INGRID KIRSTEN BLUMER
Identiteitsnommer 760326 6055 08 6
Ongetroud

hulle erfgename, eksekuteurs, administrateurs of regverkn, gendes, in volkome en vrye eiendom,

ERF 165 STELLENBOSCH GELEë IN DIE MUNISIPALITEIT VAN STELLENBOSCH AFDELING STELLENBOSCH, PROVINSIE WES-KAAP

GROOT: * 115 (EEN DUISEND EEN HONDERD EN VYFTIEN) vierkante meter

Aanvanklik oorgedra kragtens Akte van Transport Nr 10066/1931 met Kaart Nr. 3782/1931 wat daarop betrekking het en gehou kragtens Akte van Transport No T 50701/1981.

- A. ONDERHEWIG aan die voorwaardes waarna verwys word in Akte van Transport No. 10066 gedateer 31 Desember 1931.
- B. ONDERHEWIG aan die volgende spesiale voorwaardes vervat in Akte van Transport No. 10066 gedateer 31 Desember 1931 opgetek deur H J L du Toit as eienaar van die Restant van die grond gehou deur hom kragtens Sertifikaat van Geregistreerde Titel No. 7943 gedateer 20 Oktober 1931, en die grond gehou deur hom kragtens Akte van Transport No. 149 gedateer 15 Oktober 1888, vir die voordeel van homself as eienaar van die grond gehou deur die voormelde Aktes of enige toekomstige eienaar daarvan, of gedagte daarvan, wie te alle tye geregtig sal wees tot verhaal vir enige oortreding van enige gedeelte van die voorwaardes, naamlik:-

- (1) That the above Lot shall not be entitled to the use of any water out of the Kromme Rivier for domestic or any other purposes - the Transferor reserving to himself, as owner of the land remaining registered in his name at this date under the Certificate of Registered Title aforesaid and Transfer No.

BH

Bladsy 3

149 dated 15th October 1888, and his successors-in-title, all his hitherto existing rights to such water as a riparian owner.

(2)

(3) No bottlestore, canteen, or place for obtaining strong drink shall be erected on the above land, nor shall any Hotel, butcher, general or other business of a like nature be carried on or conducted thereon.

C. NIE ONDERHEWIG nie aan die voorwaarde B.(2) genoem in gemelde Transportakte Nr. 10066 gedateer 31 Desember 1931 welke voorwaarde verval het weens die bepallings van Artikel 28 van Wet Nr. 101 van 1969.

D. ONDERHEWIG aan voorwaardes (b), (c), (d) en (f) vervat in Akte van Transport No. 10066 gedateer 31 Desember 1931 waarkragtens die Administrateur sy goedkeuring verleen het kragtens Artike. 16 van Ordonnansie No. 13 van 1927 tot die stigting van KROMME RIVIER A DORPSGEBIED, naamlik:-

USE (b) That the lots be used for residential purposes only.

Subdivided (c) That the lots be not subdivided without the approval of the Administrator.

number of dwellings
carriage built upon area (d) That not more than one dwelling be erected on any lot, and that no more than one-third of the area of any one lot be built upon.

(f) That all buildings to be erected on this property shall stand back not less than 3,15 metres from the line of any street or avenue on which the lots may abut - such spaces may be used as gardens, but shall not be built upon.

building lines

BUC

Bladsy 4

WESHALWE die Komparant afstand doen van al die reg en titel wat die gesegde ALBERT JACOBUS STALS voorheen in die genoemde eiendom gehad het en gevolglik ook erken dat hy geheel en al uit die besit daarvan onthef is en nie meer daartoe geregtig is en dat kragtens hierdie akte, die genoemde

1. CHRISTOPHER VERNON SWART en 2. INGRID KIRSTEN BLUMER

hulle erfgename, eksekuteurs, administrateurs of regverkrygendes tans en voortaan daartoe geregtig is, ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat en erken hy ten slotte dat die koopprys van die eiendom wat hiermee getransporeer word die bedrag van R400 000.00 (VIER HONDERD DUISEND RAND) is.

IN GETUIENIS WAAKVAN EK, die genoemde REGISTRATEUR VAN AKTES tesame met die Komparant, n.q. hierdie Akte onderteken het en met my Ampseël bekragtig het.

ALDUS GEDOEN EN GETEKEN op die kantoor van die REGISTRATEUR VAN AKTES te KAAPSTAD op 6 NOVEMBER 2001

Reik
q.q.

In my teenwoordigheid

halk
REGISTRATEUR VAN AKTES

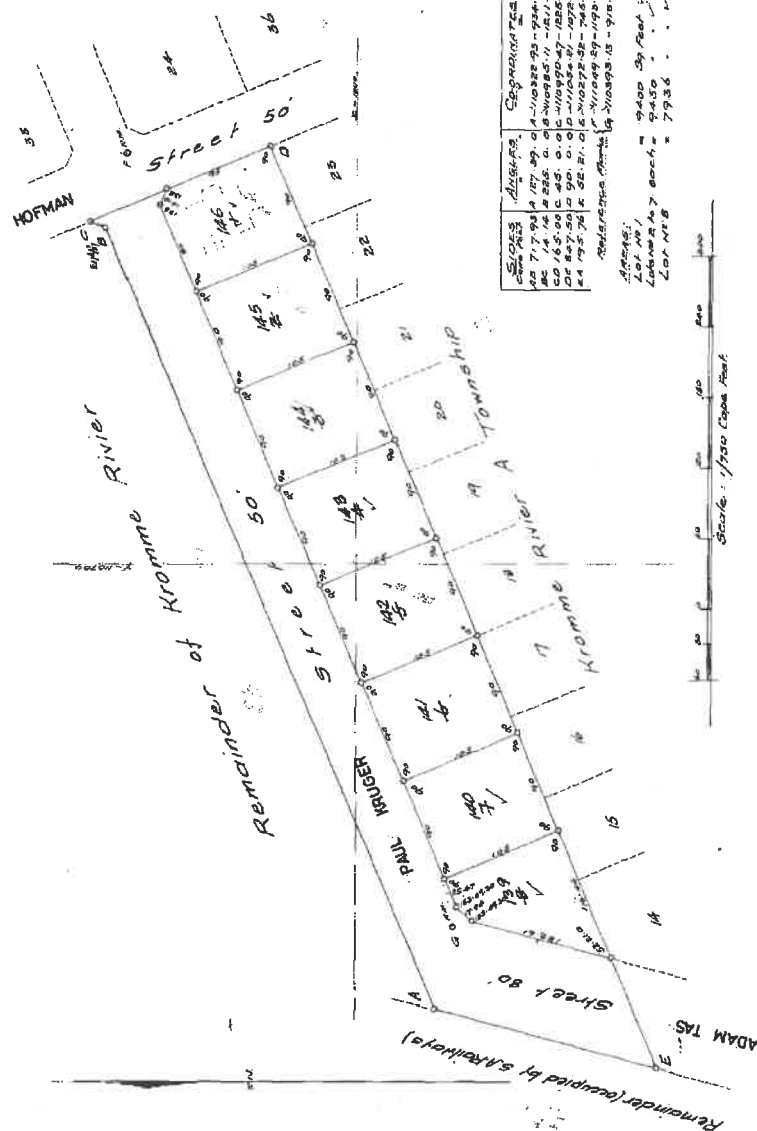
Reik

ANNEXURE 4

LAND SURVEYOR'S DIAGRAMS

52485

4475 (C.D.R.)



1961

STELLENBOSCH ALLOTMENT AREA
GENERAL PLAN OF KROMME RIVIER B TOWNSHIP

C.D.R.

The above figure ABCDE represents 1,437 Merges of Freshwater land subjects in the Town and Division of STELLERBACH, Province of Cape or Good Hope, being 860 Acres River B (portion of Merges, River) granted to Government by Act No. 19 of 1894.

(Duplicate-registered) has also Certificate of Approval The Dred in the said 2 was in Survey of K.L.H. 70.

The balance of each and plot represented on this plan are in accordance with Regulation; and have been placed under my supervision.

Surveyed in April 1932 by me

Method:

STELLINGMA

Land Surveyor

5.574/1912.

5,254/

234/100

5/10/1932.

1

Numbered under the Provisions of the
Dead-Registries Act No. 47 of 1987.

1

[Signature]

for
109 2459

171

TRACING No 1738

PARCRO NEGATIVE
FILED

CDR 4452

A1944/93



STELLENBOSCH ALLOTMENT AREA Scale: 100 Feet = 1 inch
GENERAL PLAN OF TOWNSHIP OF KROMME RIVIER A

S.S. Office Notes
Successors replaced by 451 & 6156/74

The figure, dated 1944/93, is a copy of a plan, prepared by the Surveyor-General, showing the allotment area of the Township of Kromme Rivier A, as shown in the Town and District of Stellenbosch, Province of Cape Province, and is subject to the provisions of the Town and District of Stellenbosch, dated 20-10-1931. The figure is a copy of a plan, prepared by the Surveyor-General, showing the allotment area of the Township of Kromme Rivier A, as shown in the Town and District of Stellenbosch, Province of Cape Province, and is subject to the provisions of the Town and District of Stellenbosch, dated 20-10-1931.

TP26

CDR



81-304/251

ANNEXURE 5

LAND USE PLANNING APPLICATION FORM



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

LAND USE PLANNING APPLICATION FORM 2017

(Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015) and other relevant legislation)

KINDLY NOTE: Please complete this form using BLOCK letters and ticking the appropriate boxes.

PART A: APPLICANT DETAILS

First name(s)	JACQUES LOUIS				
Surname	VOLSCHENK				
Company name (if applicable)	DENNIS MOSS PARTNERSHIP				
Postal Address	PO BOX 371				
	STELLENBOSCH	Postal Code	7599		
Email	jacques@dmp.co.za				
Tel	021 887 0124	Fax	021 886 5393	Cell	082 821 6365

PART B: REGISTERED OWNER(S) DETAILS (If different from applicant)

Registered owner(s)	SCANDALS AFRICAN FOOTWEAR CC; AND OTHERS				
Physical address	5 PAUL KRUGER ROAD				
	STELLENBOSCH	Postal code	7600		
E-mail	japie@wiprop.co.za				
Tel	021 200 1463	Fax	086 162 1997	Cell	082 415 5189

PART C: PROPERTY DETAILS (in accordance with title deed)

Erf / Erven / Farm No.	141, 142, 163, 164, 165	Portion(s) if Farm		Allotment area	STELLENBOSCH
Physical Address	5 & 7 PAUL KRUGER ROAD				
	6, 8 & 10 DENNESIG ROAD				
	STELLENBOSCH				
Current Zoning	SINGLE RESIDENTIAL	Extent	5218 m ² / ha	Are there existing buildings?	<input checked="" type="checkbox"/> N

Applicable Zoning Scheme	Stellenbosch Schme Regulations										
Current Land Use	Residential dwellings										
Title Deed number and date	T		T14889/1998 (erf 141); T105912/1998 (erf 142); T72846/1997 (erf 163); T16275/2017 (erf 164); T88203/2001 (erf 165)								
Attached Conveyance's Certificate	<input checked="" type="checkbox"/>	N	Any Restrictions ito the Attached Conveyance's Certificate? If yes, please list condition(s) as per certificate								
Are the restrictive conditions in favour of a third party(ies)?	<input checked="" type="checkbox"/>	N	If Yes, list the party(ies): CGR du Toit (erf 141, 164) JHL du Toit (erf 142, 165)								
Is the property encumbered by a bond?	Y	N	If Yes, list the bondholder(s):								
Is the property owned by Council?	Y	<input checked="" type="checkbox"/>	If Yes, kindly <u>attach a power of attorney</u> from the Manager Property Management								
Is the building located within the historical core?	Y	<input checked="" type="checkbox"/>	Is the building older than 60 years?	<input checked="" type="checkbox"/>	N	Is the application triggered by the National Heritage Resources Act, 1999 (Act 25 of 1999) ¹	<input checked="" type="checkbox"/>	N	If Yes, kindly indicate which section are triggered and attached the relevant permit if applicable.		
Any existing unauthorized buildings and/or land use on the subject property(ies)?				<input checked="" type="checkbox"/>		If yes, is this application to legalize the building / land use??				Y	N
Are there any pending court case(s) / order(s) relating to the subject property(ies)?				<input checked="" type="checkbox"/>		Are there any land claim(s) registered on the subject property(ies)?					

PART D: PRE-APPLICATION CONSULTATION

Has there been any pre-application consultation?	<input checked="" type="checkbox"/>		If Yes, please attach the minutes of the pre-application consultation.
--	-------------------------------------	--	--

PART E: LAND USE PLANNING APPLICATIONS AND APPLICATION FEES PAYABLE**APPLICATIONS IN TERMS OF SECTION 15 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015)**

Tick	Type of application: <i>Cost are obtainable from the Council Approved tariffs³</i>
<input checked="" type="checkbox"/>	15(2)(a) Rezoning of Land
<input checked="" type="checkbox"/>	15(2)(b) a permanent departure from the development parameters of the zoning scheme
	15(2)(c) a departure granted on a temporary basis to utilise land for a purpose not permitted in terms of the <u>primary rights</u> of the zoning <u>applicable</u> to the land;
	15(2)(d) a subdivision of land that is not exempted in terms of section 24, including the registration of a servitude or lease agreement;
<input checked="" type="checkbox"/>	15(2)(e) a consolidation of land that is not exempted in terms of section 24;

¹ All applications triggered by section 38(1)(a)-(e) in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999) may not be processed without a permit issued by the relevant department

² No application may be submitted to legalize unauthorised building work and or land use on the property if a notice have been served in terms of Section 87(2)(a), and until such time a Section 91 Compliance Certificate have been issued in terms of the Stellenbosch Land Use Planning By-law (2015)

³ <http://www.stellenbosch.gov.za/documents/idp-budget/2017-2/4873-appendix-3-tariff-book-2017-2018/file>

X	15(2)(f) a removal, suspension or amendment of restrictive conditions in respect of a land unit;
X	15(2)(g) a permission required in terms of the zoning scheme;
	15(2)(h) an amendment, deletion or imposition of conditions in respect of an existing approval;
	15(2)(i) an extension of the validity period of an approval
	15(2)(j) an approval of an overlay zone as contemplated in the zoning scheme;
	15(2)(k) an amendment or cancellation of an approved subdivision plan or part thereof, including a general plan or diagram ;
	15(2)(l) a permission required in terms of a condition of approval;
	15(2)(m) a determination of a zoning;
	15(2)(n) a closure of a public place or part thereof;
	15(2)(o) a consent use contemplated in the zoning scheme;
	15(2)(p) an occasional use of land;
	15(2)(q) to disestablish a home owner's association
	15(2)(r) to rectify a failure by a home owner's association to meet its obligations in respect of the control over or maintenance of services;
	15(2)(s) a permission required for the reconstruction of an existing building that constitutes a non-conforming use that is destroyed or damaged to the extent that it is necessary to demolish a substantial part of the building.
	15(2)(6) When the Municipality on its own initiative intends to conduct land development or an activity
	15(2)(l) Amendment of Site Development Plan
	15(2)(l) Compilation / Establishment of a Home Owners Association Constitution / Design Guidelines

OTHER APPLICATIONS

X	Deviation from Council Policies/By-laws;	R
	Other (specify) : <u>By-Law relating to the control of boundary walls and fences</u>	R
TOTAL A:		R

PRESCRIBED NOTICE AND FEES (for completion and use by official)**

Tick	Notification of application in media	Type of application	Cost
	SERVING OF NOTICES	Delivering by hand; registered post; data messages	R
	PUBLICATION OF NOTICES	Local Newspaper(s); <i>Provincial Gazette</i> ; site notice; Municipality's website	R
	ADDITIONAL PUBLICATION OF NOTICES	Site notice, public meeting, local radio station, Municipality's website, letters of consent or objection	R
	NOTICE OF DECISION	<i>Provincial Gazette</i>	R
	INTEGRATED PROCEDURES	T.B.C	R
TOTAL B:			R
TOTAL APPLICATION FEES* (TOTAL A + B)			R

* Application fees that are paid to the Municipality are non-refundable and proof of payment of the application fees must accompany an application.

** The applicant is liable for the cost of publishing and serving notice of an application. Additional fees may become applicable and the applicant will be informed accordingly.

BANKING DETAILS

Name: Stellenbosch Municipality
 Bank: NEDBANK
 Branch no.: 198765
 Account no.: 1152271679
 SWIFT: NEDSAJJ
 Payment reference:
 (Erf/Farm number)

Name & Surname/Company name (details of party responsible for payment)	Saper Investments (Pty) Ltd.
Postal Address	40 Silverboomkloof Road, Somerset West, 7130
Vat Number (where applicable)	4620256612

X	Building line encroachment	Street (north & south)	From	m	7.6	To	m	3.5
		Street (north & south - refuse)	From	m	7.6	To	m	0.0
		Side (east & west)	From	m	4.6	To	m	4.5
		Side (adjacent to erf 140)	From	m	4.6	To	m	3.5
		Aggregate side (basement)	From	m	4.6	To	m	0.0
		Rear		From	m		To	m
X	Exceeding permissible site coverage		From	%	25	To	%	55
X	Exceeding maximum permitted bulk / floor factor / no of habitable rooms		From		0.75	To		1.33
	Exceeding height restriction		From	m		To	m	
X	Exceeding maximum storey height		From	m	3 storeys	To	m	5 storeys
Consent/Conditional Use/Special Development To permit..... in terms of Section.....of the.....Zoning Scheme Regulations								
X	Other (please specify)	Deviation from the By-Law pertaining to the control of boundary walls and <u>fences in order to allow solid boundary wall sections on a street boundary</u> <u>and increase the permitted overall height of boundary walls.</u>						

The application is to permit the development of a residential apartment complex comprising some 145 residential apartments over five floors.

PART G: ATTACHMENTS AND SUPPORTING INFORMATION AND DOCUMENTATION FOR LAND USE PLANNING APPLICATION

Complete the following checklist and attach all the information and documentation relevant to the proposal. Failure to submit all information and documentation required will result in the application being deemed incomplete.

Information and documentation required

<input checked="" type="checkbox"/>	N		Power of attorney / Owner's consent if applicant is not owner	Y	<input checked="" type="checkbox"/>	Bondholder's consent (if applicable)
<input checked="" type="checkbox"/>	N		Resolution or other proof that applicant is authorised to act on behalf of a juristic person	Y	<input checked="" type="checkbox"/>	Proof of any other relevant right held in the land concerned
<input checked="" type="checkbox"/>	N		Written motivation pertaining to the need and desirability of the proposal	<input checked="" type="checkbox"/>	N	S.G. diagram / General plan extract (A4 or A3 only)
<input checked="" type="checkbox"/>	N		Locality plan (A4 or A3 only) to scale	<input checked="" type="checkbox"/>	N	Site development plan or conceptual layout plan (A4 or A3 only) to scale
Y	<input checked="" type="checkbox"/>		Proposed subdivision plan (A4 or A3 only) to scale	Y	<input checked="" type="checkbox"/>	Proof of agreement or permission for required servitude
<input checked="" type="checkbox"/>	N		Proof of payment of application fees	<input checked="" type="checkbox"/>	N	Proof of registered ownership (Full copy of the title deed)
<input checked="" type="checkbox"/>	N		Conveyancer's certificate	<input checked="" type="checkbox"/>	N	Minutes of pre-application consultation meeting (if applicable)
<input checked="" type="checkbox"/>	N	N/A	Consolidation plan (A4 or A3 only) to scale	Y	N	<input checked="" type="checkbox"/> Land use plan / Zoning plan (A4 or A3 only) to scale
Y	N	<input checked="" type="checkbox"/>	Street name and numbering plan (A4 or A3 only) to scale			
<input checked="" type="checkbox"/>	N	N/A	Landscaping / Tree plan (A4 or A3 only) to scale	Y	N	<input checked="" type="checkbox"/> 1 : 50 / 1:100 Flood line determination (plan / report) (A4 or A3 only) to scale
Y	<input checked="" type="checkbox"/>	N/A	Abutting owner's consent	Y	N	<input checked="" type="checkbox"/> Home Owners' Association consent
<input checked="" type="checkbox"/>	N	N/A	Copy of Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) / Traffic Impact Assessment (TIA) / Traffic Impact Statement (TIS) / Major Hazard Impact Assessment (MHIA) / Environmental Authorisation (EA) / Record of Decision (ROD)	<input checked="" type="checkbox"/>	N	N/A Services Report or indication of all municipal services / registered servitudes
Y	N	<input checked="" type="checkbox"/>	Copy of original approval and conditions of approval	Y	N	<input checked="" type="checkbox"/> Proof of failure of Home owner's association
Y	N	<input checked="" type="checkbox"/>	Proof of lawful use right	Y	N	<input checked="" type="checkbox"/> Any additional documents or information required as listed in the pre-application consultation form / minutes
<input checked="" type="checkbox"/>	N	N/A	Required number of documentation copies	Y	N	<input checked="" type="checkbox"/> Other (specify)

PART H: AUTHORISATION(S) SUBJECT TO OR BEING CONSIDERED IN TERMS OF OTHER LEGISLATION

X	N	If required, has application for EIA / HIA / TIA / TIS / MHIA approval been made? If yes, attach documents / plans / proof of submission etc.	Specific Environmental Management Act(s) (SEMA) (e.g. Environmental Conservation Act, 1989 (Act 73 of 1989))		
			Y	N/A	National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004)
			Y	N/A	National Environmental Management: Waste Act, 2008 (Act 59 of 2008)
			Y	N/A	National Water Act, 1998 (Act 36 of 1998)
			Y	N/A	Other (specify)
Y	N/A	Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)			
Y	N/A	Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA)			
Y	N/A	Occupational Health and Safety Act, 1993 (Act 85 of 1993): Major Hazard Installations Regulations			
Y	N/A	Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)			
Y	X	Do you want to follow an integrated application procedure in terms of section 44(1) of the Stellenbosch Municipality Land Use Planning By-Law? If yes, please attach motivation.			

SECTION I: DECLARATION

I hereby wish to confirm the following :

1. That the information contained in this application form and accompanying documentation is complete and correct.
2. I'm aware that it is an offense in terms of section 86(1)(e) to supply particulars, information or answers knowing the particulars, information or answers to be false, incorrect or misleading or not believing them to be correct.
3. I am properly authorized to make this application on behalf of the owner and that a copy of the relevant power of attorney or consent is attached hereto.
4. Where an agent is appointed to submit this application on the owner's behalf, it is accepted that correspondence from and notifications by the Municipality in terms of the by-law will be sent only to the agent and that the owner will regularly consult with the agent in this regard.
5. I confirm that the relevant title deed(s) have been read and that there are no restrictive title deed restrictions, which impact on this application, or alternatively an application for removal/suspension or amendment forms part of this submission.
6. I confirm that I have made known all information relating to possible Land / Restitution Claims against the application property.
7. It is the owner's responsibility to ensure that approval is not sought for a building or land use which will be in conflict with any applicable law.
8. The Municipality assesses an application on the information submitted and declarations made by the owner or on his behalf on the basis that it accepts the information so submitted and declarations so made to be correct, true and accurate.
9. Approval granted by the Municipality on information or declarations that are incorrect, false or misleading may be liable to be declared invalid and set aside which may render any building or development pursuant thereto illegal.
10. The Municipality will not be liable to the owner for any economic loss suffered in consequence of approval granted on incorrect, false or misleading information or declarations being set aside.
11. Information and declarations include any information submitted or declarations made on behalf of the owner by a Competent Person/professional person including such information submitted or

declarations made as to his or her qualification as a Competent person and/or registration as a professional.

12. A person who provides any information or certificate required in terms of Regulation A19 of the National Building Regulations and Building Standards Act No 103 of 1977 which he or she knows to be incomplete or false shall be guilty of an offence and shall be prosecuted accordingly.
13. A person who supplies particulars, information or answers in a land use application in terms of the Stellenbosch Municipality Land Use Planning By-law knowing it to be incorrect, false or misleading or not believing them to be correct shall be guilty of an offence and shall be prosecuted accordingly.
14. The Municipality will refer a complaint to the professional council or similar body with whom a Competent Person/professional person is registered in the event that it has reason to believe that information submitted or declaration/s made by such Competent Person/professional person is incorrect, false or misleading.

Applicant's signature:



Date:

30/05/2018

Full name:

JACQUES LOUIS VOLSCHENK

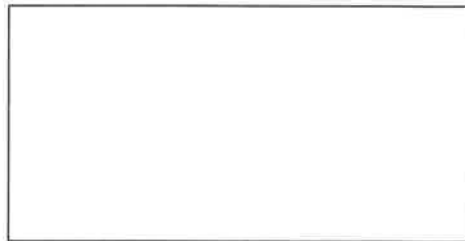
Professional capacity:

ASSOCIATE

FOR OFFICE USE ONLY

Date received: _____

Received By: _____



ANNEXURE 6

SERVICES REPORTS

Dennis Moss Partnership

PO Box 371

Stellenbosch

7599,

28 May 2018

Ref: 18021-R1

Attention: *Jacques Volschenk*
Planner

Your Ref: Q4202

Dear Jacques,

Re: Engineering Services - Dennesig Rezoning

Following our briefing meeting, we have undertaken a preliminary services evaluation for the rezoning of the following properties:

- ✓ Erf 141 (5 Paul Kruger Street)
- ✓ Erf 142 (7 Paul Kruger Street)
- ✓ Erf 163 (6 Dennesig Street)
- ✓ Erf 164 (8 Dennesig Street)
- ✓ Erf 165 (10 Dennesig Street)

We have been provided with a preliminary site layout which indicates the intention to consolidate the erven and to erect a four level residential scheme placed over a basement parking deck. The scheme comprises the following:

- ✓ Site Area 5214.88 sqm
- ✓ Basement Level 3544.50 sqm
- ✓ Total number of units 145

Since the scheme comprises a redevelopment of existing erven, the impact of site coverage on total stormwater discharge will be minimal. Inspection of aerial photographs of the existing houses and associated hard stand/driveways indicates that at least 70% of the existing properties are impermeable.

In terms of future water and effluent demand, the following have been calculated from the Red Book:

- ✓ The Equivalent Erven (ee) is calculated on the water demand of 145 units x 0,5 kl/d/u = 72,5 kl/d or 72,5 ee
- ✓ 0.5 kl/d/unit equates to 0.8391 l/sec

- ✓ Peak flow associated with this number of ee is 11.3
- ✓ Peak water demand is therefore $0.8391 \text{ l/s} \times 11.3 = 9.482 \text{ l/sec}$.
- ✓ Sewage @ $425 \text{ l/d/unit} = 61.625 \text{ kl/d}$.
- ✓ 61.625 kl/d equates to 0.713 l/sec
- ✓ Peak factor for sewage = 2,5 (Red Book)
- ✓ Normal allowance for infiltration = 15% (Red Book); however, since this scheme comprises soffit hung services with a basement, the only portion of the sewer line subject to infiltration is between the face of the building and the municipal connection. A nominal provision of 2.5% is suggested.
- ✓ Sewage Peak flow = $1.025 \times 2.5 \times 0.713 = 1.828 \text{ l/s}$.

Reference has been made to Flip du Plessis at GLS in order to determine the availability of capacity in the existing system - extracts of the GIS are attached herewith:

- ✓ Water supply to the scheme will be from either Dennesig or Paul Kruger Streets - both of these is currently supplied with a 90mm water main.
- ✓ To supply the scheme adequately, including provision for fire fighting services, one of these will need to be upgraded to a 110mm line - probably in Dennesig Street between the 100m line along Adam Tas and the cross feed to the 225mm line just to the East of Hofman
- ✓ Water upgrades associated with the development of Erven 4202 and 4203 Stellenbosch are expected to relieve any anticipated pressure issues in the area. Current modelled dynamic and static pressures are more than adequate for this development.
- ✓ It has been indicated that the next phase (Phase 3) of the main outfall sewer is to commence soon and may well be in place before the demand from this scheme (December 2019) is placed onto the network.

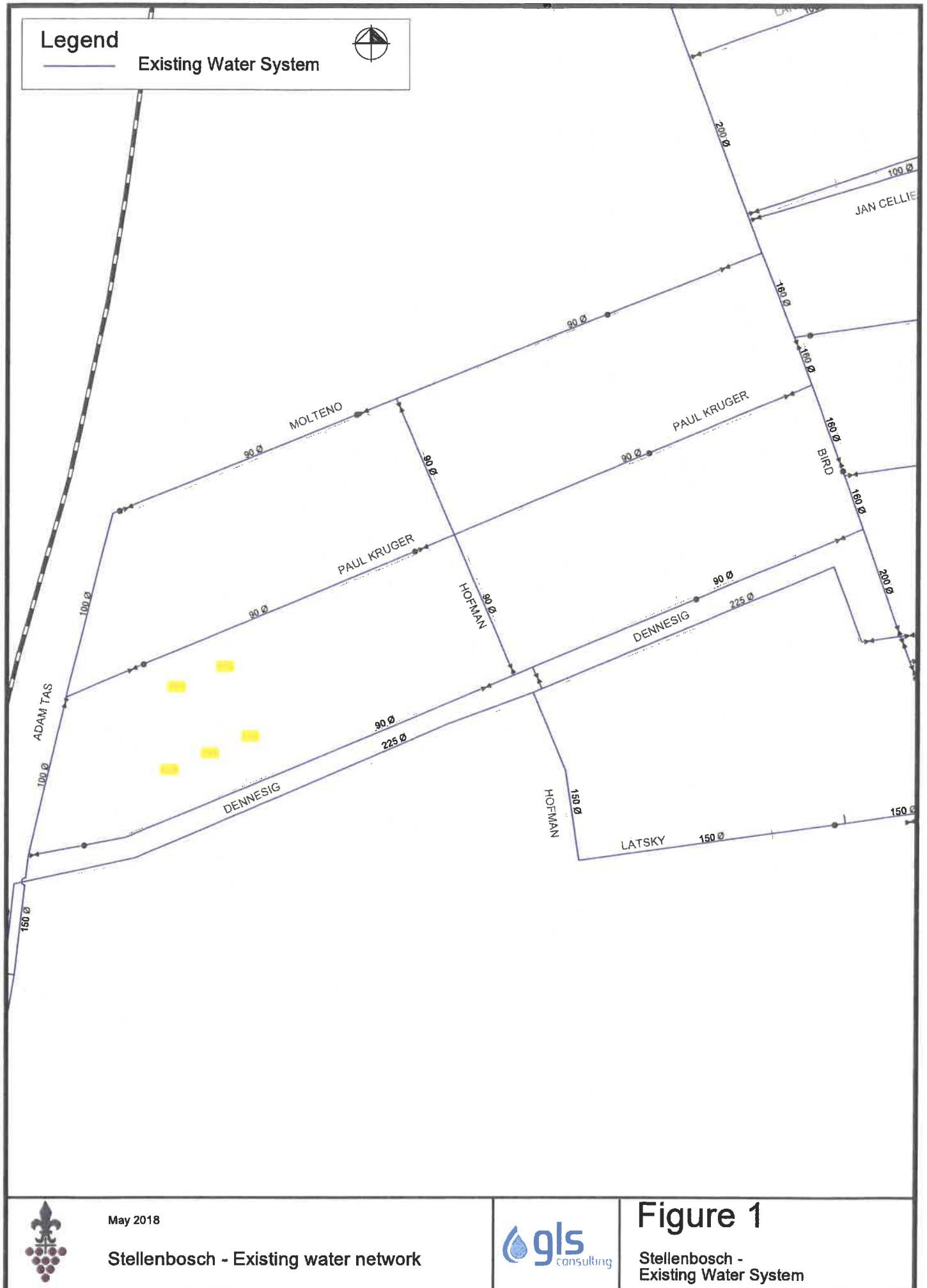
We are of the Professional opinion that the proposed scheme can be integrated into the existing network and that short term upgrades planned by the Municipality will minimise any impact. Minor upgrades are expected to the water network locally as outlined above.

We trust that we have correctly interpreted your requirements in this regard. Please contact us directly should you require further assistance in this matter.

Yours faithfully



S.C.Knutton Pr. Eng



May 2018

Stellenbosch - Existing water network



Figure 1

Stellenbosch - Existing Water System

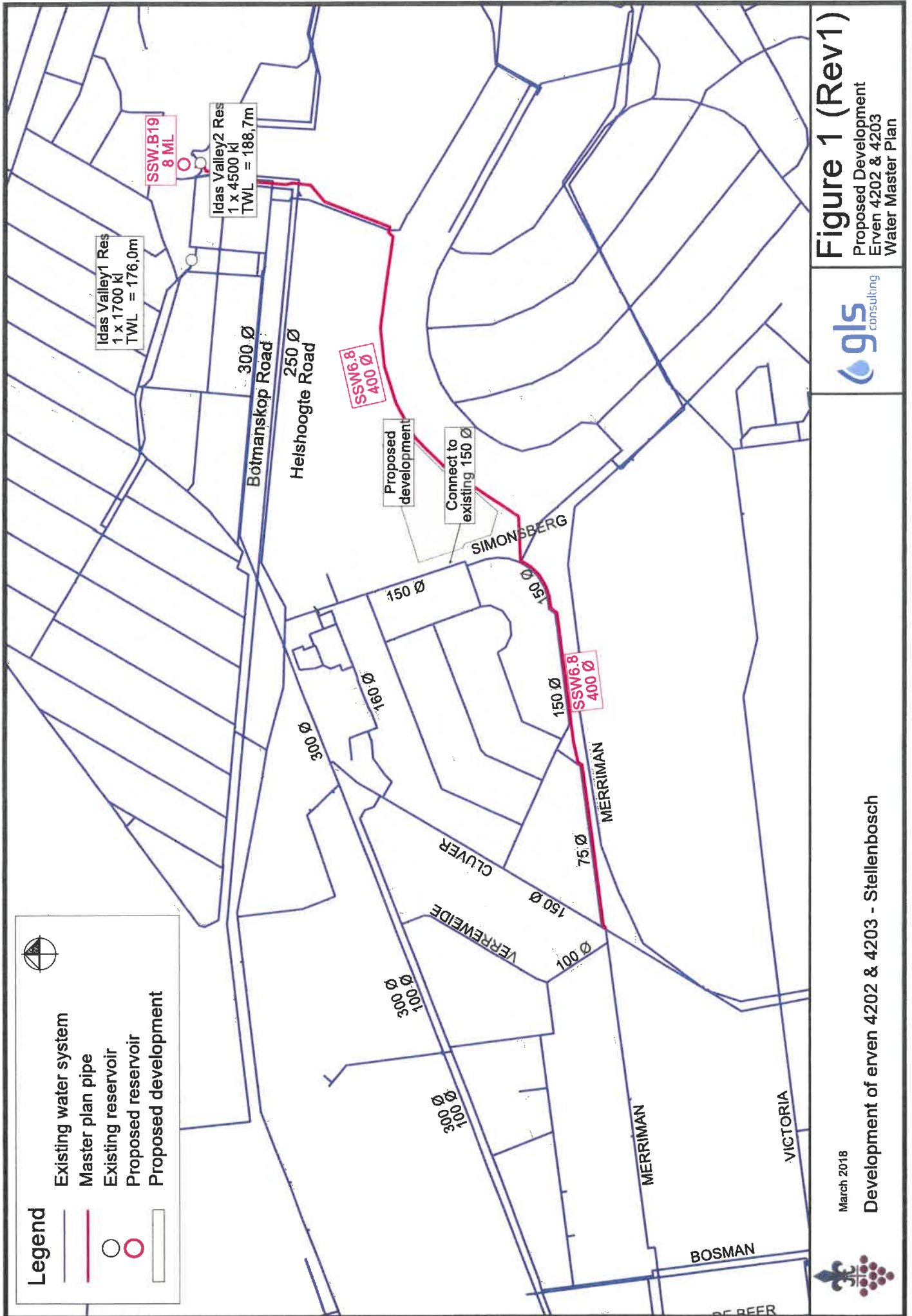


Figure 1 (Rev1)

Proposed Development
Erven 4202 & 4203
Water Master Plan



March 2018

Development of erven 4202 & 4203 - Stellenbosch



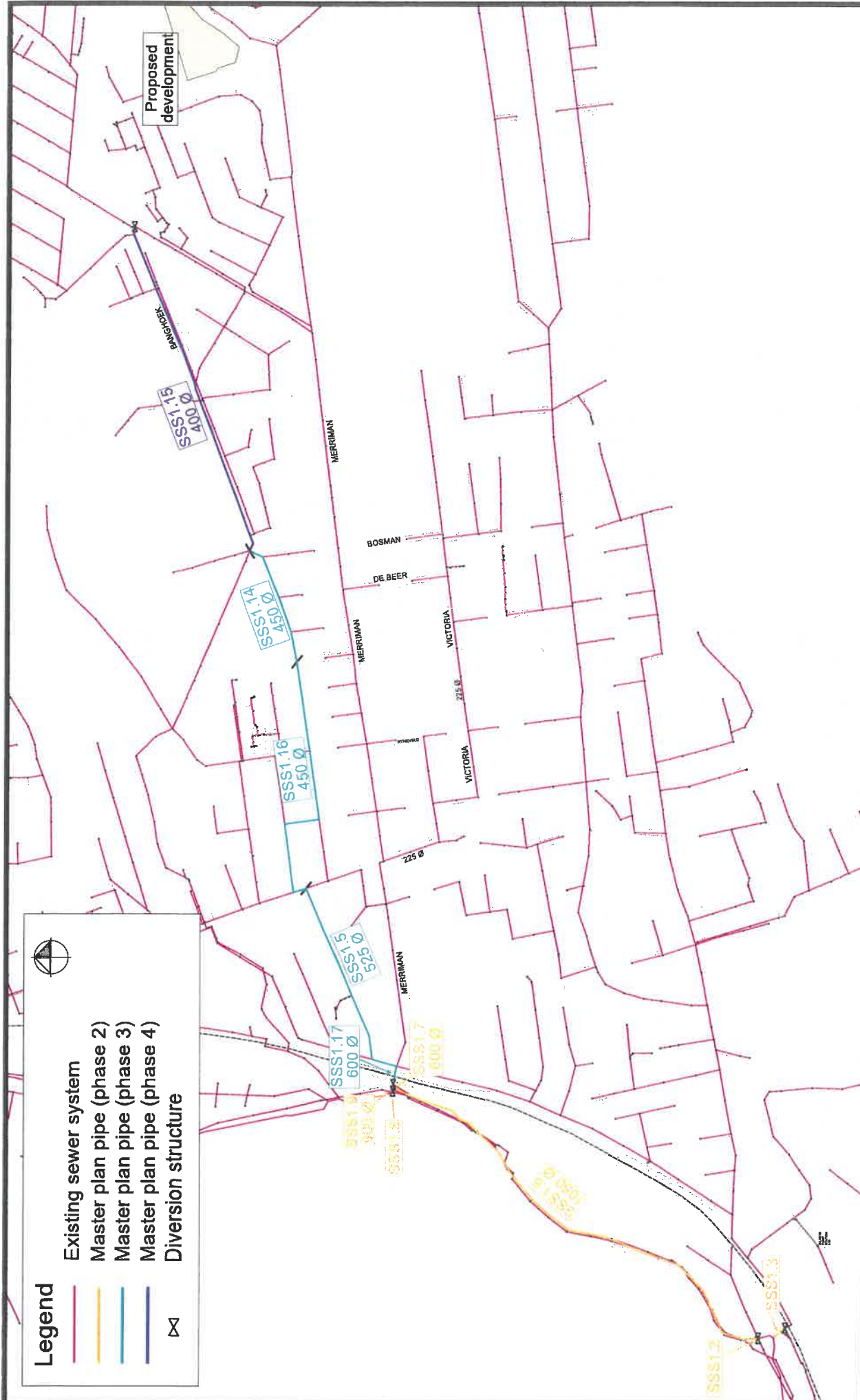


Figure 3 (Rev1)
 Proposed Development
 Erven 4202 & 4203
 Sewer Master Plan



March 2018
 Development of erven 4202 & 4203 - Stellenbosch





de villiers & moore



(pty) Ltd

20 Krige Street
First Floor
P O Box 1175
STELLENBOSCH
7600
Tel: (021) 887 1859
Fax: (021) 887 6988

CONSULTING ENGINEERS ELECTRICAL, MECHANICAL, ENERGY

Reg No. 99/006693/07

Our Ref: E4833S/A/S6321
Date: 31 MAY 2018

Your Ref:

Branch Offices:
Durbanville & George

E-Mail: Stellenbosch@devmoore.co.za
Web Page: www.devmoore.co.za

Certified BEE Level 2 Contributor

Dennis Moss Partnership
17 Market Street
Stellenbosch
7600

ATTENTION: JACQUES VOLSCHENK

Dear Sir

PROPOSED DEVELOPMENT ON ERF 141 AND 142 PAUL KRUGER ROAD AND ERFS 163, 164 AND 165 DENNESIG ROAD, STELLENBOSCH – THE DEN 2: ELECTRICITY SUPPLY

---- Based on the proposed development of 145 units with basic cooking facilities and central heat pumps for hot water generation, we estimate that the electrical maximum demand will be in the order of 500 kVA.

We have been in contact with the Stellenbosch Municipal Electrical Department who confirmed that the electricity supply can be made available from their network. A new mini-substation will be required for the proposed development and bulk levies and connection fees payable.

Yours faithfully

GARTH ARENDSE
Professional Technologist

/ga

Registered Member : Consulting Engineers South Africa (CESA)



DIRECTORS: A.H. SILBERBAUER Pr Tech Eng, R.G. HALL Pr Eng B.Sc. Eng, C.H. KOCH Pr Eng B.Eng, T.H. HEYNS Pr Tech Eng
W.J. BADENHORST Pr Tech Eng
ASSOCIATE: G.F. ARENDSE Pr Tech Eng



Contact Person: *Liezl du Plooy* (Tel: 082 338 6466)

Our Ref: *D297*

Date: *31 May 2018*

Stellenbosch Municipality
Engineering Services
PO Box 17
Stellenbosch
7599

For attention: **Mr. Nigell Winter**

Sir

TRANSPORT IMPACT ASSESSMENT FOR ERVEN 163-165 DENNESIG ROAD AND ERVEN 141-142 PAUL KRUGER ROAD, STELLENBOSCH

This transport impact assessment accompanies the application for the consolidation of Stellenbosch Erven 141, 142, 163, 164 and 165 located on Paul Kruger Road and Dennesig Road, respectively and for the rezoning of the properties from Single Residential to General Residential use.

1. BACKGROUND

Deca was appointed to assess the transport impact for the proposed development of the above mentioned properties. The properties are located on the street block between Paul Kruger Road and Dennesig Road as indicated on the attached **Locality Plan (Figure 1)**. The development will obtain access from Dennesig Road and Paul Kruger Road.

2. PROPOSED DEVELOPMENT

The development entails the provision of 145 student housing units in two apartment blocks on the consolidated property. A communal garden, parking basement and ground floor parking area will serve both blocks. The development will be known as The Den 2.

Details of the development are shown on the attached **Site Development Plans** (Drawing No's: **Q4202-D-201: Basement Parking Garage, Q4202-D-202: Level 01 Floor Plan, Q4202-D-203: Level 02 Floor Plan, Q4202-D-204: Level 03 Floor Plan, Q4202-D-205: Level 04 Floor Plan and Q4202-D-206 Level 05 Fourth Floor Plan** by Dennis Moss Partnership dated 21 May 2018). It is expected that the proposed development will be completed in 2020.

3. EXISTING ROADS AND ACCESS

Higher order roads in the vicinity of Erf 161 include the R44 Adam Tas Road (Primary Distributor, Class 2) and Merriman Avenue (District Distributor, Class 3) and Bird Street (also Class 3). The development will obtain access off Dennesig Road and Paul Kruger Road (both Residential Access Roads, Class 5). Both Dennesig and Paul Kruger Road are closed at the

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CONSULTING SERVICES CIVIL ENGINEERING | TRAFFIC ENGINEERING | TRANSPORT ENGINEERING | PROJECT MANAGEMENT

MEMBERS: L. DU PLOOY PR. ENG | P. ENGELBRECHT PR. TECH. ENG. • REG. NO. 98/10478/23

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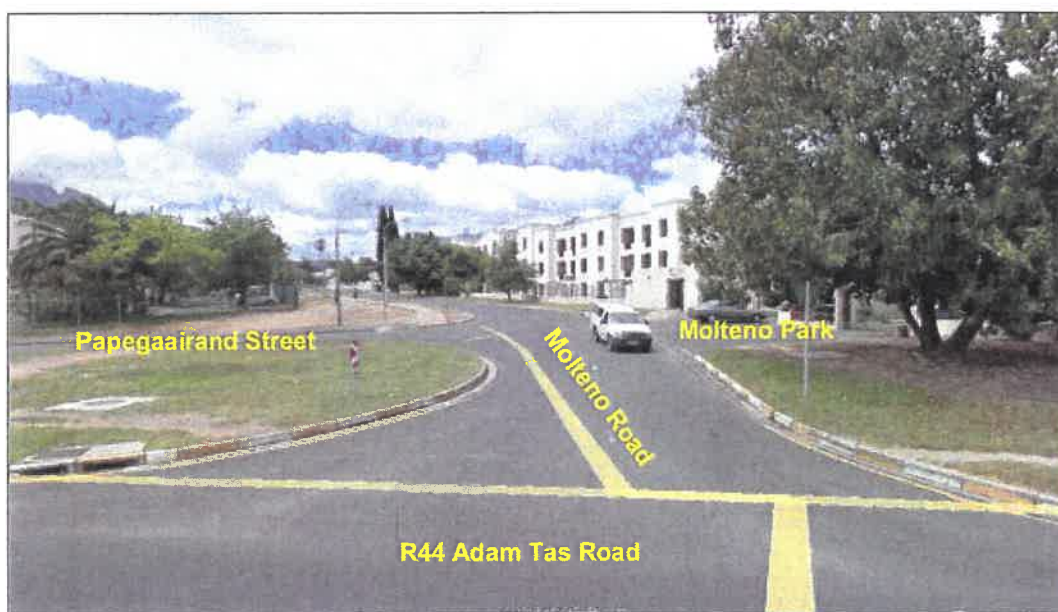
western (R44 Adam Tas Road) end. It is expected that the proposed development will have the greatest impact on intersections along the Dennesig Road – Hofman Road – Merriman Road and Paul Kruger Road – Hofman Road – Bird Street routes.

4. EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

Traffic counts were conducted at the Dennesig Road / Hofman Road, Bird Street / Dennesig Road and Merriman Avenue / Hofman Road intersections on Wednesday 16 May 2018. Traffic volumes for the Paul Kruger Road / Hofman Road and Molteno Road / Hofman Road intersections were obtained from adapted 2013 traffic counts. The intersections were analysed using SIDRA software to determine existing service levels. Existing traffic volumes and service levels are shown in **Figure 2**.

Molteno Road / R44 Adams Tas Road intersection: Although this intersection will not be greatly affected by the proposed development, it was included in the assessment on request of Mr. Winter of Stellenbosch Municipality. Molteno Road is used as a link from the R44 Adam Tas Road in the west to Bird Street and the area to the east of Bird Street. Molteno Road carries approximately 400 vehicles per hour (total two-way) during the morning peak and approximately 600 vehicles per hour during the afternoon peak. The R44 Adam Tas Road has two lanes per direction, with vehicles turning east onto Molteno Road sharing a lane with the through movements. Molteno Road has one lane per direction. Congestion and potential vehicle movement conflict is exacerbated by the sub standard spacing of the entrance to Molteno Park on the southern side of Molteno Road and the junction of Papegaairand Street on the northern side of Molteno Road (see **Photo 1**).

Photo 1: Looking eastwards from R44 Adam Tas Road up Molteno Road. Note the junction of Papegaairand Street on the left hand side and the entrance to Molteno Park on the right hand side of the photograph



A queuing analysis was done at this intersection on Thursday 31 May 2018 during the morning peak hour. The average number of queuing vehicles observed on R44 Adam Tas Road northbound was 1,4 vehicles, while the maximum queue length during the morning peak hour was eight (8) vehicles. The average number of vehicles queuing on Molteno Road was 0,5 vehicles, with a maximum queue length of three (3) vehicles. Queue lengths depend on the timing of the arrival of vehicle squads from the up- and downstream signalised intersections, with queues building up when squads arrive and queues dissipating when the squad has passed. Queues dissipated in less than two minutes throughout the peak hour. Based on the analysis, traffic signals are not warranted based on morning peak hour queue lengths. It is our opinion that improvements to the geometric layout of the intersection would be more beneficial at this stage than traffic signals. It is suggested that a left turn deceleration and acceleration lanes should be provided on Adam Tas Road southbound, with a dedicated right turn lane on Adam Tas Road northbound. The proposals are shown in **Drawing No. D297/G1/01**, attached. It is important to note that the improvement of this intersection has been on the cards for a number of years and that improvements are recommended to improve the existing situation and not as a result of additional traffic from the Den 2 development. The development can therefore not be held liable for the cost of improvements, although development contributions may be used towards the funding of improvements.

Molteno Road / Hofman Road Intersection: This is a T-intersection with stop control on Hofman Road. The analysis of this intersection indicates that all movements currently operate at a level of service A during the AM and PM peak hours.

Molteno Road / Bird Street intersection: The analysis of this signalised controlled intersection indicates that it operates at a level of service C during both the morning and afternoon peak hours with optimal signal timing. On-site observations show considerable queuing on the northern approach during the morning peak hour, but the queue dispersed during the green stage on most occasions.

Paul Kruger Road / Hofman Road intersection: This four-way intersection has stop control on Paul Kruger Road and free flow on Hofman Road. No queuing was observed on site. This is confirmed by the SIDRA analysis, which indicates that all movements operate at a level of service A or B during the morning and the afternoon peak hours.

Paul Kruger Road / Bird Street intersection: This T-junction has stop control on the Paul Kruger Road leg and free flow on Bird Street. Although Bird Street carries relatively high traffic volumes, the volume entering from Paul Kruger Road is low and the traffic signals on Bird Street up- and downstream of the intersection allow sufficient gaps for vehicles turning into or out of Paul Kruger Street. All movements operate at a level of service A or B during both the morning and afternoon peak hours.

Dennesig Road / Hofman Road intersection: This intersection has four-way stop control. Although the SIDRA analysis shows that the eastern Dennesig Road approach operates at a level of service D during the morning peak hour and level of service F during the afternoon peak hour, no queuing was observed on site. Should queuing become a problem in future, it is suggested that the four-way stop be removed so that there is free flow on Hofman Road, which will improve the service levels of all movements to an A or a B during the morning and the afternoon peak hours.

Dennesig Road / Bird Street intersection: This T-junction has stop control on the Dennesig Road leg and free flow on Bird Street. As for Paul Kruger Road, there are sufficient gaps in the Bird Street traffic stream to allow vehicles to turn into or out of Dennesig Road. All movements operate at a level of service A or B during both the morning and afternoon peak hours.

Merriman Avenue / Hofman Road intersection: This is a T-intersection with stop control on Hofman Road. Merriman Avenue has two lanes per direction on this section. The analysis indicates that all movements operate at a level of service A or B during both the morning and afternoon peak hours.

Merriman Avenue / Bird Street Intersection: The analysis of this signalised controlled intersection indicates that it operates at a level of service C during the morning peak hour and a level of service B during the afternoon peak hour with all movements operating at a level of service D or better.

5. BACKGROUND TRAFFIC

Year 2020 background traffic volumes were obtained by increasing existing 2018 traffic volumes by 3% per year and adding traffic from the Dennesig Road Erf 161 and 162 development that is currently under construction. The analysis of the affected intersections with background traffic shows that all of the intersections will continue to operate at acceptable service levels. Year 2020 background traffic volumes and service levels are shown in **Figure 3**.

6. TRIP GENERATION AND DISTRIBUTION

Trip generation rates were obtained from the COTO TMH7 South African Trip Data Manual. The document's suggests a trip generation rates for student housing is 0,2 trips per unit with a 25% : 75% in:out split during the morning peak hour and 0,3 trips per unit with a 65% : 35% in:out split during the afternoon peak hour. By applying these rates, it was calculated that the proposed The Den 2 development has the potential to generate 29 trips (7 in, 22 out) during the morning peak hour and 44 trips (28 in, 15 out) during the afternoon peak hour. The development's trip generation potential is summarised in **Table 1**.

Table 1: Trip generation potential of the proposed development

<i>Peak hour</i>	<i>Units</i>	<i>Trip rate</i>	<i>% in</i>	<i>% out</i>	<i>Total trips</i>	<i>Trips in</i>	<i>Trips out</i>
Morning	145	0.2	0.25	0.75	29	7	22
Afternoon	145	0.3	0.65	0.35	44	28	15

Based on the layout of the basement and ground floor parking areas, it was assumed that one third of the development's traffic would make use of the Paul Kruger Road entrance with the remaining two thirds using the Dennesig Road entrance. Trips were distributed from these roads onto Hofman Road, Molteno Road, Bird Street and Merriman Avenue. The trip distribution is shown in **Figure 4**.

7. TRAFFIC IMPACT

In order to determine the traffic impact of the development, the trips generated by the development were added to Year 2020 background traffic volumes and the affected intersections were once more analysed with the increased traffic volumes. Due to the relatively low number of trips generated by the development and the number of alternative routes available for development traffic, the impact of the development traffic is distributed over a number of intersections with the effect that no one intersection carries the full traffic burden.

The SIDRA analysis of the affected intersections with post development traffic shows that all intersections will continue to operate at acceptable service levels (see **Figure 5**). It can be concluded that the development will have a moderate traffic impact.

8. ACCESS, INTERNAL ROADS PARKING

As mentioned, the proposed development will have a total of 145 apartments. According to the Stellenbosch Zoning Scheme Regulations, parking needs to be provided at a ratio of 1,5 bays per unit for one- and two-bedroom units, and at 1,25 bays per unit for bachelor or studio apartments. The total parking requirement for the Den 2 development is $91 \times 1,5 = 136,5$ bays for the one- and two bedroom units and $54 \times 1,25 = 67,5$ bays for the bachelor units, giving a total requirement of 204 parking bays. The **Site Development Plans** show that 114 bays will be provided in the basement parking garage and that 65 bays will be provided in the ground floor parking area. The shortfall of 25 vehicle parking bays are compensated for by the provision of 132 bicycle bays (the equivalent of 22 vehicle bays) and 12 motorcycle bays (the equivalent of 3 vehicle bays). Sufficient parking will therefore be provided on site.

On both Paul Kruger Road and Dennesig Road, the accesses to the basement parking garage and the ground floor parking area will be provided directly adjacent to each other. The proposed basement / ground floor access configuration is similar to that of the Plumbago development across the street in Paul Kruger Road (see **Photo 2**). The access gates for the basement parking will be located at the bottom of the ramps, which allows approximately 16 metres stacking space. The ground floor access gates will be set back approximately 12,5 metres from the road edge. Sufficient stacking space is provided in all instances.

Photo 2: Plumbago (Paul Kruger Road) basement and ground floor parking access



All ground floor parking bays will have standard dimensions 2,5m x 5m with minimum 7m aisle widths. The structural columns in the parking garage will be spaced 7,5 metres centre to centre. The columns will be 230mm wide and 600mm deep, which means that parking bays next to the columns will have a slightly (115mm) narrower width at the back. Please refer to the **Basement Parking Garage** plan.

Central refuse storage areas will be provided next to the Paul Kruger Road and the Dennesig Road access points.

9. PUBLIC AND NON-MOTORISED TRANSPORT

The proposed development on Erven 141 142, 163, 164 and 165 will attract very few if any public transport trips and no public transport improvements are proposed. The area between the R44 Adam Tas Road, Molteno Road, Bird street and Merriman Avenue is rapidly developing into a student housing area, with old single residential properties being replaced with multi-storey apartment buildings. In isolation, The Den 2 development does not warrant non-motorised transport improvements, but improvements may become necessary to address the combined need of all the developments in this block. It is recommended that sidewalks should be provided along Dennesig Road and Paul Kruger Road, even if each new development only provides a section in front of the development property. It is suggested that a non-motorised transport improvement plan should be drawn up for this area so that future improvements may happen in a co-ordinated and standardised manner.

10. CONCLUSIONS

It can be concluded that the proposed development of Stellenbosch Erven 141, 142, 163, 164 and 165 will have a moderate traffic impact. Other findings are summarised as follows:

- The application is for the consolidation of Stellenbosch Erven 141, 142, 163, 164 and 165 and for the rezoning of the properties from Single Residential to General Residential use in order to provide 145 student housing units;
- The development will generate 29 trips (7 in, 22 out) during the morning peak hour and 44 trips (28 in, 15 out) during the afternoon peak hour;
- The development will obtain access from Dennesig Road and Paul Kruger Road;
- Intersections along the Dennesig Road – Hofman Road – Merriman Road and Paul Kruger Road – Hofman Road – Bird Street routes will be affected by development traffic;
- All intersections on these roads operate at acceptable service levels and will continue to do so with the addition of development traffic;
- Sufficient parking will be provided on site;
- Sufficient stacking space is provided in front of the access gates.

11. RECOMMENDATIONS

It is recommended that the application be approved. Attention should be given to the following suggestions:

- A queuing survey done at the R44 Adam Tas Road / Molteno Road intersection shows that traffic signals are not currently warranted. It is our opinion that improvements to the geometric layout of the intersection would be more beneficial at this stage than traffic

signals. It is suggested that a left turn deceleration and acceleration lanes should be provided on Adam Tas Road southbound, with a dedicated right turn lane on Adam Tas Road northbound. The proposals are shown in **Drawing No. D297/G1/01**, attached. It is important to note that the improvements are recommended to improve the existing situation and not as a result of additional traffic from the Den 2 development. The development can therefore not be held liable for the cost of improvements, although development contributions may be used towards the funding of improvements.

- It is recommended that sidewalks should be provided along Dennesig Road in front of Erven 163-165 along Paul Kruger Road in front of Erven 142 and 143;
- It is suggested that Stellenbosch Municipality should draw up a non-motorised transport improvement plan for this area so that future improvements may happen in a co-ordinated and standardised manner.

We trust that you will find this traffic impact statement in order. Kindly contact the undersigned should you have any queries.

Yours truly,

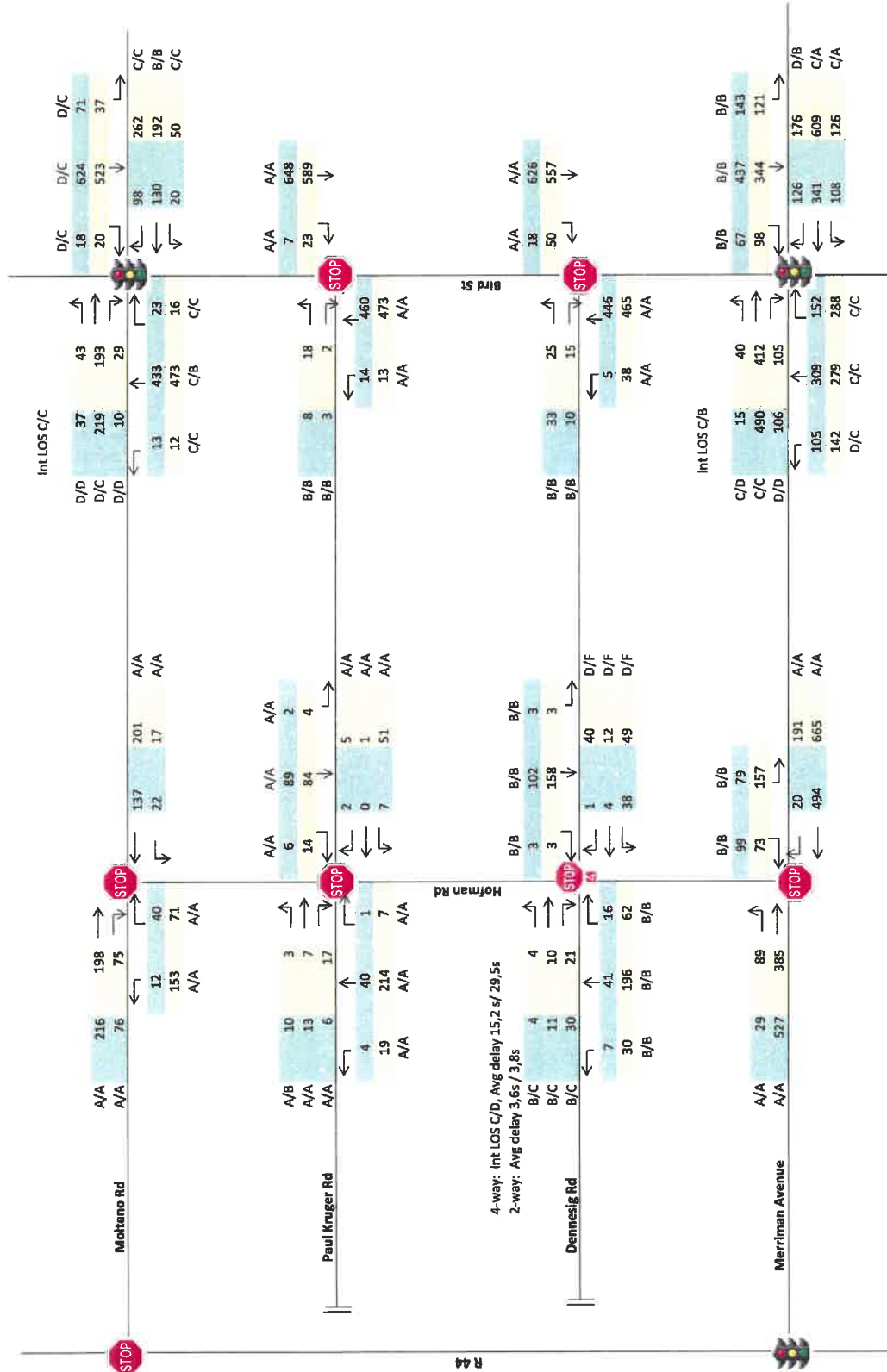


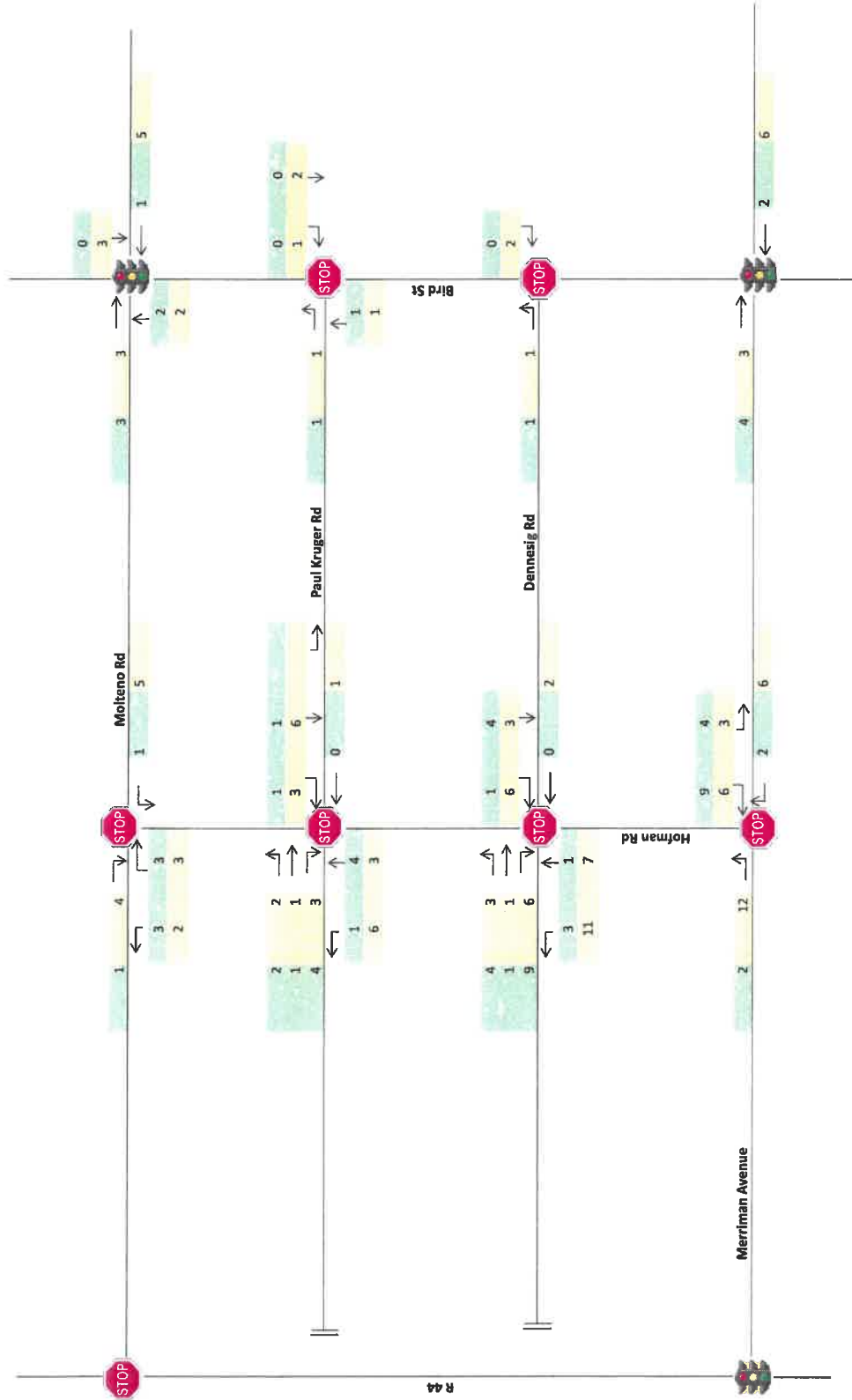
**Liezl du Plooy M. Eng Pr. Eng
Deca**



FIGURE 1

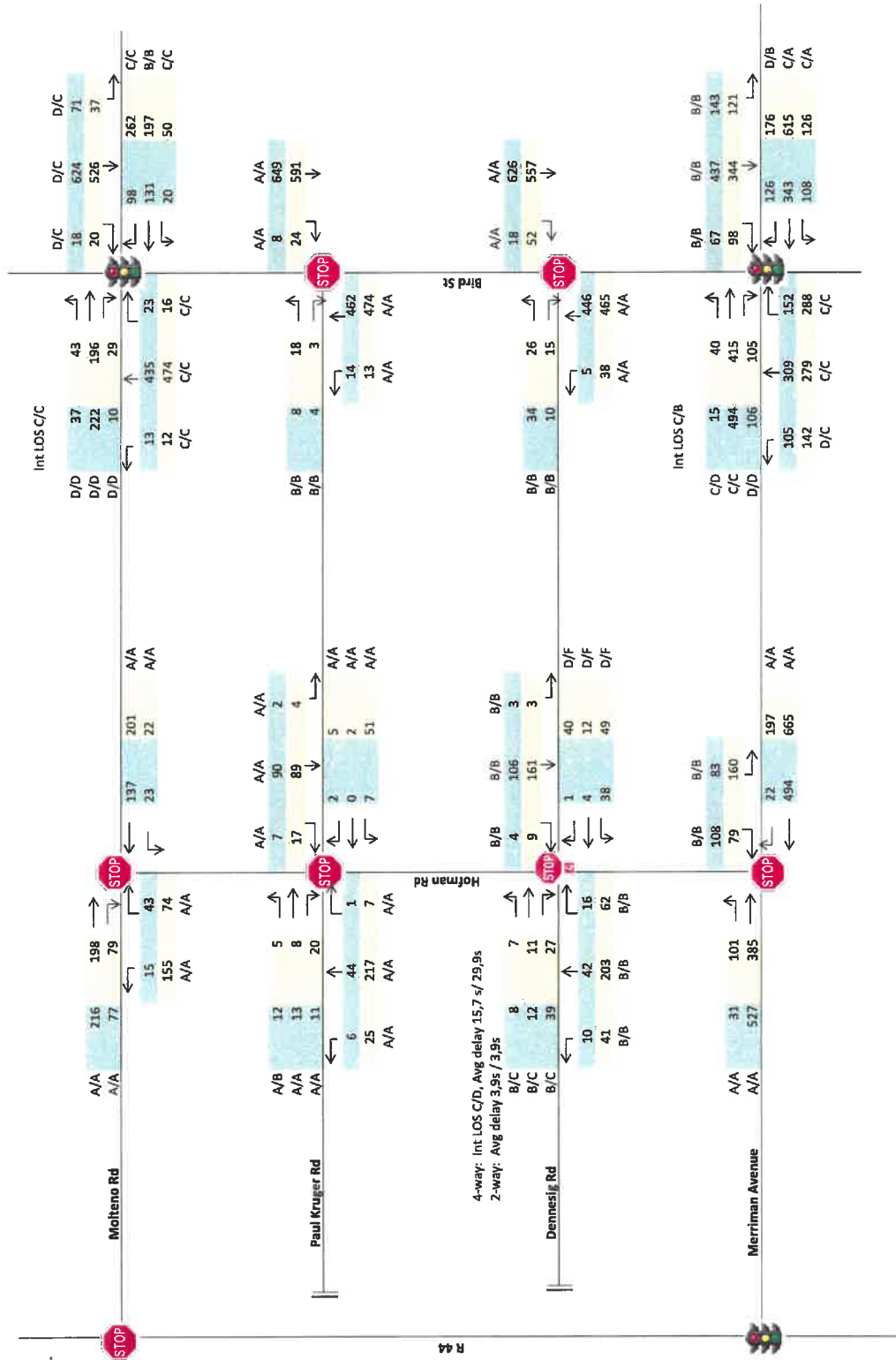
ERVEN 141-142 PAUL KRUGER ROAD AND 163-165 DENNESIG ROAD STELLENBOSCH (THE DEN 2)
LOCALITY PLAN

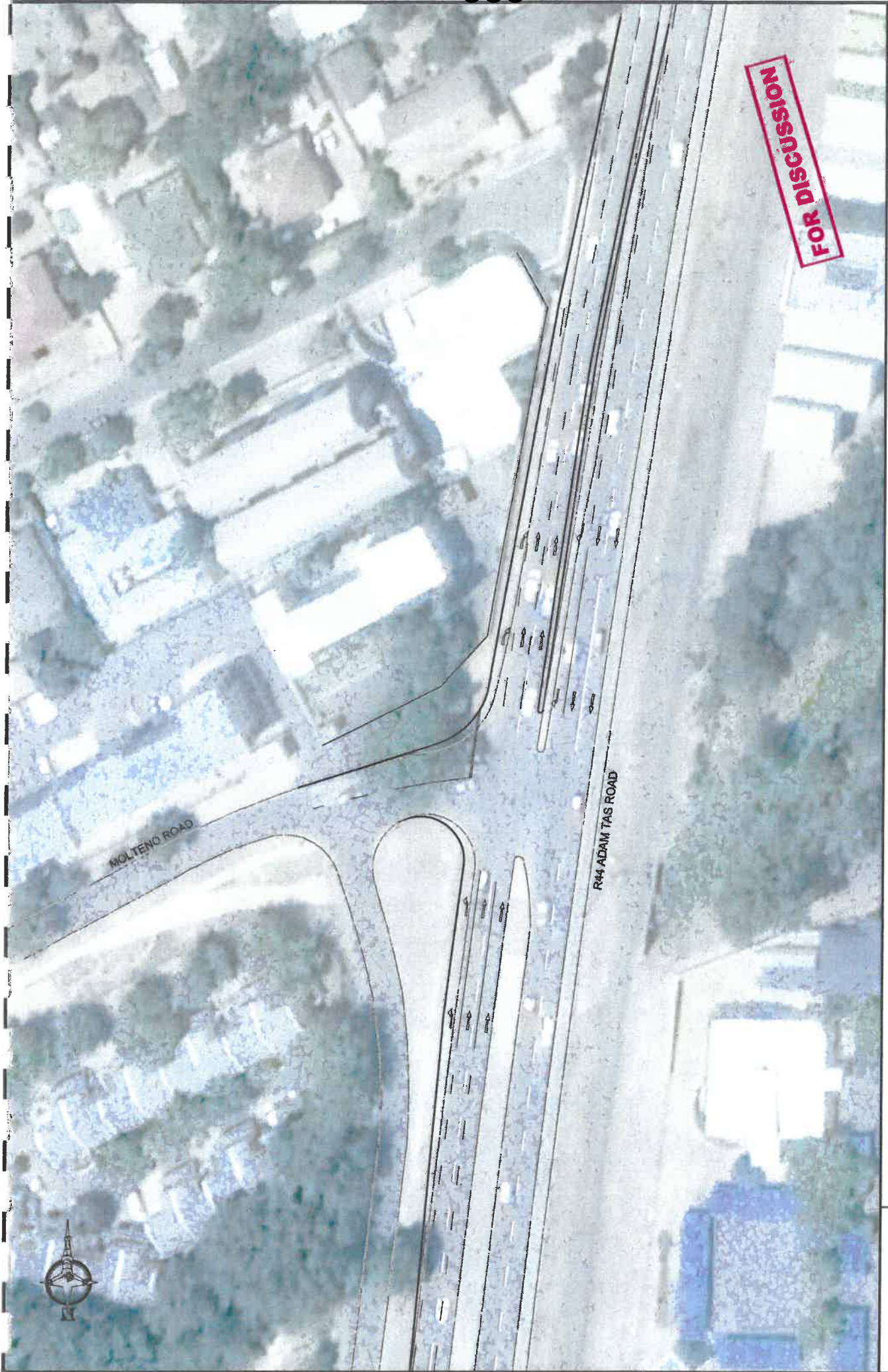




**DISTRIBUTION OF TRIPS GENERATED BY THE
CONSOLIDATED ERF 141, 142, 163, 164, 165 (THE DEN 2) DEVELOPMENT**

FIGURE 4
2018-05-30





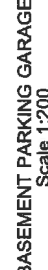
DRAWING NO.
D297/G/01
2016-08-01

PROPOSED TURNING LANES AT R44 ADAM TAS ROAD / MOLTENO ROAD INTERSECTION, STELLENBOSCH

deca
CONSULTING ENGINEERS

PO Box 200
82 Fairway
Vereeniging 1705

Tel: 08 541 2308
Fax: 08 524 5723
E-mail: info@deca.co.za



THE DEN 2 - DEVELOPMENT SCENARIO	
NET AREA:	6116.00sqm
BASEMENT LEVEL:	344.00 sqm
1st FLOOR:	14 x 2.1 ROOMS UNITS
2nd FLOOR:	14 x 2.1 ROOMS UNITS
3rd FLOOR:	14 x 2.1 ROOMS UNITS
4th FLOOR:	14 x 2.1 ROOMS UNITS
5th FLOOR:	14 x 2.1 ROOMS UNITS
6th FLOOR:	14 x 2.1 ROOMS UNITS
7th FLOOR:	14 x 2.1 ROOMS UNITS
8th FLOOR:	14 x 2.1 ROOMS UNITS
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97th FLOOR:	14 x 2.1 ROOMS UNITS
98th FLOOR:	14 x 2.1 ROOMS UNITS
99th FLOOR:	14 x 2.1 ROOMS UNITS
100th FLOOR:	14 x 2.1 ROOMS UNITS

DENNIS MOSS PARTNERSHIP
 4011 HANCOCK STREET, SUITE 100, ST. LOUIS, MO 63105
 TEL: 314.433.1111 FAX: 314.433.1112
 WWW.DENNISMOSS.COM

WIEHANN PROPERTY MANAGEMENT (PTY) LTD

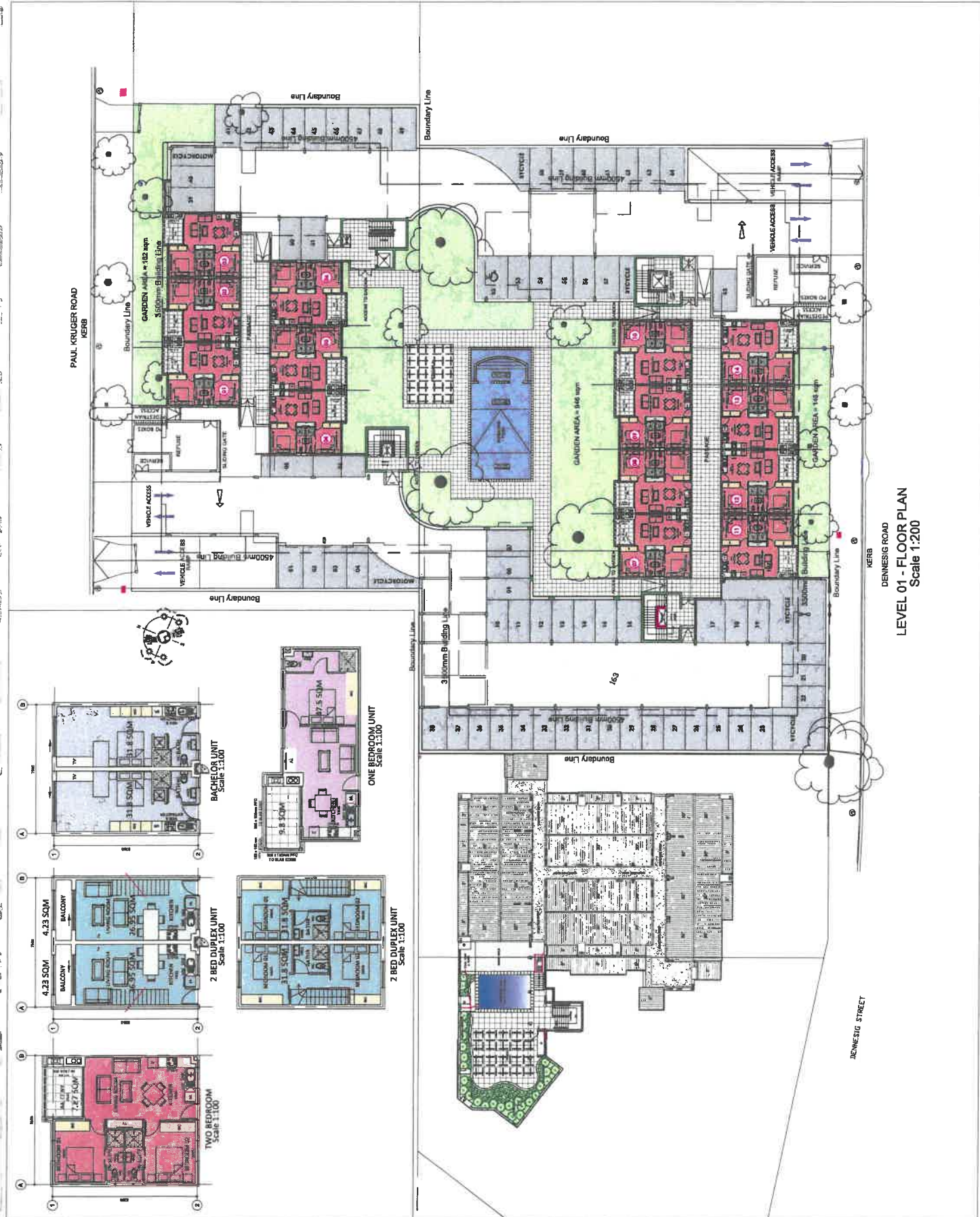
PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

LEVEL 01
GROUND FLOOR PLAN

PROJECT NO: 04102
 DATE: 13/03/2018
 DRAWN BY: C
 CHECKED BY: DL
 APPROVED BY: DL

FOR INFORMATION

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LEVEL 01 - FLOOR PLAN
 Scale 1:200



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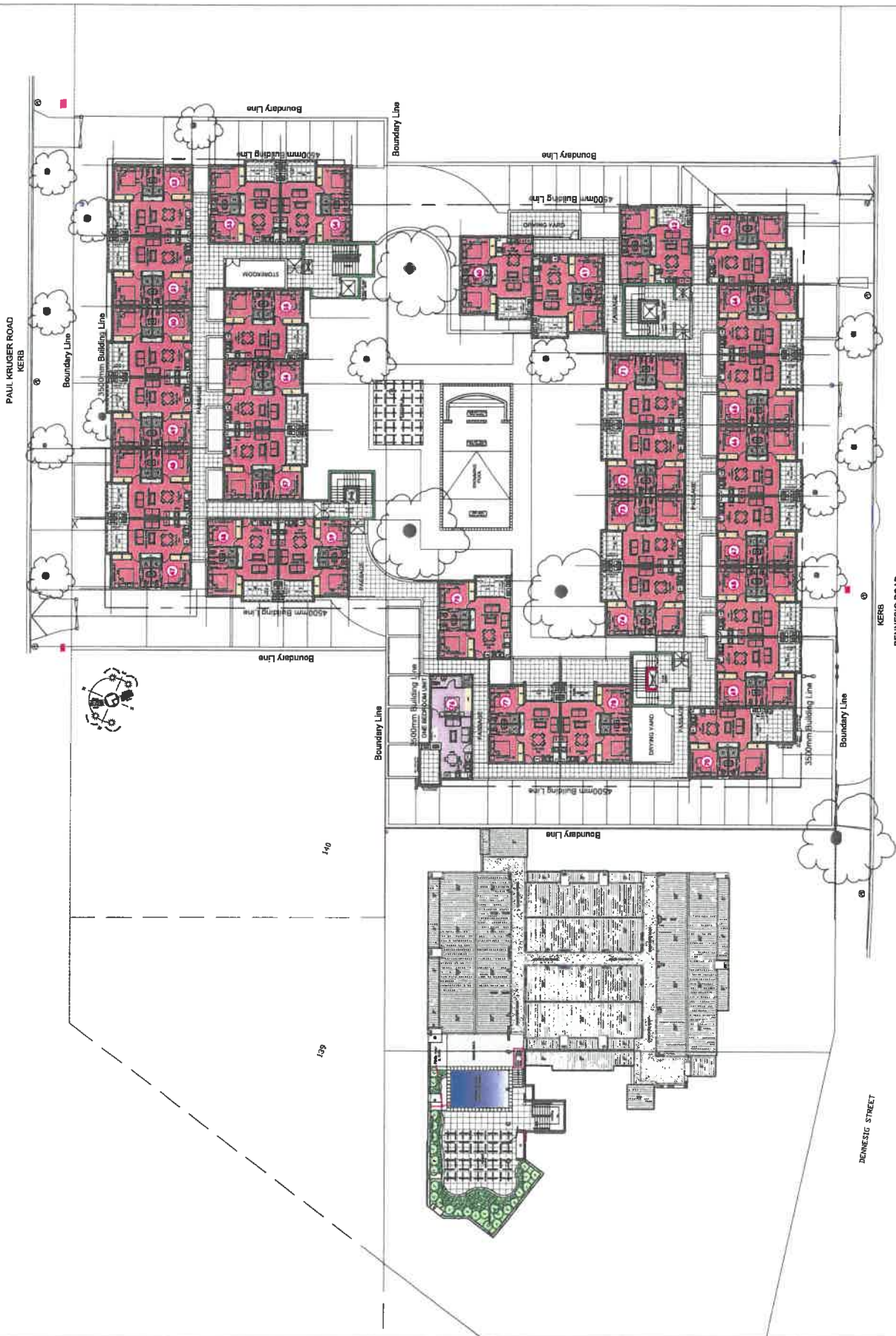
**PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH**

LEVEL 03
SECOND FLOOR PLAN

PROJECT ID	Q4302	SCALE	1:200
SHEET NO.	Q4302-D-204	DATE	21 MAY 2018
REV	C	CHKD	KL
		COORDS	KL

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LEVEL 03 - FLOOR PLAN
Scale 1:200

THE DEN 2 - DEVELOPMENT SCENARIO	
NET AREA:	6114.00sqm
BASEMENT LEVEL:	3346.00 mpt
LEVEL 01:	3346.00 mpt
LEVEL 02:	3346.00 mpt
LEVEL 03:	3346.00 mpt
LEVEL 04:	3346.00 mpt
LEVEL 05:	3346.00 mpt
LEVEL 06:	3346.00 mpt
LEVEL 07:	3346.00 mpt
LEVEL 08:	3346.00 mpt
LEVEL 09:	3346.00 mpt
LEVEL 10:	3346.00 mpt
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LEVEL 94:	3346.00 mpt
LEVEL 95:	3346.00 mpt
LEVEL 96:	3346.00 mpt
LEVEL 97:	3346.00 mpt
LEVEL 98:	3346.00 mpt
LEVEL 99:	3346.00 mpt
LEVEL 100:	3346.00 mpt

DENNIS MOSS PARTNERSHIP
ARCHITECTS & PLANNERS
100-110 DENNIS MOSS PARTNERSHIP
100-110 DENNIS MOSS PARTNERSHIP
100-110 DENNIS MOSS PARTNERSHIP

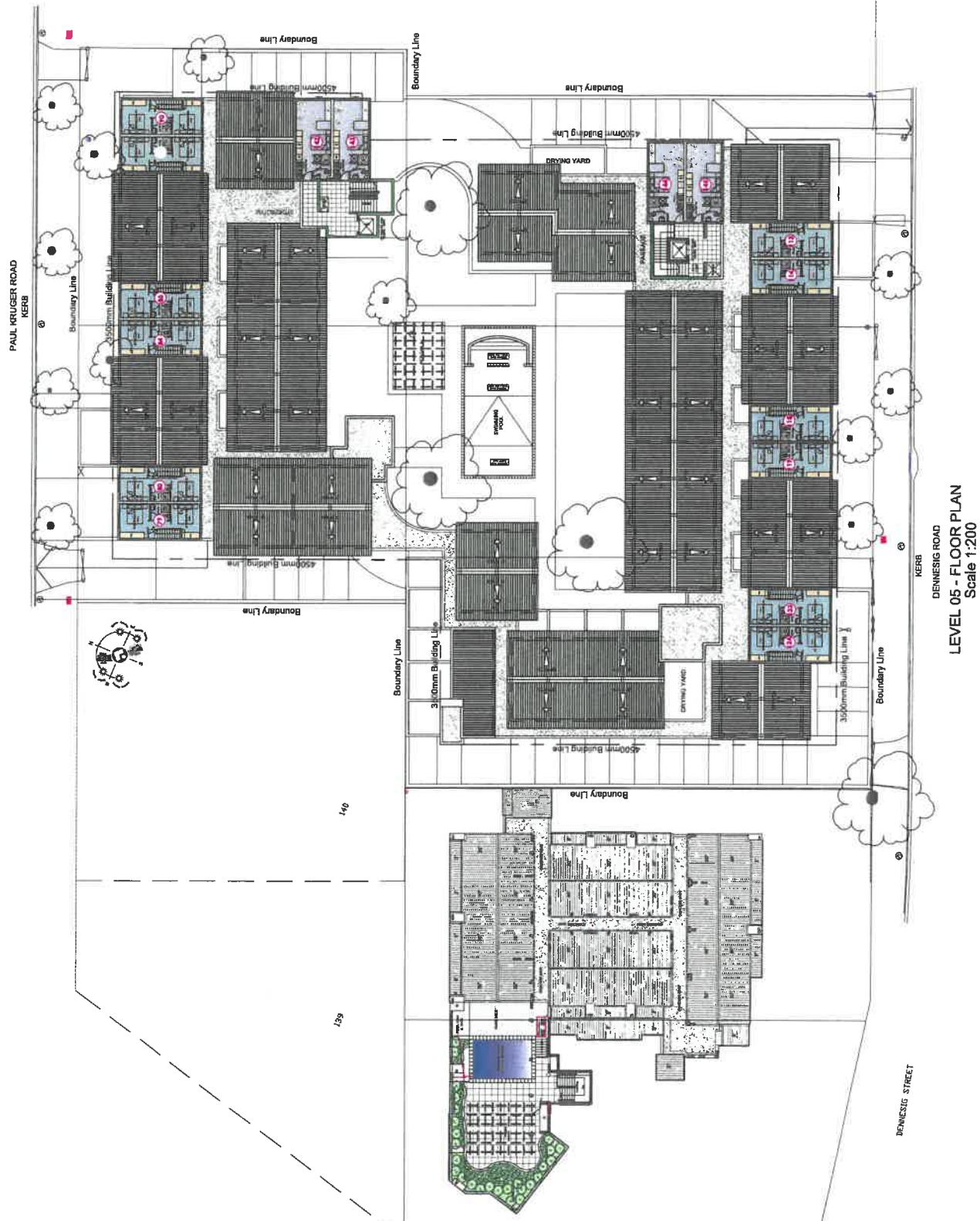
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PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

LEVEL 05
FOURTH FLOOR PLAN

FOR INFORMATION

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LEVEL 05 - FLOOR PLAN
Scale 1:200

THE DEN 2 - DEVELOPMENT SUMMARY	
SITE AREA:	5218.00sqm
RESIDENTY LEVEL:	3544.50 sqm
LEVEL 01:	14.12 RESIDENCE UNITS
LEVEL 02:	118.18 sqm
LEVEL 03:	172.50 sqm
LEVEL 04:	172.50 sqm
LEVEL 05:	172.50 sqm
LEVEL 06:	172.50 sqm
LEVEL 07:	172.50 sqm
LEVEL 08:	172.50 sqm
LEVEL 09:	172.50 sqm
LEVEL 10:	172.50 sqm
LEVEL 11:	172.50 sqm
LEVEL 12:	172.50 sqm
LEVEL 13:	172.50 sqm
LEVEL 14:	172.50 sqm
LEVEL 15:	172.50 sqm
LEVEL 16:	172.50 sqm
LEVEL 17:	172.50 sqm
LEVEL 18:	172.50 sqm
LEVEL 19:	172.50 sqm
LEVEL 20:	172.50 sqm
LEVEL 21:	172.50 sqm
LEVEL 22:	172.50 sqm
LEVEL 23:	172.50 sqm
LEVEL 24:	172.50 sqm
LEVEL 25:	172.50 sqm
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LEVEL 27:	172.50 sqm
LEVEL 28:	172.50 sqm
LEVEL 29:	172.50 sqm
LEVEL 30:	172.50 sqm
LEVEL 31:	172.50 sqm
LEVEL 32:	172.50 sqm
LEVEL 33:	172.50 sqm
LEVEL 34:	172.50 sqm
LEVEL 35:	172.50 sqm
LEVEL 36:	172.50 sqm
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LEVEL 94:	172.50 sqm
LEVEL 95:	172.50 sqm
LEVEL 96:	172.50 sqm
LEVEL 97:	172.50 sqm
LEVEL 98:	172.50 sqm
LEVEL 99:	172.50 sqm
LEVEL 100:	172.50 sqm

DENNIS MOSS PARTNERSHIP
Architects & Planners
100-110 Glenview Road, Glenview, NSW 1585
Tel: 02 9339 1100 Fax: 02 9339 1101
www.dennis-moss.com.au

WIEHAHN PROPERTY MANAGEMENT (PTY) LTD
100-110 Glenview Road, Glenview, NSW 1585
Tel: 02 9339 1100 Fax: 02 9339 1101
www.wiehahn.co.za

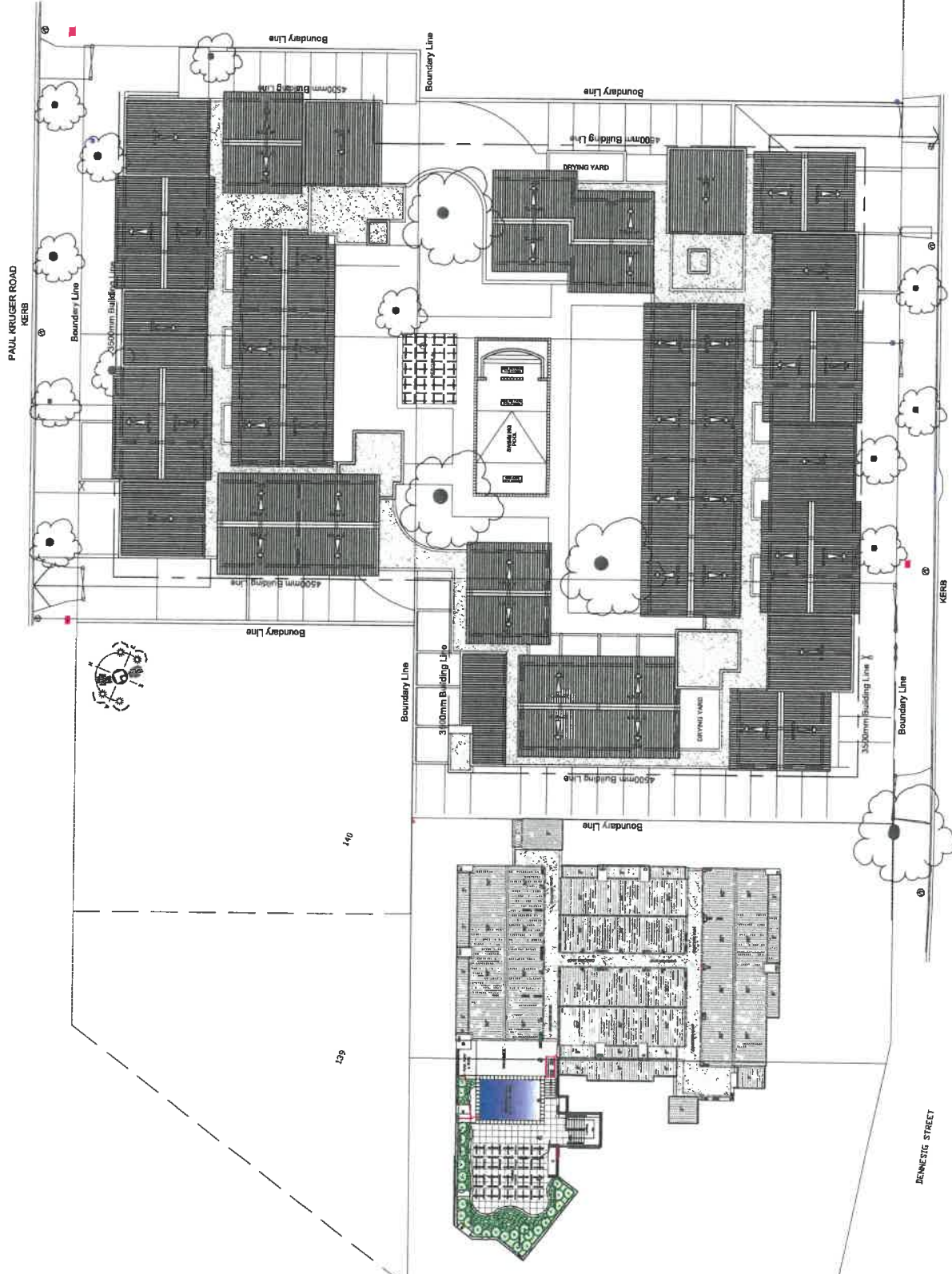
PROPOSED DEVELOPMENT
THE DEN 2
STELLENBOSCH

ROOF PLAN

DATE: 21 MAY 2018
DRAWN BY: Q4202-10-207
CHECKED BY: [Signature]
SCALE: 1:200

FOR INFORMATION

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DENESIG ROAD
ROOF PLAN
Scale 1:200

DENNIS MOSS PARTNERSHIP
 Architects & Planners
 1000 1st Avenue, Suite 1000
 Cape Town, 8001
 Tel: 021 461 1111
 Fax: 021 461 1112
 Email: info@dennis-moss.co.za

**WIEHANN PROPERTY
 MANAGEMENT (PTY) LTD**

**PROPOSED DEVELOPMENT
 THE DEN 2
 STELLENBOSCH**

**TYPICAL
 SECTION**

Project No.	Q4202	Scale	1:100 & 1:200
Revision	Q4202-01-01	Date	30 MAY 2018
Rev.		By	Rev.

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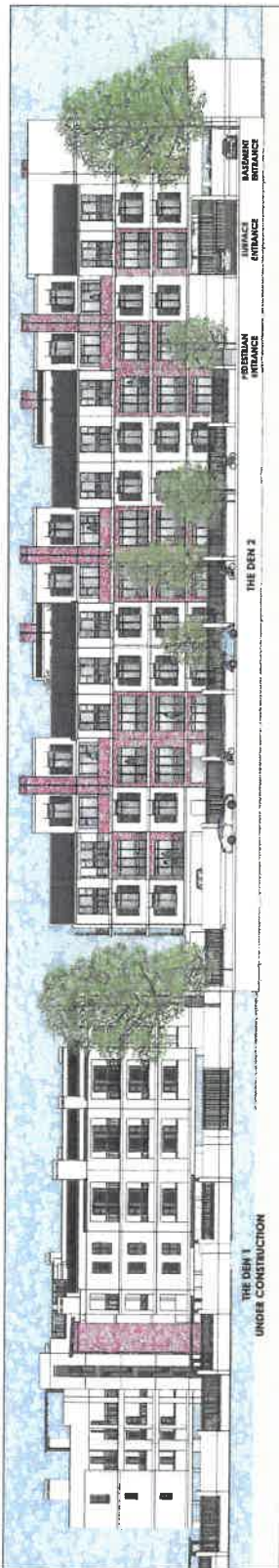
TYPICAL SECTION
 Scale 1:200



SOUTH ELEVATION - DENNESSIG STREET
 Scale 1:100



NORTH ELEVATION - PAUL KRUGER STREET
 Scale 1:100



SOUTH ELEVATION - DENNESSIG STREET
 Scale 1:100

ANNEXURE 7

MINUTES OF PRE-APPLICATION CONSULTATION



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

22 May 2018

Our ref. Q4202

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

Dear Sir

DEVELOPMENT OF DENNESIG ERVEN 141, 142, 163 - 165, STELLENBOSCH

Herewith a short summary of the two pre-submission meeting we had with officials of the Stellenbosch Municipality.

1. Mr. Robert Fooy (RF) Senior Planner and Case Officer: Meeting 11 April 2018

- RF were in support of the concept sketch plans. He suggested that some of the 5th floor units be placed facing the courtyard (for aesthetic / impact reasons) and only focal units be kept on street facades.
- The principle of providing bicycle racks in lieu of less parking bays were also supported. He requested that provision also be made for motorcycles.



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Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07

Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA • JMH Lackay, Pr S Arch, T MArch
Associates: WJ Tjilmes, Ing (NED) RILASA (Landscape Architect) • SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP

- The development is also within the planned TOD (Traffic Orientated Development) Zone which is planned on the adjacent Van der Stel municipal property. Parking relaxation are therefor supported.
- The development must fit in with the broader development for the Dennesig zone as far as (1) Bulk services contributions are concerned (2) Pedestrian orientated proposals (3) Landscaping (4) Traffic upgrades.

2. Mr Bernabe de La Bat (BDB) – Manager Heritage and Spatial Planning: Meeting 10 May 2018

- BDB also supported the sketch plan proposals. The height, bulk and building lines were consistent with their densification vision for the area.
- The courtyard concept and continuous street evaluation were also supported.
- Our application can proceed without the Master Plan being concluded for the larger Dennesig zone but the Developer must undertake to support initiatives on Master Plan level for the area (landscaping, pedestrian / cycle routes, etc.).



GC de Klerk

Dennis Moss Partnership

ANNEXURE 6
REGISTERED SLIPS

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan F. H. H. H. W. / Cape Private Bag 9067 Cape Town 80012 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries: Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2010-07-26 Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231457034ZA A BOOK COPY Paraaf van aanneembepaalde Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan Dept of Env. Affairs & Development Planning Private Bag 9086 Cape Town 80012 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries: Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2010-07-26 Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231457017ZA A BOOK COPY Paraaf van aanneembepaalde Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan Ryan Wintle (Erf 134) P.O. Box 51435 Worcester 80012 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries: Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2010-07-26 Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231456970ZA A BOOK COPY Paraaf van aanneembepaalde Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan E. P. H. H. W. / Cape Private Bag 750 Stellenbosch 76019 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries: Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2010-07-26 Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231456952ZA A BOOK COPY Paraaf van aanneembepaalde Datumstempel	

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

Usher Bell Trust (ef 143)
P.O. Box 7149
Drosdy Seaton
Stellenbosch 7600

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

Postage paid R _____ C
Service fee/Diensgeld R _____ C
Insurance/Versekering R _____ C
Total/Totaal R _____ C

Insured value of contents
Versekerde waarde van inhoud R _____ C

Enquiries/Navrae
Toll-free number
Tolvry nommer
0800 111 502

Initial of
accepting
officer

Date stamp

Initial of
accepting
officer

Initial of
accepting
officer

Affix Track and Trace

REGISTERED LETTER
(with a domestic insurance option)

RC231458935ZA

A BOOK COPY

Paraaf van
aaneem-
beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

Usher Bell Trust (ef 143)
P.O. Box 7149
Drosdy Seaton
Stellenbosch 7600

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

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Postage paid R _____ C
Service fee/Diensgeld R _____ C
Insurance/Versekering R _____ C
Total/Totaal R _____ C

Insured value of contents
Versekerde waarde van inhoud R _____ C

Enquiries/Navrae
Toll-free number
Tolvry nommer
0800 111 502

Initial of
accepting
officer

Date stamp

Initial of
accepting
officer

Initial of
accepting
officer

Affix Track and Trace

REGISTERED LETTER
(with a domestic insurance option)

RC231458966ZA

A BOOK COPY

Paraaf van
aaneem-
beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

Are Visser's Inv. 58
(PTY) Ltd. (ef 145)
P.O. Box 7149
Drosdy Seaton 7600

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

Postage paid R _____ C
Service fee/Diensgeld R _____ C
Insurance/Versekering R _____ C
Total/Totaal R _____ C

Insured value of contents
Versekerde waarde van inhoud R _____ C

Enquiries/Navrae
Toll-free number
Tolvry nommer
0800 111 502

Initial of
accepting
officer

Date stamp

Initial of
accepting
officer

Initial of
accepting
officer

Affix Track and Trace

REGISTERED LETTER
(with a domestic insurance option)

RC231458949ZA

A BOOK COPY

Paraaf van
aaneem-
beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

Usher Bell Trust (ef 157)
P.O. Box 7149
Drosdy Seaton
Stellenbosch 7600

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

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Postage paid R _____ C
Service fee/Diensgeld R _____ C
Insurance/Versekering R _____ C
Total/Totaal R _____ C

Insured value of contents
Versekerde waarde van inhoud R _____ C

Enquiries/Navrae
Toll-free number
Tolvry nommer
0800 111 502

Initial of
accepting
officer

Date stamp

Initial of
accepting
officer

Initial of
accepting
officer

Affix Track and Trace

REGISTERED LETTER
(with a domestic insurance option)

RC231458921ZA

A BOOK COPY

Paraaf van
aaneem-
beampte

Datumstempel

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan P.O. Projects (Pty) Ltd (Erf 102) 40 Silverboom Erf 102 Spanish Farm Comotwet 71130 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace customer copy REGISTERED LETTER (with a domestic insurance option) RC231456987ZA A BOOK COPY	
		Initial of accepting officer ANCH MANAGER	Date stamp 2010-07-26
		Paraaf van aanneembamp Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Bloubaai Trust (Erf 167) P.O. Box 2243 Dennenig 71601 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace customer copy REGISTERED LETTER (with a domestic insurance option) RC231457025ZA A BOOK COPY	
		Initial of accepting officer ANCH	Date stamp 2010-07-26
		Paraaf van aanneembamp Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Androp Trust (Erf 167) P.O. Box 735 Noorchaal 71779 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace customer copy REGISTERED LETTER (with a domestic insurance option) RC231457003ZA A BOOK COPY	
		Initial of accepting officer ANCH	Date stamp 2010-07-26
		Paraaf van aanneembamp Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan JL Wilcomb (Erf 108) 16 Dennenig Str. Stellenbosch 71601 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace customer copy REGISTERED LETTER (with a domestic insurance option) RC231456983ZA A BOOK COPY	
		Initial of accepting officer ANCH	Date stamp 2010-07-26
		Paraaf van aanneembamp Datumstempel	

REGISTERED LETTER
GEREGISTREERDE BRIEF

Post Office

(with an insurance option/met 'n versekeringsopsie)

Full tracking and tracing/Volledige volg en spoor

Addressed to/Geadresseer aan

 Stabilitas Belegings Bk
 (Self No) P.O. Box 822
 Afterside

6236

Postcode
Postkode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2000.00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

 Postage paid R _____ C
 Service fee/Diensgeld R _____ C
 Insurance/Versekering R _____ C
 Total/Totaal R _____ C
Insured value of contents
Versekerde waarde van inhoud R _____
 Enquiries/Navrae
 Toll-free number
 Tollvry nommer
 0800 111 502
Initial of
accepting
officer

Date stamp

Affix Track and Trace

REGISTERED LETTER

(with a domestic insurance option)

RC231456895ZA

A BOOK COPY

Kliëntafskrif

Paraaf van
aaneem-
beampte

Datumstempel

REGISTERED LETTER
GEREGISTREERDE BRIEF

Post Office

(with an insurance option/met 'n versekeringsopsie)

Full tracking and tracing/Volledige volg en spoor

Addressed to/Geadresseer aan

 Mr. ME LA LE ROUX
 (Kop) 29 Jan Smutsburg
 Ladysmith

33710

Postcode
Postkode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2000.00 is available and applies to domestic registered letters only.

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 Postage paid R _____ C
 Service fee/Diensgeld R _____ C
 Insurance/Versekering R _____ C
 Total/Totaal R _____ C
Insured value of contents
Versekerde waarde van inhoud R _____
 Enquiries/Navrae
 Toll-free number
 Tollvry nommer
 0800 111 502
Initial of
accepting
officer

Date stamp

Affix Track and Trace

REGISTERED LETTER

(with a domestic insurance option)

RC231456878ZA

A BOOK COPY

Kliëntafskrif

Paraaf van
aaneem-
beampte

Datumstempel

REGISTERED LETTER
GEREGISTREERDE BRIEF

Post Office

(with an insurance option/met 'n versekeringsopsie)

Full tracking and tracing/Volledige volg en spoor

Addressed to/Geadresseer aan

 SE & N. MEROUS (Self No)
 9 Helling St.
 Brackenfell

7562

Postcode
Postkode

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 Postage paid R _____ C
 Service fee/Diensgeld R _____ C
 Insurance/Versekering R _____ C
 Total/Totaal R _____ C
Insured value of contents
Versekerde waarde van inhoud R _____
 Enquiries/Navrae
 Toll-free number
 Tollvry nommer
 0800 111 502
Initial of
accepting
officer

Date stamp

Affix Track and Trace

REGISTERED LETTER

(with a domestic insurance option)

RC231456864ZA

A BOOK COPY

Kliëntafskrif

Paraaf van
aaneem-
beampte

Datumstempel

REGISTERED LETTER
GEREGISTREERDE BRIEF

Post Office

(with an insurance option/met 'n versekeringsopsie)

Full tracking and tracing/Volledige volg en spoor

Addressed to/Geadresseer aan

 L. Van AS (Self No)
 1 Denning Str.
 Sallabesun

7650

Postcode
Postkode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2000.00 is available and applies to domestic registered letters only.

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 Postage paid R _____ C
 Service fee/Diensgeld R _____ C
 Insurance/Versekering R _____ C
 Total/Totaal R _____ C
Insured value of contents
Versekerde waarde van inhoud R _____
 Enquiries/Navrae
 Toll-free number
 Tollvry nommer
 0800 111 502
Initial of
accepting
officer

Date stamp

Affix Track and Trace

REGISTERED LETTER

(with a domestic insurance option)

RC231457051ZA

A BOOK COPY

Kliëntafskrif

Paraaf van
aaneem-
beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

Akkerhof Rogspesoon
 947646
 P.O. Box 856
 SAB

Postcode

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter accepted unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

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Postage paid R _____
 Service fee/Diensgeld R _____
 Insurance/Versekering R _____
 Total/Totaal R _____

Insured value of contents

Versekerde waarde van inhoud R _____

Enquiries/Navrae

Toll-free number

Tollvry nommer

0800 111 502

Initial of accepting officer

Date stamp

2015-07-26

Affix Track and Trace

customer copy

REGISTERED LETTER

(with a domestic insurance option)

RC231457079ZA

A BOOK COPY

Paraaf van

aaneem-

beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

C/o Access Trust (Erf 159)
 P.O. Box 233 Durbanville
 785

Postcode

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter accepted unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

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Postage paid R _____
 Service fee/Diensgeld R _____
 Insurance/Versekering R _____
 Total/Totaal R _____

Insured value of contents

Versekerde waarde van inhoud R _____

Enquiries/Navrae

Toll-free number

Tollvry nommer

0800 111 502

Initial of accepting officer

Date stamp

2015-07-26

Affix Track and Trace

customer copy

REGISTERED LETTER

(with a domestic insurance option)

RC231457096ZA

A BOOK COPY

Paraaf van

aaneem-

beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

Usher Bell Trust (Erf 159)
 P.O. Box 7149
 Drosdy Seethrum
 Stellenbosch

Postcode

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter accepted unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

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Postage paid R _____
 Service fee/Diensgeld R _____
 Insurance/Versekering R _____
 Total/Totaal R _____

Insured value of contents

Versekerde waarde van inhoud R _____

Enquiries/Navrae

Toll-free number

Tollvry nommer

0800 111 502

Initial of accepting officer

Date stamp

2015-07-26

Affix Track and Trace

customer copy

REGISTERED LETTER

(with a domestic insurance option)

RC231457082ZA

A BOOK COPY

Paraaf van

aaneem-

beampte

Datumstempel

**REGISTERED LETTER
GEREGISTREERDE BRIEF**

(with an insurance option/met 'n versekeringsopsie)

**Full tracking and tracing/Volledige volg en spoor**

Addressed to/Geadresseer aan

V. Bell (Erf 158)
 P.O. Box 7149
 Stellenbosch

Postcode

Postcode

The value of the contents of this letter is as indicated and compensation is not payable for a letter accepted unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

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Postage paid R _____
 Service fee/Diensgeld R _____
 Insurance/Versekering R _____
 Total/Totaal R _____

Insured value of contents

Versekerde waarde van inhoud R _____

Enquiries/Navrae

Toll-free number

Tollvry nommer

0800 111 502

Initial of accepting officer

Date stamp

2015-07-26

Affix Track and Trace

customer copy

REGISTERED LETTER

(with a domestic insurance option)

RC231457065ZA

A BOOK COPY

Paraaf van

aaneem-

beampte

Datumstempel

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor		Insured value of contents Versekerde waarde van inhoud R _____ C	
Addressed to/Geadresseer aan JH Bell (Erf 156) P.O. Box 7149 Brooklyn 546 _____ Postcode 71319 Postcode		Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	Initial of accepting officer Date stamp 07-26 Datumstempel
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace CUSTOMER COPY REGISTERED LETTER (with a domestic insurance option) RC231457048ZA A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor		Insured value of contents Versekerde waarde van inhoud R _____ C	
Addressed to/Geadresseer aan Lockington House Bldg Corporate (Erf 197) C/o Mark Property Mgmt P.O. Box 856 _____ Postcode 71519 Postcode		Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	Initial of accepting officer Date stamp 07-26 Datumstempel
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace CUSTOMER COPY REGISTERED LETTER (with a domestic insurance option) RC231457153ZA A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor		Insured value of contents Versekerde waarde van inhoud R _____ C	
Addressed to/Geadresseer aan Mr. Mr. P. A. & J. C. Spier Erf 4541 3 W. K. Street Road 5 West 71136 _____ Postcode 71136 Postcode		Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	Initial of accepting officer Date stamp 07-26 Datumstempel
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace CUSTOMER COPY REGISTERED LETTER (with a domestic insurance option) RC231457140ZA A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor		Insured value of contents Versekerde waarde van inhoud R _____ C	
Addressed to/Geadresseer aan P.V. Projects (PTY) Ltd Erf 161 40 Silverwood Road Road Spanish Farm S/West 71136 _____ Postcode 71136 Postcode		Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	Initial of accepting officer Date stamp 07-26 Datumstempel
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace CUSTOMER COPY REGISTERED LETTER (with a domestic insurance option) RC231457138ZA A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Cal Trust (Erf 13203) Schamperzich Unit 43 25 Deurysig Str. SFB		Insured value of contents Versekerde waarde van inhoud R _____ C	
Postcode 7611		Enquiries/Navrae Toll-free number Tollvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en lê op internasionale geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457119ZA A BOOK COPY	
		Initial of accepting officer Date stamp 2011-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Hebe Botes Trust P.O. Box 405 SFB		Insured value of contents Versekerde waarde van inhoud R _____ C	
Postcode 7599		Enquiries/Navrae Toll-free number Tollvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en lê op internasionale geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457122ZA A BOOK COPY kliëntaanskrit	
		Initial of accepting officer Date stamp 2011-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Ju Bell (Erf 144) P.O. Box 7146 Drosach Sentrum SFB		Insured value of contents Versekerde waarde van inhoud R _____ C	
Postcode 7597		Enquiries/Navrae Toll-free number Tollvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en lê op internasionale geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457105ZA A BOOK COPY kliëntaanskrit	
		Initial of accepting officer Date stamp 2011-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan JJ Haasbroek (Erf 15862) P.O. Box 1144B Empangeni		Insured value of contents Versekerde waarde van inhoud R _____ C	
Postcode 3880		Enquiries/Navrae Toll-free number Tollvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en lê op internasionale geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457216ZA A BOOK COPY	
		Initial of accepting officer Date stamp 2011-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Jy Bell (Erf 135) P.O. Box 7149 Brooklyn Sefton 7519 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binne landse geregistreerde briewe van toepassing.		Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231457198ZA A BOOK COPY	
		Initial of accepting officer Date stamp 2017-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Usher Bell Trust (Erf 135) P.O. Box 7149 Brooklyn Sefton 7519 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binne landse geregistreerde briewe van toepassing.		Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231457175ZA A BOOK COPY	
		Initial of accepting officer Date stamp 2017-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Mr/Ms Dokes (Erf 135) G. Paul Kruger St Denning 7519 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binne landse geregistreerde briewe van toepassing.		Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231457207ZA A BOOK COPY	
		Initial of accepting officer Date stamp 2017-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Mr/Ms MHP Mendonca Erf 3738 6 Denning SV 7519 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binne landse geregistreerde briewe van toepassing.		Affix Track and Trace customer code REGISTERED LETTER (with a domestic insurance option) RC231457187ZA A BOOK COPY	
		Initial of accepting officer Date stamp 2017-07-26	
		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEGEREIGTEERDE BRIEF (with an insurance option/niet 'n versekeringsopsie)		 Post Office		Postage paid R Service fee/Diensgeld R Insurance/Versekering R Total/Totaal R	
Full tracking and tracing/Volledige volg en spoor				Insured value of contents Verskerde waarde van inhoud R	
Addressed to/Gedresseer aan E.H. Bester (et al) 3 Paul Kruger Str. Stellenbosch		Postcode Postkode 7657		Enquiries/Navree Toll-free number Tollvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter mailed unregistered. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R200.00 is available and applies to domestic registered letters only.		Affix Track and Trace customer copy		Initial of accepting officer Date stamp 2019-07-26	
Die waarde van die inhoud van hierdie brief is soos aangegee en vergoeding sal nie betaal word vir waarde sonder dokumentêre bewys. Vergoeding is beperk tot R100.00. Geen vergoeding is skadeloosstelling bewys betaalbaar nie. Opsionele versekering tot R200.00 is beskikbaar en is slegs op blesende geregistreerde briewe van toepassing.		REGISTERED LETTER (with a domestic insurance option) RC231457184ZA BOOK COPY		Paraaf van aanvaarbeampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF <small>(with an insurance option/met 'n versekeringsopsie)</small>		 Post Office		Postage paid R _____ Service fee/Diensgeld R _____ Insurance/Verskering R _____ Total/Totaal R _____	
Full tracking and tracing/Volledige volg en spoor					
Addressee to/Geadresseer aan JH de DB Groenewald &f 15 Buit R.O. Box 652 Capetown					
7766		Postcode Postkode			
<small>The value of the contents of this letter is as indicated and compensation is not payable for a letter registered unconditionally. Compensation is limited to R110.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered airmail only.</small>					
<small>Die waarde van die inhoud van hierdie brief is soos aangegee en vergoeding sal nie betaal word vir dokumentasie sonder dokumentêre bewys. Vergoeding is beperk tot R110.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binneplase geregistreerde briewe van inwaaing.</small>					
Insured value of contents Versekerde waarde van inhoud R _____		Enquiries/Navrae Toll-free number Tollvry nommer 0800 111 502			
Affix Track and Trace Affix customer copy REGISTERED LETTER <small>(with a domestic insurance option)</small>		Initial of accepting officer 2017-07-26		Date stamp 2017-07-26	
RC231457272ZA A BOOK COPY		Paraaf van aanvaar aanvaar aanvaar		Datumstempel	

REGISTERED LETTER GEGISTREERDE BRIEF		 Post Office		Postage paid R _____ Service fee/Diensgeld R _____ Insurance/Versekering R _____ Total/Totaal R _____	
(with an insurance option/met 'n versekeringsopsie)					
Full tracking and tracing/Volledige volg en spoor					
Addressed to/Gedreë aan <div style="border: 1px solid black; padding: 5px; display: inline-block;"> Im moodie erf 14626 P.O. Box 65 Edgim </div>					
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 1130 </div> Postcode Postkode				Insured value of contents Versekerde waarde van inhoud R _____	
Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502				Initial of accepting officer _____ <div style="border: 1px solid black; padding: 5px; display: inline-block;"> 07-37-26 </div>	
Affix Track and Trace <small>(self-adhesive security indicia)</small> REGISTERED LETTER <small>(with a domestic insurance option)</small>					
The value of the contents of this letter is as indicated and compensation is not payable for a letter sent without indemnity. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optinsie vir verskade tot R100.00 is beskikbaar en aansoek tot skadevergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys. Skadevergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys.					
Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys. Skadevergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys.					
Aansoek tot skadevergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys.					

REGISTERED LETTER GEGESTREERDE BRIEF		 Post Office	
(with an insurance option/met 'n versekeringsopsie)			
Full tracking and tracing/Volledige vol en spoor			
Addressed to/Geadresseer aan medis. P Ty LTd/l erf 133 P.O. Box 51435 Wetfont			
Postcode 8007		Postcode Postcode	
Insured value of contents Versekerde waarde van inhoud R			
Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502		Initial of accepting officer Datum stamp SPS INC 19 JAN 2010	
A BOK COPY klanteinskrif		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Mr. AB Hammann (2/14) 7 Bismarck Str. Kaituma 16670 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter insured unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir onvoorwaardelik versekerde inhoud. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457238ZA A BOOK COPY Klantafskrif	
		Initial of accepting officer Date stamp 2017-07-26 Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan SAB/Roleplayers ASS P.O. Box 399 SAB 75991 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter insured unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir onvoorwaardelik versekerde inhoud. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457241ZA A BOOK COPY Klantafskrif	
		Initial of accepting officer Date stamp 2017-07-26 Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan SAB/Interact Group P.O. Box 2217 Boksburg 16670 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter insured unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir onvoorwaardelik versekerde inhoud. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457242ZA A BOOK COPY Klantafskrif	
		Initial of accepting officer Date stamp 2017-07-26 Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Addressed to/Geadresseer aan Repossession Lending Houtek 24 1179 C/O Mole Property Morningside 75991 Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502	
The value of the contents of this letter is as indicated and compensation is not payable for a letter insured unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir onvoorwaardelik versekerde inhoud. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457290ZA A BOOK COPY Klantafskrif	
		Initial of accepting officer Date stamp 2017-07-26 Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan Mr. Me. E. T. Harbich (Erf. B.) P.O. Box 8457 Bechir'sch Namibia 9660 Postcode Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2017-07-26 Paraaf van aanneembare Datumstempel	
The value of the contents of this letter is as indicated and compensation is not payable for a letter unless it is accompanied by a receipt. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC2314573122A A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan SJB/Man - (Erf. 194) P.O. Box 17 SJB 7660 Postcode Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2017-07-26 Paraaf van aanneembare Datumstempel	
The value of the contents of this letter is as indicated and compensation is not payable for a letter unless it is accompanied by a receipt. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC2314573302A A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan Medis (P.F.) LTD Erf. 132 P.O. Box 51435 Worcester 8150 Postcode Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2017-07-26 Paraaf van aanneembare Datumstempel	
The value of the contents of this letter is as indicated and compensation is not payable for a letter unless it is accompanied by a receipt. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC2314573262A A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Postage paid R _____ C Service fee/Diensgeld R _____ C Insurance/Versekering R _____ C Total/Totaal R _____ C	
Full tracking and tracing/Volledige volg en spoor Addressed to/Geadresseer aan Dermot Body Corp Erf 9535 P.O. Box 856 SJB 7594 Postcode Postcode		Insured value of contents Versekerde waarde van inhoud R _____ C Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502 Initial of accepting officer Date stamp 2017-07-26 Paraaf van aanneembare Datumstempel	
The value of the contents of this letter is as indicated and compensation is not payable for a letter unless it is accompanied by a receipt. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only. Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is betaalbaar sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.		Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC2314573092A A BOOK COPY	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ c Service fee/Diensgeld R _____ c Insurance/Versekering R _____ c Total/Totaal R _____ c	
Addressed to/Geadresseer aan Mr. J. Sordyn 09 Kwikstaet Avenue Onder Papegaa 445		Insured value of contents Versekerde waarde van inhoud R _____ c	
Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502		Initial of accepting officer Date stamp 2019-07-26	
Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457288ZA A BOOK COPY kliëntafskrif		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ c Service fee/Diensgeld R _____ c Insurance/Versekering R _____ c Total/Totaal R _____ c	
Addressed to/Geadresseer aan TFD Trust (2415894) P.O. Box 3205 matelad		Insured value of contents Versekerde waarde van inhoud R _____ c	
Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502		Initial of accepting officer Date stamp 2019-07-26	
Affix Track and Trace REGISTERED LETTER (with a domestic insurance option) RC231457391ZA A BOOK COPY kliëntafskrif		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ c Service fee/Diensgeld R _____ c Insurance/Versekering R _____ c Total/Totaal R _____ c	
Addressed to/Geadresseer aan		Insured value of contents Versekerde waarde van inhoud R _____ c	
Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502		Initial of accepting officer Date stamp	
Affix Track and Trace customer copy		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an insurance option/met 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor		Postage paid R _____ c Service fee/Diensgeld R _____ c Insurance/Versekering R _____ c Total/Totaal R _____ c	
Addressed to/Geadresseer aan		Insured value of contents Versekerde waarde van inhoud R _____ c	
Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502		Initial of accepting officer Date stamp	
Affix Track and Trace customer copy		Paraaf van aanneem-beampte Datumstempel	

REGISTERED LETTER GEREGISTREERDE BRIEF (with an Insurance option/niet 'n versekeringsopsie)		Post Office	
Full tracking and tracing/Volledige volg en spoor Addressed to/Gaadressaat aan			
Dennis Cross 46 Louisa St Postcode			
<small>The value of the contents of this letter as registered and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00.00 is beskikbaar vir 'n brief wat sonder voorbehoud ontvang word en 'n brief wat sonder voorbehoud ontvang word is sonder dokumentêre bewys betaalbaar nie. Opsonde verzekering tot R2 000,00 is beskikbaar vir 'n brief op aanvraag geregistreer of briewe wat toespasig.</small>			
Postage paid R Service fee/Diensgeld R Insurance/Versekering R Total/Totaal R	Insured value of contents Versekerde waarde van inhoud R	Enquiries/Navrae Toll-free number 0800 111 502 Afrik Track and Trace customer copy	Initial of accepting officer Paraaf van aanneem- beampte
Date stamp 07 JUL 2018		Datumstempel	

[illegible]

[illegible]

ANNEXURE 7

PROOF OF BODY CORPORATE ADVERTISING TO APARTMENT OWNERS

From: David | MPA Cape Winelands

Sent: 09 October 2018 02:47 PM

Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Importance: High

Dear Owner

Please find the attached for your urgent attention.

If there is any objections it will have to be made before the end of 10 October 2018 (tomorrow). Apologies for only sending it now.

Groete/Regards,

David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"
After Hours emergency numbers:

4. Plumber - Plumb Certain
5. Gates and fencing - Infinity
6. Electricity – Neusch

Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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Bradley Simpson

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Tuesday, 09 October 2018 3:07 PM
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Dear Owner

Please be advised that the notice period has been extended to **17 October 2018**.

Thank you

Groete/Regards,
David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"
After Hours emergency numbers:

- | | |
|--|----------------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Nic 084 952 0630 |



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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Bradley Simpson

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Tuesday, 09 October 2018 2:47 PM
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)
Attachments: Q4202-D-301.00 - Section & Elevations.pdf; Locality Plan.pdf; Letter to BC 26Sept2018.pdf; The Den 2 SDP.PDF
Importance: High

Dear Owner

Please find the attached for your urgent attention.

If there is any objections it will have to be made before the end of 10 October 2018 (tomorrow). Apologies for only sending it now.

Groete/Regards,
David Botha - Cape Winelands

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After Hours emergency numbers:

- | | |
|--|----------------------------|
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| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Nic 084 952 0630 |



Tel.: +27 (0)21 882 9061
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Web: www.marite.co.za

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- **Skoongezicht Apartment Complex**
- **Akkerhof Apartment Complex**
- **Lockington House 1 & 2**

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



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Dermont's Trustees has no problem with it, but one of the Trustees from Schoongezicht has an issue which I will send on to you.

Boschenpark I will have to find out, but David is not here at the moment.

Kind Regards,

Marietjie Bruton - Cape Winelands
Sectional Title Scheme Management (UCT)



From: Marietjie Bruton | MPA Cape Winelands
Sent: 26 September 2018 12:06 PM
To: Andrew Kidd <andy@sustains.co.za>; Jaco Sieberhagen <jacosieb@yebo.co.za>;
clivelaubscher.8@gmail.com
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Trustees,

I have received this email from Dennis Moss architects. If you have anything against this application, please put it in writing within 14 days.

**Thank you and kind regards,
 Marietjie**

From: Bradley Simpson <bradley@dmp.co.za>
Sent: 26 September 2018 10:08 AM
To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Marietjie,

Referring to your discussion with Mr Gys De Klerk, on the advertising of the Land Use Application.

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of;

- **Dermont Apartment Complex**
- **Boschenpark Apartment Complex**

Hi Irna,

When you sent this email to your Trustees at Akkerhof, did anyone reply or have a issue with this request?

Please advise,

Thank you, Marietjie

From: Bradley Simpson <bradley@dmp.co.za>

Sent: 09 October 2018 02:20 PM

To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>

Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Hi Marietjie,

Thank you so much, could you also please find out for me what Akkerhof Situation is?

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



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From: Marietjie Bruton | MPA Cape Winelands [<mailto:marietjie@marite.co.za>]

Sent: Tuesday, 09 October 2018 2:04 PM

To: Bradley Simpson

Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Hi Bradley,

Herewith the email I sent on the 26th of September 2018, 13 days ago, to my Trustees, tomorrow will be the deadline. These are the Trustees from Lockington House.

Lizindy, says:

From: Marietjie Bruton | MPA Cape Winelands
Sent: 09 October 2018 02:29 PM
To: Bradley Simpson <bradley@dmp.co.za>
Cc: David | MPA Cape Winelands <david@marite.co.za>
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Now I just await David's feedback for you on Boschenpark.

From: Irna Vers | MPA Cape Winelands
Sent: 09 October 2018 02:25 PM
To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>; Bradley Simpson <bradley@dmp.co.za>
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Marietjie

Akkerhof se trustees het goedkeurig gegee.

Baie dankie

Groete/Regards,
Irna Vers - Cape Winelands



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: irna@marite.co.za
Web: www.marite.co.za

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After Hours emergency numbers:

- | | |
|---------------------------------|---------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Otto 083 680 7508 |

From: Marietjie Bruton | MPA Cape Winelands
Sent: 09 October 2018 02:24 PM
To: Bradley Simpson <bradley@dmp.co.za>
Cc: Irna Vers | MPA Cape Winelands <irna@marite.co.za>
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Bradley Simpson

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Tuesday, 09 October 2018 2:55 PM
To: Bradley Simpson
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Bradley

I completely misplaced this email and no one followed up.

I have sent this notice to all owners today, I know it is late, sorry. I asked the owners to urgently look at the application and that if they have any objections, they will use the appropriate channels to report it. Is it possible for a short extension on the notice period? I really don't think there will be any objections.

Groete/Regards,
David Botha - Cape Winelands

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After Hours emergency numbers:

- | | |
|--|----------------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Nic 084 952 0630 |



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STELLENBOSCH
 Posbus / P.O. Box 3075
 Matieland, 7602
www.jpstrust.co.za

From: Bradley Simpson [<mailto:bradley@dmp.co.za>]
Sent: 26 September 2018 10:11 AM
To: Karen Wesselman
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Karen,

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of the apartments at;

- **The Acorns Apartment Complex**

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393
 17 Market Street, Stellenbosch, 7600
bradley@dmp.co.za | www.dmp.co.za



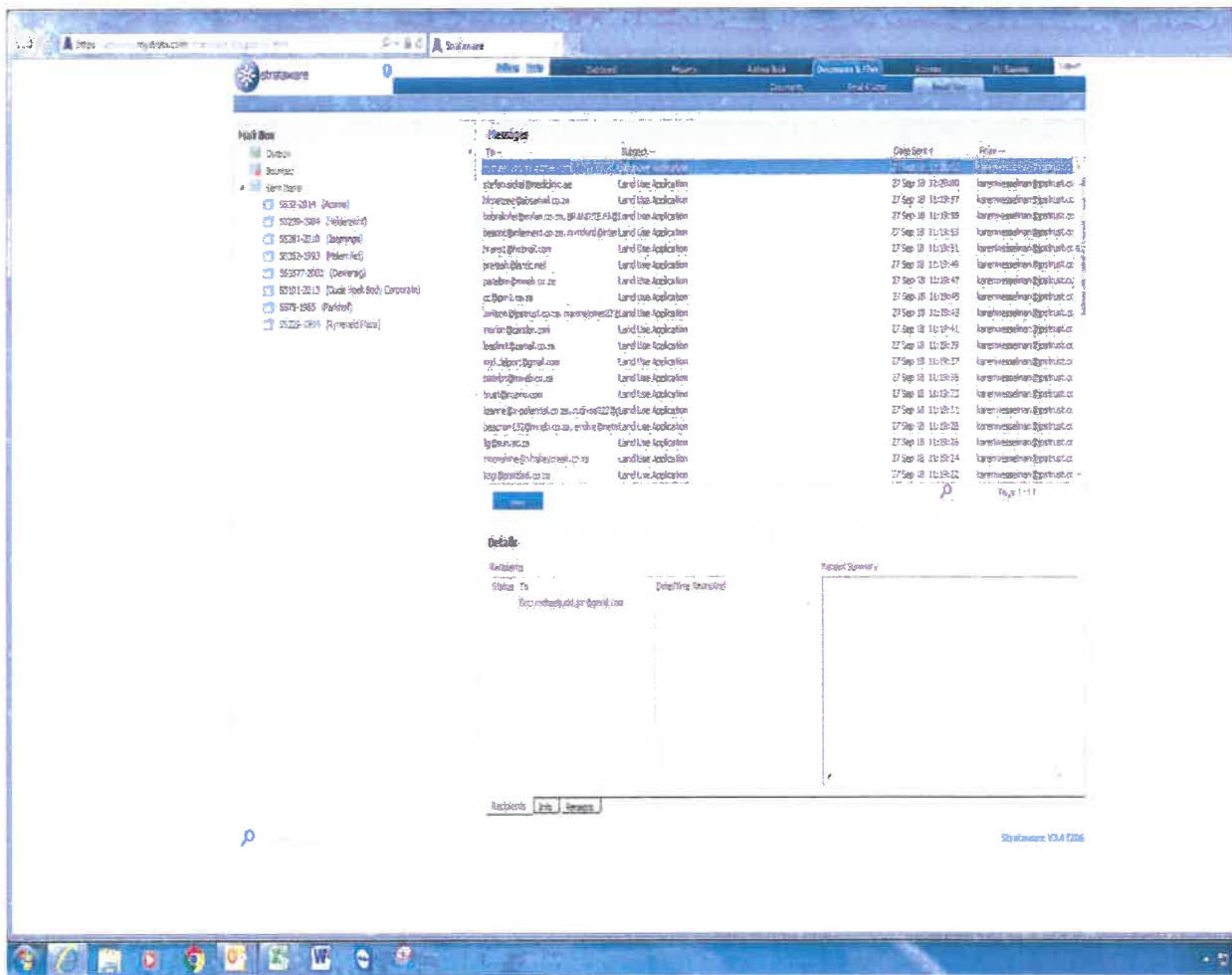
Bradley Simpson

To: Karen Wesselman
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

From: Karen Wesselman [<mailto:karenwesselman@jpstrust.co.za>]
Sent: Thursday, 27 September 2018 11:23 AM
To: Bradley Simpson
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Morning Bradley,

Please find screenprint as proof that it has been sent.



Vriendelike Groete / Kind Regards,
 Karen Wesselman

Portfolio Bestuurder / Portfolio Manager
JPS Trust
Tel: 021-887-2486; Fax: 021-883-9540
Valerida Sentrum 210 / 210 Valerida Centre
Piet Retiefstraat / Piet Retief Street

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of;

- **Dermont Apartment Complex**
- **Boschenpark Apartment Complex**
- **Skoongezicht Apartment Complex**
- **Akkerhof Apartment Complex**
- **Lockington House 1 & 2**

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



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Bradley Simpson

To: Marietjie Bruton | MPA Cape Winelands
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

From: Lizindy Knipe | MPA Cape Winelands [<mailto:lizindy@marite.co.za>]
Sent: 05 October 2018 11:55 AM
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Goeiedag Trustees,

Sien aangehegde dokumente vanaf die artitek, Dennis Moss in verband met die ontwikkeling van nog 'n kompleks in die omliggende omgewing.

Die gebou is alreeds redelik gebou, maar hulle moet volgens die Munisipaliteit die toestemming hê van die omliggende komplekse.

Baie dankie.

Groete/Regards,
Lizindy Knipe - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information via our website www.marite.co.za, and click on "Community After Hours emergency numbers:

- | | |
|--|----------------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Otto 083 680 7508 |

Tel.: +27 (0)21 882 882
Fax: +27 (0)21 882 882
Email: lizindy@marite.co.za
Web: www.marite.co.za

Any views or comments expressed herein are only personal views and in no way reflect those of any organisation, unless they are specifically privileged and are for the use of the stated recipient only. If you are not the intended recipient, you should not disseminate this information. If you have received this message in error, please delete it immediately.

From: Bradley Simpson <bradley@dmp.co.za>
Sent: 26 September 2018 10:08 AM
To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Marietjie,

Referring to your discussion with Mr Gys De Klerk, on the advertising of the Land Use Application.



This email was sent to bradley@dmp.co.za

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

MARANATHA BEHUISING · 31 Birdstreet · Po Box 1215 · Stellenbosch, Wc S-7600 · South Africa



Bradley Simpson

From: Maranatha Behuising <magdavs@adept.co.za>
Sent: Tuesday, 02 October 2018 9:09 AM
To: Bradley Simpson
Subject: Notice for Land Use Application, Dennesig

MELROSE SQUARE BODY CORPORATE

Dear Owner,

Dennis Moss Partnership asked us to send out the following.

Please see the links below for the notice of the Land use application for Dennesig:

Erf 141 & 142 & 161-163.

The period for commenting on the application ends in 14 days from the day the notice is sent (16 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

See hereto attached the following documents:

[Locality Plan:](#)

[Section & Elevation:](#)

[Letter to BC:](#)

[The Den:](#)

Kind Regards / Vriendelike Groete

Disclaimer

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From: Bradley Simpson <bradley@dmp.co.za>

Sent: 26 September 2018 10:08 AM

To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>

Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Marietjie,

Referring to your discussion with Mr Gys De Klerk, on the advertising of the Land Use Application.

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of;

- Dermont Apartment Complex
- Boschenpark Apartment Complex
- Skoongezicht Apartment Complex
- Akkerhof Apartment Complex
- Lockington House 1 & 2

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



email disclaimer: www.dmp.co.za/disclaimer/

Bradley Simpson

To: Marietjie Bruton | MPA Cape Winelands
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

From: Marietjie Bruton | MPA Cape Winelands [<mailto:marietjie@marite.co.za>]
Sent: Tuesday, 09 October 2018 2:04 PM
To: Bradley Simpson
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Hi Bradley,

Herewith the email I sent on the 26th of September 2018, 13 days ago, to my Trustees, tomorrow will be the deadline. These are the Trustees from **Lockington House**.

Lizindy, says:
 Dermont's Trustees has no problem with it, but one of the Trustees from Schoongezicht has an issue which I will send on to you.

Boschenpark I will have to find out, but David is not here at the moment.

Kind Regards,

Marietjie Bruton - Cape Winelands
Sectional Title Scheme Management (UCT)

From: Marietjie Bruton | MPA Cape Winelands
Sent: 26 September 2018 12:06 PM
To: Andrew Kidd <andy@sustains.co.za>; Jaco Sieberhagen <jacosieb@yebo.co.za>;
clivelaubscher.8@gmail.com
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Trustees,

I have received this email from Dennis Moss architects. If you have anything against this application, please put it in writing within 14 days.

Thank you and kind regards,
 Marietjie

Disclaimer

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From: Bradley Simpson <bradley@dmp.co.za>

Sent: 26 September 2018 10:08 AM

To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>

Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Marietjie,

Referring to your discussion with Mr Gys De Klerk, on the advertising of the Land Use Application.

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of;

- Dermont Apartment Complex
- Boschenpark Apartment Complex
- Skoongezicht Apartment Complex
- Akkerhof Apartment Complex
- Lockington House 1 & 2

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



email disclaimer: www.dmp.co.za/disclaimer/

Bradley Simpson

From: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>
Sent: Tuesday, 09 October 2018 2:04 PM
To: Bradley Simpson
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163
Attachments: Q4202-D-301.00 - Section & Elevations.pdf; Locality Plan.pdf; Letter to BC 26Sept2018.pdf; The Den 2 SDP.PDF

Hi Bradley,

Herewith the email I sent on the 26th of September 2018, 13 days ago, to my Trustees, tomorrow will be the deadline. These are the Trustees from Lockington House.

Lizindy, says:

Dermont's Trustees has no problem with it, but one of the Trustees from Schoongezicht has an issue which I will send on to you.

Boschenpark I will have to find out, but David is not here at the moment.

Kind Regards,

Marietjie Bruton - Cape Winelands
Sectional Title Scheme Management (UCT)



From: Marietjie Bruton | MPA Cape Winelands
Sent: 26 September 2018 12:06 PM
To: Andrew Kidd <andy@sustains.co.za>; Jaco Sieberhagen <jacosieb@yebo.co.za>; clivelaubscher.8@gmail.com
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Trustees,

I have received this email from Dennis Moss architects. If you have anything against this application, please put it in writing within 14 days.

Thank you and kind regards,
Marietjie

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za

Kind Regards

Beatrice van der Merwe
 Portfolio Manager

Valeridasentrum 210 Valerida Centre
 Piet Retiefstraat / Street, Stellenbosch
 Posbus / PO Box 3075, Matieland, 7602
 Tel: 021-887 2486
 Fax: 021-883 9540
www.jpstrust.com

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From: Beatrice van der Merwe [<mailto:beatrice@jpstrust.co.za>]

Sent: Tuesday, 09 October 2018 12:52 PM

To: Bradley Simpson

Subject: FW: DENNEBOSCH - Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Good day Bradley

Attached the e-mail sent to 30 owners (Bcc...) at Dennebosch.

Kind Regards

Beatrice van der Merwe
Portfolio Manager

Valeridasentrum 210 Valerida Centre
Piet Retiefstraat / Street, Stellenbosch
Posbus / PO Box 3075, Matieland, 7602
Tel: 021-887 2486
Fax: 021-883 9540
www.jpstrust.com

From: Beatrice van der Merwe

Sent: 09 October 2018 12:43 PM

To: Beatrice van der Merwe

Subject: DENNEBOSCH - Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Good day Owners

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

The period for commenting on the application ends in 14 days from today (10 October 2018).

Should you have queries, please contact:

Bradley Simpson

From: Beatrice van der Merwe <beatrice@jpstrust.co.za>
Sent: Tuesday, 09 October 2018 1:02 PM
To: Bradley Simpson
Subject: RE: DENNEBOSCH - Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Hi Bradley

Your attachments has been sent to 30 owners. The e-mail was sent to myself and the owners "Blind Copied" – Bcc. Therefore you will not see the e-mail addresses of the owners.

We do not send e-mails where the owners are "cc'd" as the information of the owners are private and we do not give the e-mail addresses to other owners etc.

Regards

Beatrice van der Merwe
 Portfolio Manager

Valeridasentrum 210 Valerida Centre
 Piet Retiefstraat / Street, Stellenbosch
 Posbus / PO Box 3075, Matieland, 7602
 Tel: 021-887 2486
 Fax: 021-883 9540
www.jpstrust.com

From: Bradley Simpson [<mailto:bradley@dmp.co.za>]
Sent: 09 October 2018 12:55 PM
To: Beatrice van der Merwe
Subject: RE: DENNEBOSCH - Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Hi Beatrice,

I only see the attached I have sent to you to advertise.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393
 17 Market Street, Stellenbosch, 7600
bradley@dmp.co.za | www.dmp.co.za

Tel.: +27 (0)21 882 9061

Fax: +27 (0)21 882 9062

Email: irna@marite.co.za

Web: www.marite.co.za

Owners can view & print statements, emergency numbers, rules and other important information online via the [Portal Login](#). Log on via our website www.marite.co.za, and click on "Community Portal"

After Hours emergency numbers:

- | | |
|---------------------------------|---------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Otto 083 680 7508 |

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Groete
André Buys

Voorsitter Akkerhof Regspersoon

① [+27 \(0\)72 202 4599](tel:+27722024599)

✉ andre.buys@gmail.com

On Mon, 1 Oct 2018 at 10:16, Irna Vers | MPA Cape Winelands <irna@marite.co.za> wrote:

Geagte André

Sien asb die aangehegte inligting tenopsigte van aanbouding, Dennis Moss vra toestemming by die omliggende komplekse.

Kan u asb bevestig of Akkerhof se trustees toestemming gee.

U terugvoer word waardeer.

Baie dankie

Groete/Regards,

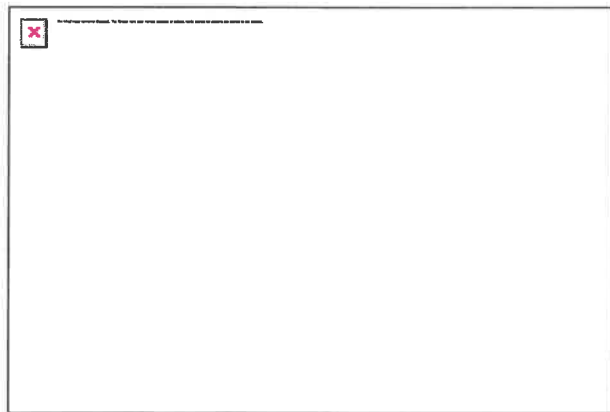
Irna Vers - Cape Winelands

Thank you for the email, could you please provide me with a screenshot of a mail of proof that the application was sent to the respective owners?

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393
17 Market Street, Stellenbosch, 7600
bradley@dmp.co.za | www.dmp.co.za



email disclaimer: www.dmp.co.za/disclaimer/

From: André Buys [mailto:andre.buys@gmail.com]
Sent: Monday, 08 October 2018 8:51 AM
To: Irna Vers | MPA Cape Winelands
Subject: Re: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Beste Irna,

Hiermee gee die trustees toestemming vir die o.s.:

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT
PLAN, REMOVAL OF

RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF
BOUNDARY WALLS AND

FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Bradley Simpson

From: André Buys <andre.buys@gmail.com>
Sent: Wednesday, 10 October 2018 5:02 PM
To: Bradley Simpson
Subject: Re: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163
Attachments: image001.jpg

Dear Bradley,

See the email below which was sent to the trustees

After receiving their input, I, as chairperson, have the authority to give you the go-ahead.

Regards
 André Buys
 Chairperson Akkerhof Body Corporate
 ☎ [+27 \(0\)72 202 4599](tel:+270722024599)
 ✉ andre.buys@gmail.com

Subject: Fwd: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163
 To: Dalene Lorimer, Carola Baran, Van Wilgen, BW, Prof, Lucas Joubert, Peter Eloff

Dear Trustees,

Please see attached.

Are you happy to give approval for this?

I have no objections.

Regards
 André Buys
 Chairperson Akkerhof Body Corporate
 ☎ [+27 \(0\)72 202 4599](tel:+270722024599)
 ✉ andre.buys@gmail.com

On Wed, 10 Oct 2018 at 08:22, Bradley Simpson <bradley@dmp.co.za> wrote:

Dear Andre,

ANNEXURE 8

UNCLAIMED RETURNED REGISTERED LETTERS

REGISTERED LETTER
GEREGISTREERDE BRIEF
 (with an insurance option/met 'n versekeringsopsie)



51535

Addressed to/Geadresseerde aan
 Dennis Moss (A) [unclear]
 Postbus 311
 2018-09-01
 datumstempel
 140 SILEN3104
 sigareetstempel
 TAREESTEMPEL

Please collect at
 Haal asseblief af by
 Post Office, counter No
 Poskantoor, toonbankno

within 30 days of date received at delivery office
 binne 30 dae vanaf datum ontvang by aflewingskantoor

Initial of issuing officer
 Paraaf van uitreikingsbeampte

No	Track and Trace reference No Volg-en-Spoor-verwysingsno	No	Track and Trace reference No Volg-en-Spoor-verwysingsno
1	✓ 1031 457 1847A		
2	✓ 1357A		
3	✓ 2017A		
4	✓ 1197A		
5	✓ 1031 456 1847A		
6	✓ 1031 456 1847A		
7		32	
8		33	
9		34	
10		35	
11		36	
12		37	
13		38	
14		39	
15		40	
16		41	
17		42	
18		43	
19		44	
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	

Total
 Totaal

Signature of recipient
 Handtekening van ontvanger

ID Number
 ID-nommer

Company stamp Maatskappystempel	Initial of delivery officer Paraaf van aflewings-beampte	Date stamp delivered datumstempel afgelewer
------------------------------------	---	--

REGISTERED LETTER
GEREGISTREERDE BRIEF
 (with an insurance option/met 'n versekeringsopsie)



Post Office

51526

Addressed to/Geadresseer aan
Dennis Moss
Vennootskap
posbus 371

Date stamp issued
19-07

Post Office stamp
MADELAND

Please collect at
 Haal asseblief af by
 Post Office, counter No
 Poskantoor, toonbankno

within 30 days of date received at delivery office
 binne 30 dae vanaf datum ontvang by aflewingskantoor

Initial of issuing officer
 Paraaf van uitreikingsbeampte

No	Track and Trace reference No Volg-en-Spoor-verwysingsno	No	Track and Trace reference No Volg-en-Spoor-verwysingsno
1	✓✓✓✓ 19827A	41	✓✓✓✓ 944A
2	✓✓✓✓ 2907A	42	✓✓✓✓ 944A
3	✓✓✓✓ 0657A	43	✓✓✓✓ 944A
4	✓✓✓✓ 1057A	44	✓✓✓✓ 944A
5	✓✓✓✓ 2507A	45	✓✓✓✓ 944A
6	✓✓✓✓ 2447A	46	✓✓✓✓ 944A
7	✓✓✓✓ 0717A	47	✓✓✓✓ 944A
8	✓✓✓✓ 1757A	48	✓✓✓✓ 944A
9	✓✓✓✓ 3097A	49	✓✓✓✓ 944A
10	✓✓✓✓ 0487A	50	✓✓✓✓ 944A
11	✓✓✓✓ 1537A		
12	✓✓✓✓ 4569357A		
13	✓✓✓✓ 944A		
14	✓✓✓✓ 944A		
15	✓✓✓✓ 944A		
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

Total
 Totaal

Signature of recipient
 Handtekening van ontvanger

ID Number
 ID-nommer

Company stamp Maatskappystempel	Initial of delivery officer Paraaf van aflewings-beampte	Date stamp delivered datumstempel afgelewer
------------------------------------	---	--



P7c

K2

1/8

☐ Insufficient Address
☒ Unclaimed
☐ Refused
☐ Unknown
☐ Gone Away

5
6
7
4
4
3

9000
 Namibia
 Ba...recht
 PO Box 8457
 Windhoek (PT 139)
 25 JUL 2008
 0688
 001523

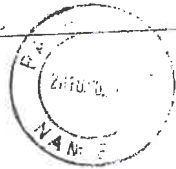
REG. LOCAL LETTER MEDIUM
 RC231457312ZA (Halleland)
 Rnd: R33.50
 Tendered: R33.50
 26/07/2018 02:53:27 PM
 710-64009-2-1042257-8/2

RECIPIENT NAME (please print clearly)
 RC231457312ZA

RECEIVED LETTER
 RC231457312ZA

032773
 1919

DENNIS MOSS VEINNOOTSKAP
 MARKSTRAAT 17
 POBOS 371
 7559 STELLENBOSCH
 REG. Nr. 2003/007711/07
 TEL: (021) 887 0124
 FAX: (021) 886 5393



451

012854

30/7

F10/8

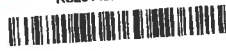
REG. LOCAL LETTER MEDIUM
26/07/2018 02:48:22 PM
RC231457198ZA (Mateland)
Amt: R33.30 Less: 90.00
Tendered: R33.60
710-64003-2-1042177-4-10 04001523

0.459g

JU Bell (Erl 155)
PO Box 7149
Drosdy Sentrum
Stellenbosch
7599



A



D



RECIPIENT NAME (please print clearly)

MARKSTRAAT 17
POSBUS 471
7599 STELLENBOSCH
REG. NR. 2003/007711/07
TEL: (021) 887 0124
FAX: (021) 886 5393

DEN. JIS MOSS VENNOOTSAP

012855
30/7
REG. LOCAL LETTER MEDIUM
26/07/2018 02:44:52 PM
RC231457082ZA (Netherlands)
AmL: R33.60
Tendered: R33.60
710-64003-2-1042137-4/1

F10/8

0.068a
2.1.2018

ST. O.
LAND

Liberty Bell Trust (Erf 5957)
PO Box 7149
Dröbdsy Sentrum
Stellenbosch
7599

RTS



A
RC231457082ZA
D
RC231457082ZA
RECIPIENT NAME (please print clearly)

DEN. H. S. MOSS VENNootskap
MARKSTRAAT 17
POSBUS 371
7599 STELLENBOSCH
REG. NR. 2003/007711/07
TEL.: (021) 687 0124
FAX: (021) 686 5393

453

012862
2017
REG. COCA-LITTER MEDION
26/07/2018 02:51:07 PM
RC231457241ZA (Mateland)
Amt: R33.30 Less: R0.00
Tendered: R33.30
710-600882-1242217-4/3
04001523

Stellenbosch Ratepayers Association
PO Box 399
Stellenbosch
7599

REGISTERED LETTER
This letter is protected by law and cannot be opened without the sender's authority.
Safeguard your privacy.
Postnet Mail Box 399 Stellenbosch 7599

A RC231457241ZA
[Barcode]

D RC231457241ZA
[Barcode]

RECIPIENT NAME (please print clearly)

STELLENBOSCH VEENHOOTSKAP
PO BOX 399
STELLENBOSCH 7599
TEL: (021) 887 0126
FAX: (021) 886 8995

BENJIS MOSS VEINNOOTSKAP
MARKSTRAAT 17
POSBUS 371 -
7640 STELLENBOSCH
REG. NO. 2003/00771/07
TEL: (021) 887 0124
FAX: (021) 886 5393



JU Bell (Ent 149)
 PO Box 7149
 Drosdy Sentrum
 Stellenbosch
 7599

REG. LOCAL LETTER MEDIAN
 RC2314571052R (Maltelapd)
 26/07/2018 02:46:04 PM
 Rnt: R33.50
 Tendered: R33.60
 710-54003-2-1042177-1/8
 040019233

013866
 30/7
 1/8

DENNIS MOSS VENNOOTSAP
 MARKSTRAAT 17
 POSBUS 371
 7569 STELLENBOSCH
 REG. Nr. 2003/007711/07
 TEL: (021) 887 0124
 FAXS: (021) 886 5393

RECIPIENT NAME (please print clearly)
RC231457290ZA



D

RC231457290ZA
REGISTRATION LETTER
This document is a receipt for the registration of a company in the South African Companies and Intellectual Property Commission (CIPC). It is valid for 30 days from the date of issue. If you are not satisfied with the service, you may return this document to the CIPC for a full refund. Please do not lose this document as it is your proof of registration.

RegPersoon Lockington House (ert 11279)
C/O Marite Property Management
PO Box 856
Stellenbosch
7599

04001523
2 JUL 2018
0.0000

REG. LOCAL LETTER MEDIUM
26/07/2018 02:53:12 PM
RC231457290ZA (Malieland)
Lat: R33.50
Long: R23.50
Tendered: R33.50
710-64009-2-1042257-B/

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307

DENNIS MOSS VENNOOTSAP
MARKSTRAAT 17
POSBUS 371
7599 STELLENBOSCH
REG. Nr. 2003/007711/07
TEL: (021) 887 0124
FAXS: (021) 886 6393

REGISTERED LETTER
 The Postnet is responsible for delivery and return
 of the letter. Please print clearly.

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RC23145696Z
 710-64003-2-1042095-8/4

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RC23145696Z
 710-64003-2-1042095-8/4

RECIPIENT NAME (please print clearly)

7599
 Stellenbosch
 Drosdy Sentrum
 PO Box 7149
 Ju Bell (Erf 143)

012853
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REG. LOCAL LETTER MEDIUM
 26/07/2018 02:40:25 PM
 RC23145696Z (Malawi)
 Ref: R33.50
 Tendered: R33.50
 710-64003-2-1042095-8/4

DENNIS MOSS VENNOOTSCHAP
 MARKSTRAAT 1
 POSBUS 371
 7559 STELLENBOSCH
 REG. NO. 2003/007711/07
 TEL: (021) 887 0124
 FAX: (021) 886 5393

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RC231456864ZA

Abstract

Q

THE UNIVERSITY OF CHICAGO

RC231456864ZA

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Brackentell

~~9 Helling Street~~

JE & N. Marais (Erf 16406)

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LOCAL LETTER MEDIUM
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23145686478 (Mal'eland)
Less: R0
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DENNIS MOSS VENNOOTSKAP
MARKSTRAAT 1
POSBUS 371
7549 STELLENBOSCH
REG. Nr. 2003/007711/07
TEL: (021) 887 0124
FAKS: (021) 886 5393

$$\begin{array}{r} 102 \\ 598710 \end{array}$$

REG. LOCAL LETTER MEDIUM
26/07/2018 02:40:35 PM
RC21456949Z8 (Mal'land)
AmL:R33.50
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DENNIS MOSS VENNOOTSKAP
MARKSTRAAT 17
POSBUS 371
7599 STELLENBOSCH
REG. Nr. 2003/007711/07
TEL: (021) 887 0124
FAX: (021) 886 4398

Fine Visions Investments 58 (pty) Ltd
 145)
 PO Box 7149
 Drabdy Sentrum
 Stellenbosch
 7899

RECIPIENT NAME (please print clearly)

RC231456948ZA

RC231466949ZA

Revised Edition
 With a new introduction by the author
 and a new chapter on the history of the book
 by the author
 The book is written for the student of the history of the book
 and the student of the history of the book
 The book is written for the student of the history of the book
 and the student of the history of the book

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JU Bell (Erf 157)
PO Box 7149
Drosdy Sentrum
Stellenbosch
7599

RTS

REGISTERED LETTER

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THE UNIVERSITY OF CHICAGO

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RECIPIENT NAME (please print clearly)

Usher Bell Trust (Erf 4683)
PO Box 7149
Daddy Sentrum
Stellenbosch
7599

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DENNIS MOSS VENNOOTSCHAP
MARKSTRAAT 17
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REG. NR. 2003/007711/07
TEL: (021) 887 0124
FAXS: (021) 886 5393

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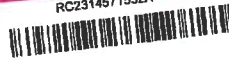
REG. LODAL LETTER MEDIUM
26/07/2018 02:45:35 PM
RC231457153ZA (Matelaland)
Amt: R33.60 Less: R0.00
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RC231457153ZA
RECIPIENT NAME (please print clearly)

Lockington House Body Corporate (C/O Marite Property Management)
PO Box 856
Stellenbosch
7599

DENNIS MOSS VENNOOTSKAP
MARKSTRAAT 17
POSBUS 371
7519 STELLENBOSCH
REG. NR. 2003/0771/07
TEL: (021) 887 0124
FAXS: (021) 886 5393

463

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26/07/2018 02:45:20 AM
RC231457048ZA (Malindi)
Amt: R33.50
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JU Bell (Eff 156)
PO Box 7149
Drosdy Sentrum
Stellenbosch
7599



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RECIPIENT NAME (please print clearly)

DENNIS MOSS VEINOCITSKAP
MARKSTRAAT 17
POSBUS 371
7599-STELLENBOSCH
REG. NR. 2003/007711/07
TEL: (021) 887 0124
FAX: (021) 888 8893

464

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REG. LOCAL LETTER MEDIUM
28/07/2018 02:46:24 PM
RC231457309ZA (Mateland)
Amt: R33.60 Less: R0.00
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Dermopt Body Corporate (Erf 9535)
PO Box 856
Stellenbosch
7599



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RC231457309ZA

RECIPIENT NAME (please print clearly)

DEN JIS MOSS VENNOOTSCHAP
MARKSTRAAT 17
POSBUS 371
7559 STELLENBOSCH
REG. NR. 2003/00771/P7
TEL: (021) 887 0194
FAX: (021) 886 5393

RECIPIENT NAME (please print clearly)

RC2314571752A

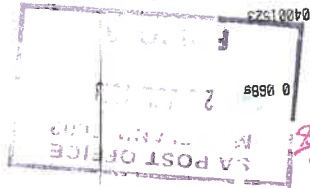


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REG. LOCAL LETTER MEDIUM
26/07/2018 02:49:23 PM
RC2314571752A (Maliland)
Rate: R33.50
Tendered: R33.60
110-64003-2-1042217-4/1
Less: R0.00

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Usher Bell Trust (ert 185)
PO Box 7149
Drostdy Sentrum
Stellenbosch
7599

DENNIS MOSS VENNOOTSCHAP
MARKSTRAAT 17
POSBUS 371
7599 STELLENBOSCH
REG. Nr. 2003/00771/07
TEL: (021) 887 0124
FAX: (021) 887 0124

ANNEXURE 9

LETTER TO MUNICIPALITY INFORMING COMMENCEMENT OF ADVERTISING 26 JULY 2018



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application No: LU/7967
Our Ref. No: Q4202
Date: 26 July 2018

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

(Attention: L Ollyn)

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERF 141, 142, 163 - 165, PAUL KRUGER ROAD, STELLENBOSCH

Your correspondence of 18 July 2018 regarding the advertising process for the above-mentioned application refers.

In accordance with the provisions of the Stellenbosch Municipal Land Use Planning By-Law, 2015, you are herewith informed that the public participation period for the mentioned application commenced on 26 July 2018. In accordance with the provisions of the By-Law, the closure date for submission of comments/objections will be 30 days from the date of publication/registration (i.e. 26 August 2018). All external departments will be granted 60 days to comment on the application – effectively until 24 September 2018.

Please note that copies of the registered letters sent out to interested and affected parties will be made available in the Portfolio of Evidence submitted to the Director: Planning and Economic Development at the end of the public participation period.

Notwithstanding the above, a copy of the page of the Eikestadnuus in which the notice appeared is attached herewith for your records.

Kind regards

JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA • JMH Lackay, Pr S Arch, T MArch
Associates: WJ Tijnens, Ing (NED) RLASA (Landscape Architect) • SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP

Eikestad NUUS
021 887 2840 Kennisgewings

Betrekings
Kennisgewings
Veilings

Boedels
Betrekings
Boedels
Veilings

10 B2



Het jy dryfkrag en ambisie met sterk ondervinding in verkope?
Het jy n passie vir ons planeet en al die ryk lewe wat dit ons bied?

Indien ja, lees gerus verder!

Raak vandag deel van ons passievolle, professionele en energieke verkoopte span in Kaapstad en inspireer so ander om WWF-SA te ondersteun.
Volle opleiding word aangebied.
Werkure is van 9vm tot 6nm, 5 dae per week tussen Maandag en Sondag.

Minimum vereistes:
Graad 12 sertifikaat
2 Jaar verkoopte ondervinding
Uitstekende verbale kommunikasie en inspirasie vermoë
Druk? Jy skud dit af en fokus
Goede tydsbestuur
'n Passie vir die omgewing voordelig

Vergoeding:
Basiese salaris, plus kommissie.
Reiskostes gedeeltelik gedek

Stuur jou CV en dekbrief aan hr@wwf.org.za of kontak Nikita Nair by 021 657 6600

WWF is een van die wêreld se mees gerespekteerde natuurbewarings organisasies en werksaam in meer as 100 lande. WWF Suid-Afrika vier hierdie jaar hul 50ste bestaansjaar.



Hoërskool KYLEMORE High School

Posbus 1, GROOT DRAKENSTEIN, 7680
Tel: (021) 8851341
Skoolstraat, Kylemore, Stellenbosch, 7680
Faks: (021) 8851817
E-mail: Kylemore.sec@wecschoole.gov.za

TWEE AANSOEKE VIR POSTE 2018:

1. Beheertliggaampos
Gr.10-12 Rekeningkunde
Gr.8 Wiskunde
Gr.10 LO
Epos CV na: Kylemore.sec@wecschoole.gov.za
Sluitingsdatum 31 Julie 2018. Besikikbaar 1 Aug

2. Kontrakpos (Tydelik)
Gr.8 + 11 Engels
Epos CV na: Kylemore.sec@wecschoole.gov.za
Sluitingsdatum 31 Julie 2018. Onmiddellik

Bhabhathane Programme Coordinator

The Bhabhathane Programme is an association of eight schools and the Franschhoek Early Childhood Development Forum. Our goal is the support of educational transformation across the Franschhoek Valley. We are looking for a competent Programme Coordinator for this 20-hour per week position.

Responsibilities

- Support planning, coordination and further development of projects and activities
- Maintain budget and track expenditures/transactions
- Develop fundraising reports and proposals

Requirements

- Outstanding English (verbal and written communication skills), spoken Afrikaans and IsiXhosa will be an advantage
- Proven experience as program coordinator or relevant position
- Knowledge of budgeting, bookkeeping and reporting
- Ability to compile progress reports and fundraising proposals
- Tech savvy, proficient in MS Office
- Ability to work with diversity and multi-disciplinary teams
- Must have a passion for making a difference in Education (ECD to Matric)

To apply, email your letter of motivation and curriculum vitae stating experience, and the names of three contactable referees, to hym@bhabhathane.org.za
Closing date for applications: Friday 10 August 2018
Bhabhathane reserves the right not to fill the position. Only short-listed applicants will be contacted. Should you not have heard from us by 24 August, please consider your application unsuccessful.

NOTICE OF LAND DEVELOPMENT APPLICATION IN THE STELLENBOSCH MUNICIPAL AREA

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax: 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah De Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennessig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wprop.co.za

Application number: LU/7967

Reference number: Q4202

Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch

Physical Address: Paul Kruger Road & Dennessig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a), (b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 & Section 10.4.3 (e)(i) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2008. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

- Street building lines (Dennessig & Paul Kruger Roads) from 7.6m to 3.5m for the main building.
- Street building lines (Dennessig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings.
- Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage.
- Lateral building lines (adjacent to erf 140) from 4.6m to 0.0m for the basement and parking structure.
- Lateral building lines (adjacent to erf 140, 143, 162 & 165) from 4.6m to 0.0m for the basement and parking structure.

Application is made in terms of Section 15(2)(b) of the By-Law for a departure for the following:

- To relax the permissible coverage from 25% to 55% (±2890m²).
- To relax the permitted floor factor from 0.75 to 1.33, and
- To relax the requirement for recreational space from 25% to 24%.

Application is also made in terms of Section 15(2)(i) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant title deeds and in terms of Section 10.4.3(e)(i) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

Notice is hereby given in terms of the Stellenbosch Municipal Land Use Planning By-law that the above mentioned application has been received and is available for inspection during weekdays between 08:30 and 13:30 at the Planning Advice Centre at Stellenbosch Municipality, Plain Street, Stellenbosch. Any written comments/objections, with full reasons therefore, may be addressed in terms of section 50 of the said legislation to the applicant in one of the following manners:

APPLICANT	
Registered mail or normal mail	Jacques Volschenk / Dennis Moss Partnership PO Box 371, Stellenbosch 7599
Or hand to	021 886 5393
Or hand delivered to	Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to	jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk, at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

KENNISGEWING VAN GRONDONTWIKKELINGSANSOEK IN DIE STELLENBOSCH MUNISIPALE GEBIED

AANSOEK OM KONSOLIDASIE, HERSOONING, AFWYKING, TERREINONTWIKKELINGSPLAN, VERWYDERING VAN N BEPERKENDE TITELVOORWAARDES EN VERORDENING IN VERBAND MET DIE BEHEER VAN GRENSMURE EN HEININGS: ERF 141, 142, 163, 164 & 165, STELLENBOSCH

Aansoeker: Jacques Volschenk / Dennis Moss Vennootskap
Posbus 371, Stellenbosch, 7599
Tel. 021 887 0124; Faks: 021 886 5393
Epos: jacques@dmp.co.za

Eienaar: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus Winterbach & Sarah De Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Krugerstraat, 6, 8 & 10 Dennessigstraat, Stellenbosch
Tel. 021 886 4084
Epos: japie@wprop.co.za

Aansoeknommer: LU/7967

Verwysingsnommer: Q4202

Eiendomsbeslywing: Erf 141, 142, 163, 164 & 165, Stellenbosch

Fisiese Adres: Paul Krugerstraat & Dennessigstraat, Stellenbosch

Beslywing van aansoek: Die aansoek vir owerleging is 'n aansoek ingevolge artikel 15(2)(a), (b), (e), (f) en artikel 98 en 29 van die Stellenbosch Munisipaliteit Verordening op Grondgebruiksbeplanning, 2015 & artikel 10.4.3 (e)(i) van die Stellenbosch Skema-regulasies. Die aansoek behels ook items ingevolge die Munisipale Verordening ten opsigte van die Beheer van Grensmure en Heininge, 2008. Die aansoek behels die Konsolidasie van erwe 141, 142, 163, 164 en 165. Die aansoek behels ook die herontwerp van die gekonsolideerde eiendom vanaf n Entelbewoning na Algemene bewoning om voorsiening te maak vir 145 residensiële eenhede. Aansoek word ook gemaak vir 'n afwyking om die volgende boulynne te verslap:

- Straat boulynne (Dennessig & Paul Krugerstraat) vanaf 7.6m tot 3.5m vir die hoofgebou.
- Straat boulynne (Dennessig & Paul Krugerstraat) vanaf 7.6m tot 0.0m vir die vuilskamers.
- Syboulynne (aangrensend aan Erf 140, 143, 162 & 165) vanaf 4.6m tot 3.5m vir die hoofgebou.
- Syboulynne (aangrensend aan Erf 140) vanaf 4.6m tot 3.5m vir n gang.
- Syboulynne (aangrensend aan Erf 140, 143, 162 en 165) vanaf 4.6m tot 0.0m vir die kelder en parkeer area.
- Syboulynne (aangrensend aan Erf 140, 143, 162 en 165) vanaf 4.6m tot 0.0m vir die kelder en parkeer area.
- Dispersiewens word aansoek ook gedoen ingevolge artikel 15(2)(b) van die Verordening vir 'n afwyking vir die volgende:
- Om die toegelate dekking van 25% tot 55% te verslap (±2890m²).
- Om die toegelate vloer faktor vanaf 0.75 tot 1.33 te verslap, en
- Om die vereiste vir ontspanningsgeboue vanaf 25% tot 24% te verslap.

Aansoek word ook gemaak ingevolge artikel 15(2)(f) van Verordening vir die algehele verwydering van die vereiste titel voorwaardes geys onder die relevante titels en ingevolge Artikel 10.4.3(e)(i) van die Stellenbosch Skema-regulasies vir 'n afwyking om 'n 5de verdieping toe te laat. Die aansoek behels ook die goedkeuring van die terreinontwikkelingsplan, en toestemming om van die Verordening ten opsigte van die Beheer van Grensmure en Heininge af te wyk, ten einde n grensmuur wat nie voldoen aan die verandering in terme van die toegelate maksimum hoogte en deursigtigheid nie, op te lig.

Kennis geskied hiermee ingevolge die Stellenbosch Munisipaliteit Verordening op Grondgebruiksbeplanning dat die bogenoemde aansoek ontvang is en gedurende weekdae tussen 08:30 en 13:30 by die Beplanningssakekantoor by Stellenbosch Munisipaliteit, Plainstraat, Stellenbosch ter insae is. Enige gewenste kommentaar/besware, met volledige redes daarvoor, moet ingevolge Artikel 50 van die genoemde wetgewing aan die aansoeker op een van die volgende wyses gedrapeer word:

AANSOEKER	
Gereguleerde of gewone pos	Jacques Volschenk / Dennis Moss Vennootskap Posbus 371, Stellenbosch 7599
Of per e-pos	021 886 5393
Of per hand afgelewer aan	Jacques Volschenk / Dennis Moss Vennootskap Markstraat No. 17, Stellenbosch
Of per e-pos gemaak aan	jacques@dmp.co.za

Allo kommentare moet op of voor 30 dae vanaf die datum van publikasie van hierdie kennisgewing, met vermelding van die aansoeknommer, verwysingsnommer, a naam, adres en kontakbesonderhede, belangstelling in die aansoek en redes vir kommentaar, deur die bogenoemde party ontvang word. Telefoniese navraag kan aan die aansoeker, Jacques Volschenk by tel 021 887 0124 gemaak word. Enige kommentaar/besware ontvang na die voormelde sluitingsdatum sal as ongeldig gemaak word. Enige persoon wat nie kan skryf nie sal deur 'n Munisipale-amptenaar bygestaan word om hul kommentaar op skrif te stel.

ANNEXURE 10

COMMENTS/OBJECTIONS FROM I&AP'S

Jacques Volschenk

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Wednesday, October 10, 2018 8:08 AM
To: Jacques Volschenk
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

FYI

Groete/Regards,
David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"
After Hours emergency numbers:

1. Plumber - Plumb Certain
2. Gates and fencing - Infinity
3. Electricity – Neusch

Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

All views or comments expressed here are my personal ones only and have no official status of my organization unless otherwise stated. Their opinion and the opinions of the board of directors are not to be taken into consideration. I am not responsible for any damage or loss of data caused by the use of this message or the use of the Internet. I am not responsible for any damage or loss of data caused by the use of this message or the use of the Internet. I am not responsible for any damage or loss of data caused by the use of this message or the use of the Internet.

All views or comments expressed here are my personal ones only and have no official status of my organization unless otherwise stated. Their opinion and the opinions of the board of directors are not to be taken into consideration. I am not responsible for any damage or loss of data caused by the use of this message or the use of the Internet. I am not responsible for any damage or loss of data caused by the use of this message or the use of the Internet. I am not responsible for any damage or loss of data caused by the use of this message or the use of the Internet.

From: Christiaan Dippenaar [<mailto:cdip59@gmail.com>]
Sent: 09 October 2018 07:26 PM
To: David | MPA Cape Winelands <david@marite.co.za>
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Good day Mr Botha

I am the owner of Unit 5 and I have no objection - in fact I am very much in favour of such developments in that very area as it will help shifting the student accomodation west of Bird street, which may have a positive effect on the value of the Boschenpark units.

Regards

Christiaan Dippenaar

From: David | MPA Cape Winelands [<mailto:david@marite.co.za>]

Sent: Tuesday, October 9, 2018 2:47 PM

Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Importance: High

Dear Owner

Please find the attached for your urgent attention.

If there is any objections it will have to be made before the end of 10 October 2018 (tomorrow). Apologies for only sending it now.

Groete/Regards,

David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"
After Hours emergency numbers:

1. Plumber - Plumb Certain
2. Gates and fencing - Infinity
3. Electricity – Neusch

Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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 personal views and opinions and do not constitute
 any legal advice. Unless otherwise
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 constitute an offer of any financial product or
 service. Please contact your broker or financial
 adviser for more information. If you need a copy
 of this message, please contact your broker or
 financial adviser.

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 any legal advice. Unless otherwise
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 constitute an offer of any financial product or
 service. Please contact your broker or financial
 adviser for more information. If you need a copy
 of this message, please contact your broker or
 financial adviser.

Jacques Volschenk

From: Ernst Roodt <eroodt@gmail.com>
Sent: Friday, August 24, 2018 2:33 PM
To: Jacques Volschenk
Cc: japie@wiprop.co.za
Subject: LU/7967 - Objection Erven 141-142 & 163-165, Stellenbosch

Dear Sir/s

OBJECTION AGAINST PROPOSED DEVELOPMENT - ERVEN 141-142 & 163-165, STELLENBOSCH, WESTERN CAPE

We have recently been made aware of the above proposed development and its related proposed departure application.

As an a land owner in the nearby vicinity of the proposed sites, we are concerned about certian aspects of the application and object on the following matters. These are to be clarified and reconsidered prior to approval.

1. **Departures:** More substantive reasoning to be given for the proposed deviation of floor factor and height. The number of units is deemed too excessive and unrealistic particularly given the parking assumptions.
2. **Parking:** Deviation of the proposed minimum parking requirements are deemed ill-conceived and unrealistic and are not to be supported. This to be reconsidered and motivated with substantive proof and arguments. Failure which the bulk and height of the development need to be reduced to be inline with minimum parking ratio requirements.
3. **Traffic:** Direct traffic volumes as a direct result of this proposed development will have an adverse effect on the immediate and wider traffic network. Further to the above parking issue raised. The proposed upgrades to support non-motorized transport should be made a condition of approval.

Looking forward receiving more clarity and solutions on the above matters prior to approval of this application.

Regards,

E. Roodt

Jacques Volschenk

From: Ian Moodie <ian.moodie@mweb.co.za>
Sent: Saturday, August 25, 2018 2:50 PM
To: Jacques Volschenk
Subject: Application Number: LU/7967 - Comment

For the attention of Jacques Volschenk / Dennis Moss Partnership

Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202

I refer to the notice received detailing the application for the rezoning and development of the properties referred to above.

I am the owner of Erf 14626, being a unit in the Boschenpark block on Dennesig Street near to where the proposed development is planned to take place.

I do not have any objection to the proposed development as it appears to be in keeping with various other developments in the area and will bring capital injection and hopefully more residential units will bring a revitalisation to this area. My comment is that with the increase in residents in this and other similar developments in the area, there should be more provision made for the increase in traffic that this will bring. This is dealt with under section 6.1 of the Rezoning and associated application document, labelled Traffic Impact Statement.

The TIA notes that there will be a moderate traffic impact, but with the current dire traffic situation in Stellenbosch any impact needs to be mitigated, let alone a moderate one. The Municipality will, through this development, be getting increased rates from the increase in number of units.

There is a suggestion that a non-motorised transport improvement plan for the area be drawn up, with which I entirely agree. With the increasing population in this part of Stellenbosch, the cycle path initiative implemented towards the upper end of Merriman Avenue should be extended down to the R44 and also implemented along Bird Street.

Converting to non-motorised and pedestrian transport will help reduce some of the pressure that vehicle numbers bring. The more effective policing of traffic around the Merriman Ave / Bird Street intersection will also greatly assist.

Yours sincerely,
Ian Moodie (Owner Erf 14626)

*PO Box 65
Elgin 7180*

*Email: ian.moodie@mweb.co.za
Mobile: +27 82 928 2413*

MEGLIS (PTY) LIMITED

Reg No 2014/020865/07

Our Reference: Erven 141-142 & 163-165, Stellenbosch
Your Reference: LU/7967

24 August 2018

Dennis Moss Partnership
Care of: Jacques Volschenk
P O Box 371
STELLENBOSCH
77599

Per e-mail: jacques@dmp.co.za

Dear Sir

OBEJCTION AGAINST PROPOSED DEVELOPMENT OF ERVEN 141-142 & 163-165, STELLENBOSCH

Your letter dated 26 July 2018 informing us of the proposed development of the abovementioned properties has reference.

We, Meglis (Pty) Ltd the owners of Erf 132,133,134 (Consolidated to Erf 17274) herewith formally submit our objection to the proposed development in terms of Section 50 of the Stellenbosch Municipality Land Use Planning By-Law .

It should be noted that our objection is not against the principle of densification in the area, as we acknowledge the need for - and legislative support of - densification in the area.

The objection is, however against the extensive deviations/departures from the land use regulations which are proposed, and which will not benefit the surrounding area in the long term. We therefore list the reasons for our objections below.

Directors: R Wintle

Suite 1 | Ground Floor | The Mirage | 44 Chiappini Street
Cape Town 8001

T Capuzzimati

1. Departures:

Zoning scheme regulations has a specific purpose and are formulated and implemented for a reason. This include the conservation of the value of buildings and other properties in the area and to encourage the most appropriate use/development of the land. The character of an area is mainly determined by what is allowed in the zoning scheme regulations and extreme deviation from these regulations could have far reaching negative effects, especially when decisions on future developments have to be made.

It is acknowledged that – in certain site-specific circumstances - Council could consider certain minor departures from these regulations to allow practical solutions for the use of space. As a result, other buildings in the area has, e.g. been allowed limited departures from the regulations. Caution was however taken to ensure that most of the regulations pertaining to massing was adhered to.

In this instance, there are no specific reason why the proposal should deviate from both the floor factor and height. It will set a dangerous precedent for future proposals, should these departures be favorably considered. The combined impact of further development could therefore have far reaching negative results for the area.

2. Massing & Streetscape:

The proposed increase in floor factor and number of storeys will have a direct impact on the buildings' size and massing as it sets the maximum volume or envelope in which a building(s) can be developed.

Although the design elements of the proposed building are well thought through with alternative height levels, the design/massing/height is probably more appropriate for a property located on a busy street front. The location of this proposal, however, is a residential area characterised by small intimate streets, where the focus is more on the building and its relationship to the sidewalk and street(s) and the associated importance to "human" scale.

The scale of the proposed buildings will completely overshadow the human scale as experienced from passers-by and can create a tunnel effect – especially if this precedent is continued through similar developments in the area. This furthermore emphasise the concern to deviate from the By-Law relating to the Control of Boundary Walls and Fences, which could have a direct impact on the interpretation of the scale of the building and accordingly the streetscape.

In considering the degree of fit of the proposed building with the character of the surrounding area, it is also important to take into account the relationship between the proposed building and the size of adjacent structures. In this case the proposed building (basement parking plus 5 storeys) entirely overshadow not only the adjacent buildings but also the other block of flats (which mainly consists of ground floor parking plus 3 storeys residential) recently approved in the area.

Strong emphasis is made to the fact that this proposal should be dealt with and considered through applying similar decision-making criteria as was implemented with previously approved developments.

The form of the building is also a direct relation to the neighborhood context. Aspects such as the importance of existing patterns, future planning vision for the area and neighborhood scale form part of the neighborhood context and should be taken into account when taking a decision if the building fits in with the area. In this instance the proposed building, due to its massive scale, does not fit into the existing neighborhood patterns, neighborhood scale. The future planning vision for this area also require a mix with non-residential facilities if a building is six storeys.

3. IDP

As per the applicant's motivation, the IDP identified "*Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.*"

The reference to non-residential facilities implies a zoning which will be more appropriate to accommodate these non-residential uses and would not be compatible with General Residential Zone. Furthermore, these non-residential facilities are more likely to be found on the periphery of the intensification area along the major routes (accessible), with the pure residential uses concentrated in the core of the area. It is also unclear if the proposal adheres to the performance criteria referred to. The applicant's statement that the proposal adheres to the IDP is therefore misleading.

The IDP's recommendation furthermore does not give property owners in this area the right to build 6 storeys, but merely that consideration could be given based on performance criteria.

4. Optimal Utilisation of property:

In their motivation report, the applicant refers to the 'optimal utilisation of the property' and use it as motivation for numerous departures. When considering the Stellenbosch Zoning Scheme parameters and the departures previously granted in the surrounding area (precedents which has been set) one start to question the meaning of the use of the words 'optimal utilisation', especially given the proposal for numerous departures which include the combined deviation from the floor factor and height.

Optimal utilisation of the land would seek to firstly adhere to the zoning scheme regulations for a specific zoning/use, with the consideration of *minor* departures, determined by site specific conditions. The proposed floor factor is extensive and necessitate further departures and encroachments e.g. the height restriction, basement which encroaches the building lines to accommodate parking, etc. These encroachments would not be required for the optimal utilisation of the property and one therefore conclude that this 'optimal utilisation' relates to the financial gain for the developer – more units more money – and not to the benefit of the general community.

5. Parking:

We are concerned about the number of actual parking bays which are provided (25 bays proposed to be converted to bicycle and motorcycle bays) for the following reasons:

- i. The number of visitors' parking bays are reduced, and it is a concern that visitors who can't find parking inside the development will have to park in the road reserve. This will not only lead to traffic congestion but can draw the wrong elements into the area as cars parked in the street (unsecure) are easy targets by criminals.
- ii. There is no guarantee that the units will only be occupied by students with the result of lower motor vehicle use. The two bedroom units lends itself for young families who might have the need for more than one safe parking bay on-site.

6. Traffic

The recommendations made by DECA consulting with regards to upgrade of intersections and the implementation of sidewalks are supported and should be imposed as conditions of approval. The Stellenbosch Municipality should also take note and take responsibility for the proposed non-motorised transport improvement plan, especially since this area is earmarked for high density development in future.

7. Conclusion:

In line of the above it is requested that Council seriously consider the long-term impact this proposal will have on setting a precedent for future developers to apply for extensive departures, especially those relate to massing and scale. The additional traffic and transport related issues which will be generated as a result of these departures are furthermore of great concern, as is the manner in which the parking provision is being addressed.

Due to the beforementioned and the IDP's recommendation it is important that this proposal should not be dealt with in isolation but rather be viewed as a benchmark for future development proposals and applications in this area. This emphasize our concerns and reasons for objection which, if not addressed in a responsible manner, can have a long-term negative impact on the character, health, safety and wellbeing of the surrounding community.

We trust that you find the above in order.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ryan Wintle', written over a light blue horizontal line.

Ryan Wintle

MEGLIS (PTY) LIMITED

Reg No 2014/020865/07

Our Reference: Erven 141-142 & 163-165, Stellenbosch

Your Reference: LU/7967

24 August 2018

Dennis Moss Partnership
Care of: Jacques Volschenk
P O Box 371
STELLENBOSCH
77599

Per e-mail: jacques@dmp.co.za

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7. Conclusion:

In line of the above it is requested that Council seriously consider the long-term impact this proposal will have on setting a precedent for future developers to apply for extensive departures, especially those relate to massing and scale. The additional traffic and transport related issues which will be generated as a result of these departures are furthermore of great concern, as is the manner in which the parking provision is being addressed.

Due to the beforementioned and the IDP's recommendation it is important that this proposal should not be dealt with in isolation but rather be viewed as a benchmark for future development proposals and applications in this area. This emphasize our concerns and reasons for objection which, if not addressed in a responsible manner, can have a long-term negative impact on the character, health, safety and wellbeing of the surrounding community.

We trust that you find the above in order.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Ryan Wintle', with a stylized flourish at the end.

Ryan Wintle

APPLICATION NUMBER: LU/7967

Municipal Reference Number: Erf 141,142,163,164 and 165, Stellenbosch

Applicant Reference Number: Q4202

FROM: A B HAMMAN

Residential address:

9 Hofman Street
Stellenbosch, 7600

Postal address: (please use for registered mail)

7 Zwaanswyk Street
Karindal
Stellenbosch, 7600

Contact no: 0847396411

Email: elaine@moederkerk.co.za

August 7, 2018

TO: JACQUES VOLSCKENK

Dennis Moss Partnership
17 Market Street,
Stellenbosch, 7600

Mr Volschkenk

RE: APPLICATION NO LU/7967

I am the owner of Erf 146, situated at 9 Hofman Street, Stellenbosch. The said erf is on the corner of Hofman and Paul Kruger Streets, located to the east of the proposed development.

I hereby strongly object to the proposed demolition of existing buildings on Erven 141, 142, 163,164 and 165 and the development of a block of flats.

Erven 141, 142, 163, 164 and 165 are part of a single residential area, i.e. Dennesig. This is an old established area and currently people of all age groups, including many families, reside here.

If the proposed development is to go ahead, it would have major negative effects on the living circumstances of residents of the remaining single residential properties in Paul Kruger, Dennesig and Hofman Streets. A development, as proposed, opposite or next to a single residential house, seriously violates the privacy of occupants of the residential houses.

Occupants living on the upper levels of the proposed block of flats, can easily look right into rooms and backyards of residential properties adjacent to or across the street from the flats. This is a violation of people's right to privacy at their homes, as per the Bill of Rights of our Constitution.

The developers planning to encroach the lateral and street building lines, exacerbates this aspect (violation of privacy).

The residences on Erven 141, 142, 163, 164 and 165 are all character-filled old homes dating from the 1930's and 1940's. Similar character-filled residences in Stellenbosch are found only in the Mostertsdrif area, and are selling at much higher prices. I am of the opinion that these residences (Erven 141, 142, 163, 164 and 165) should be renovated and preserved as part of our architectural heritage. This statement is in line with municipal and city council policies of other towns and cities, where old established residential areas are restored and preserved and finally become very popular areas to live in.

A Heritage Impact Assessment was done for the Dennesig Area in 2017 by the heritage specialist, Me Bridget O'Donoghue. According to that assessment, Erven 163, 164 and 169 in Dennesig Street were found to be conservation worthy and were graded as such.

Both Dennesig and Paul Kruger Streets are currently beautiful tree-lined, quiet residential streets. Should the proposed development go ahead, it will cause an enormous increase in traffic to this area. Higher traffic volumes will also increase noise and air pollution (because of exhaust fumes). The traffic increase is a direct threat to children and other pedestrians using these streets.

Currently there are two blocks of flats on the southern side of Dennesig Street, and one block of flats on the northern side of Paul Kruger Street. I am totally against the spreading of such developments to a character-filled, quiet single residential area. Homeowners in the Dennesig Area, as in other areas, yearly spend lots of money on the maintenance and improvements of their properties and gardens. A development as planned, will have a negative effect on property values in the area. A high density development with accompanied increased traffic flows, increased noise and pollution levels as well as harmful effects on privacy of surrounding residences, will cause the Dennesig area to lose its residential character; currently property owners will be forced by these unpleasant circumstances to sell their properties and move elsewhere.

Thank you for the opportunity to present my objection.

Sincerely

A handwritten signature in dark ink, appearing to read 'A B Hamman', with a stylized flourish at the end.

A B HAMMAN

Jacques Volschenk

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Tuesday, October 9, 2018 3:26 PM
To: Bradley Simpson
Cc: Jacques Volschenk
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

FYI

Groete/Regards,
David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"

After Hours emergency numbers:

1. Plumber - Plumb Certain
2. Gates and fencing - Infinity
3. Electricity – Neusch

Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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All views or opinions expressed here are my personal views and are in no way related to my organisation. Unless otherwise stated, email contents may be confidential or privileged and is for the use of the main recipient only. If you are not the intended recipient, please do not print, copy, disseminate or use this message in any way. If you are not the intended recipient, please do not print, copy, disseminate or use this message in any way.

From: Stephen Scott [mailto:stephens@tiber.co.za]
Sent: 09 October 2018 03:24 PM
To: David | MPA Cape Winelands <david@marite.co.za>
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)



Dear David,

Thank you for the information.

My personal opinion is that the proposed development looks fine and apart from increasing traffic will in all probability have little impact on Boschen Park and the area and should contribute to enhanced security in the area.

Should the Trustees of the Body Corporate of Boschen Park have a differing view and recommend objection please advise accordingly.

Thanks

From: David | MPA Cape Winelands <david@marite.co.za>

Sent: Tuesday, 09 October 2018 15:07

Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Dear Owner

Please be advised that the notice period has been extended to **17 October 2018**.

Thank you

Groete/Regards,

David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"

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4. **Plumber - Plumb Certain**
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Stefan 071 677 1951
Jeremy 078 949 3568
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Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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From: David | MPA Cape Winelands

Sent: 09 October 2018 02:47 PM

Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Importance: High

Dear Owner

Please find the attached for your urgent attention.

If there is any objections it will have to be made before the end of 10 October 2018 (tomorrow). Apologies for only sending it now.

Groete/Regards,

David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"

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Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

Kind Regards

STEPHEN SCOTT

Director



c:083 300 5577
t:011 430 7700
f:086 502 2408
e:stephens@tiber.co.za

www.tiber.co.za

12 Desmond Street, Kramerville, Sandton
PO Box 857, Wendywood, 2144

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Belangegroep Stellenbosch Interest Group

23 August 2018

Jacques Volschenk
Dennis Moss Partnership
Stellenbosch
jacques@dmp.co.za

Dear Mr. Volschenk

RE: Application LU/7967 - for consolidation, rezoning, departure, site development plan: ERVEN 141, 142, 163, 164 & 165 STELLENBOSCH

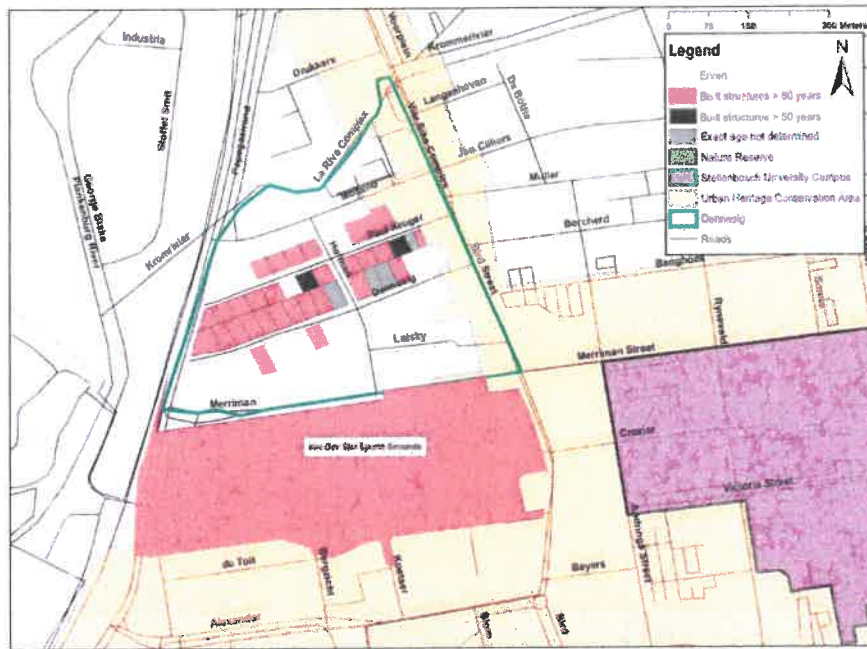
Stellenbosch Municipality has seemingly already earmarked the historic suburb of Dennesig to be the next 'dead spot' for studentification. Now that Die Weides and Universiteitsoord are almost saturated with student accommodation (and therefore, excluding potential middle and GAP housing opportunities for persons working in Stellenbosch). Dennesig is apparently next in line for developers to undo 100 years of history.

This almost perfectly intact tree-lined historical suburb – see collage of photos below - consists of single story residential buildings predominantly from the 1930's and 1940's of which very few have been modified. Although the suburb is typically middle class, this does not mean that it is not worthy of preservation. Dennesig represents a layer of history in Stellenbosch between two world wars with a mixture of Cape Dutch, Victorian, Arts and Crafts as well as Art Deco architecture. Regrettably, the recent HWC approved Stellenbosch Heritage Inventory did not include this part of Stellenbosch in the Heritage Protection Overlay Zone¹. The Stellenbosch Interest Group (SIG) believes this is a major oversight by the consultants, the municipality, and HWC. A survey by the SIG has documented a very much intact historic representation of Dennesig – see figure below.



¹ SIG objected the exclusion of Dennesig from the Heritage Protection Overlay Zone. Why the elongated shaped overlay zone along Bird Street to the north of Dennesig was instead considered part of the historic core is a mystery as there are hardly any historic places located there.

✉ 2217, Dennesig 7601 021 886 4741 info@stellenboschinterestgroup.org



Although a few high-density developments have been approved (and completed) in the area to date, they are situated on the periphery of the suburb. The approval of Application LU/7967 will thus signal the demise of the historic suburb of Dennelwig from within. The SIG is not objecting to densification as such. What is being objected to is ill-conceived densification plans that would negatively affect the historic landscape of Stellenbosch.

To quote from the National Development Plan:

By 2050, South Africa will no longer have: poverty traps in ... townships; workers isolated on the periphery of cities; inner cities controlled by slumlords and crime; sterile suburbs with homes surrounded by high walls and electric fences; households spending 30 percent or more of their time, energy and money on daily commuting; decaying infrastructure with power blackouts, undrinkable water, potholes and blocked sewers; violent protests; gridlocked roads and unreliable public transport; new public housing in barren urban landscapes; new private investment creating exclusive enclaves for the rich; fearful immigrant communities living in confined spaces (National Development Plan 2012: 233-4)

In view of the above quote, the National Development Plan recognizes that many aspects of South African cities reinforce exclusion and injustice, and different urban arrangements would enable more equitable and just outcomes. Yet the future to which such documents aspire would require very different spatial practices to those that currently shape cities. The core challenge now, is how it might be possible to shift urban practice and governance to produce more inclusive cities. The emotive issue of land expropriation we face today is a direct consequence of local, provincial and national government since democracy in 1994 not to take seriously the concerns of the vast majority of people in the country. Although South Africa still has a very long way to go to get rid of its apartheid spatial legacy, the **retention** thereof is possibly most visible in Stellenbosch. Stellenbosch has one of the highest segregation indexes in the country. As per current policy and governance directives - which is largely based on a neoliberal mentality dictated by the private sector (developers) acting as the *de facto/shadow* local authority- there is absolutely no room for integrating young working professionals and those that fall in the GAP housing category (i.e. the aspirant middle-class). Similarly, there is no mention of any social housing opportunities for low-middle income groups in society. These three groups

are the type of persons one particularly needs to spatially integrate into the urban fabric, where places of opportunity and accessibility exist (because they can pay for basic services, etc.) because they will be socially mobile inclined. One would have assumed that by now Stellenbosch Municipality would realise that by "closing down" large chunks of the city's residential spaces for student accommodation, they are creating segregated spaces, reinforcing segregation and exclusion (indirectly still race-based): spaces that are for between a third and a quarter of the year not inhabited because of university vacations. Surely, development plans, such as application LU/7967, should incorporate a social housing or GAP housing component. Is it not high time that by-laws should be formulated to ensure that this happens?

Insofar as application LU/7967 is concerned, the SIG is opposed to the demolition of the historic houses. Instead the SIG proposes that infill densification be approved whereby the existing houses are retained and that, where possible, higher density apartments are constructed. A best-case scenario is that of Merriman 98 and 96 (where the new high-density buildings do not detract from the aesthetics of the historic houses – photo 1); unlike the less successful *One on Cluver* and the many more examples in Die Weides (see photo 2).

Photo 1:



Photo 2:



Yours faithfully

PE Botha

Patricia Botha (Chairperson)

Bradley Simpson

From: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>
Sent: Tuesday, 09 October 2018 2:05 PM
To: Bradley Simpson
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

This is the Schoongezicht one:

From: Riel Meynhardt [<mailto:evergreenhospitality@gmail.com>]
Sent: 05 October 2018 01:31 PM
To: Lizindy Knipe | MPA Cape Winelands <lizindy@marite.co.za>
Cc: memry@boradyn.co.za; Rudolph Schoonwinkel <rudolph@lyners.co.za>; riel@evergreenmanor.co.za
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Goeie middag

Die ontwikkeling as sulks is nie problematies nie maar die parkering wat hulle voorsien is te min. Daar moet afgedwing word dat hulle aan die volle parkeervereiste voldoen met 204 parkerings vir motors. Fiets en motorfiets parkering kan addisioneel voorsien word, indien hulle wil.

- **Parking will be a combination of open surface parking and zoning parameters applicable, a total of 204 parking bays. Stellenbosch Integrated Zoning Scheme, provision is made lieu of vehicular bays. Having regard for the provision of bays, 12 motorcycle bays (equal to 3 conventional bays) have been provided on site.**

Kan sodanige beswaar asb ook direk by die Munisipaliteit afgelewer word, met stempel vir ontvangs erkenning sowel as om dit aan Dennis Moss se epos te stuur. As ons dit nie direk aflewer nie, is die risiko daar dat dit nie openbaar gemaak word nie. Kopie van gestempelde beswaar terug na trustees per epos.

By voorbaat baie dankie Lizindy

Groete

Riel Meynhardt

Evergreen Manor & Spa
 11 Murray street
 Stellenbosch 7600
 South Africa

Tel: +27 (0)21 8866947
 Fax: +27 (0)86 566 8302
www.evergreenmanor.co.za



From: Lizindy Knipe | MPA Cape Winelands [<mailto:lizindy@marite.co.za>]
Sent: 05 October 2018 11:55 AM
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Goeiedag Trustees,

Sien aangehegde dokumente vanaf die artitek, Dennis Moss in verband met die ontwikkeling van nog 'n kompleks in die omliggende omgewing.

Die gebou is alreeds redelik gebou, maar hulle moet volgens die Munisipaliteit die toestemming hê van die omliggende komplekse.

Baie dankie.

Groete/Regards,
Lizindy Knipe - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information via our website www.marite.co.za, and click on "Community After Hours emergency numbers:

- | | |
|---------------------------------|---------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Otto 083 680 7508 |



Tel.: +27 (0)21 882
Fax: +27 (0)21 882
Email: lizindy@marite.co.za
Web: www.marite.co.za

Handwritten note: Please refer to the attached documents for the details of the application. The application is for the use of the property as a residential development. The application is for the use of the property as a residential development. The application is for the use of the property as a residential development.

From: Bradley Simpson <bradley@dmp.co.za>
Sent: 26 September 2018 10:08 AM
To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>
Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Marietjie,

Referring to your discussion with Mr Gys De Klerk, on the advertising of the Land Use Application.

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of;

- **Dermont Apartment Complex**
- **Boschenpark Apartment Complex**
- **Skoongezicht Apartment Complex**
- **Akkerhof Apartment Complex**
- **Lockington House 1 & 2**

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



email disclaimer: www.dmp.co.za/disclaimer/

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Stellenbosse Belastingbetalersvereniging Stellenbosch Ratepayers' Association

✉ 399 Stellenbosch 7599; F 0866758040; info@stellenboschratedpayers.org

11 August 2018

Mr J Volschenk
Dennis Moss Partnership P O Box 371
Stellenbosch
7599 jacques@dmp.co.za

Acting Director: Planning & Economic Development
Stellenbosch Municipality
P O Box 17
Stellenbosch
7599 Bernabe.DeLaBat@stellenbosch.gov.za

Dear Mr Volschenk

COMMENT ON AND OBJECTION TO THE APPROVAL OF ASPECTS OF AN APPLICATION FOR THE REZONING OF ERVEN 141, 142, 163, 164 AND 165, STELLENBOSCH, INCLUDING THE APPROVAL OF PERMANENT DEPARTURES FOR INCREASES IN THE PERMISSIBLE HEIGHT, COVERAGE, BULK (FLOOR FACTOR) AND RELAXATION OF BUILDING LINES

1. I refer to your registered letter with Application Number LU/7967 dated 26 July 2018, concerning the above which was sent to the Stellenbosch Ratepayers Association (SRA). Thank you also for forwarding an electronic copy of the application to the Secretary of the SRA on Friday 27 July 2018.
2. Although the SRA is aware that developers are anxious to obtain planning approval as rapidly as possible, the SRA is of the view that this should not happen at the expense of the environmental amenity of Stellenbosch. In this respect it is noted from the application that approval has yet to be obtained from Heritage Western Cape (HWC), for the demolition of the dwellings on the above-mentioned Erven. At this point in time the approval by HWC for the demolition of the dwellings on Erven 132 – 134 in Paul Kruger Street (opposite this site) is also the subject of an appeal. It accordingly appears to be prudent to first obtain the approval of HWC before proceeding with the rezoning and ancillary applications.

3. In order not to delay the application unduly the SRA has nevertheless considered the merits of the departures applied for. In doing so, consideration has been given to the existing environmental amenity of the area between Die Laan and Van Riebeeck Street in relation to the impact that the current proposal would have on the future environmental amenity of the Dennesig area. The conclusion reached is that, permitting practically double the floor factor in Dennesig (1.33), compared to Die Laan (0.75), will have a negative long-term impact on the environmental amenity of Dennesig.
4. A further objection to the application concerns the proposed provision of a parking basement covering 70% of the site. The provision of basement parking has the unfortunate effect of lowering the water table, which in turn has a major negative impact on the surrounding vegetation and street trees (unless the developer can prove that the groundwater can be put back in the ecological system – watering of trees, greywater use etc.). A more sustainable development might be to provide ground floor parking with residential accommodation on floors 1 – 3. This approach has been used most successfully in other parts of Stellenbosch, including Die Laan.
5. While densification remains an important objective the proposed floor factor of 1.33 is excessive. An in-depth debate is accordingly necessary to determine whether the floor factor should be limited to the prescribed factor (existing and proposed zoning scheme regulations) of 0.75 and the permissible coverage to 25%. As indicated in several previous submissions by the SRA, the provision of housing in Stellenbosch is skewed because of the high demand for student accommodation. The Weides is a good example of what should not be permitted to happen. One would hope that the adverse experience in the Weides will not be repeated in Dennesig. As the Council has yet to approve the rezoning of erven in Dennesig from single residential to general residential, it will be possible to avoid the negative consequences of inordinately high densities (provided there is a will to do so).
6. Most, if not all, newly built flats in and around Stellenbosch are occupied by students. The design of these units is aimed at providing a minimum amount of space at a maximum rental. (The units are therefore designed for student accommodation). There is, however, also a need for alternative housing options, for first time home buyers, young working persons and the middle-income group. Student flats are not “densification” in the true sense of the word. Students occupy these units for only eight months of the year. The safety and security risks are largely increased during the four months of the year that students are not in Stellenbosch. This period is also a loss to the local economy. The Dennesig area was/is the ideal solution for the categories of accommodation not provided for at present. Council has a facilitation role and needs to ensure sustainable development for the benefit of the broader community and environment. The present trend is not sustainable at all. Permitting “overdevelopment” increases land prices and renders sound urban design and development very difficult if not impossible. Without a proper development plan and innovative urban design, opportunities will be lost. Present development approvals also have a negative impact on the character

and attractiveness of Stellenbosch – our only hope for sustainable long-term stability.

7. In the light of the above-mentioned comments it is trusted that you will reconsider the proposal and amend the design to reduce the impact of the proposed development to an acceptable and sustainable level that will hopefully contribute to a high standard or quality of environmental amenity.

Kind regards,

Andre Pelser (Chairman)

Cc Adv Gesie van Deventer Mayor@ Stellenbosch.gov.za
Executive Mayor
Stellenbosch Municipality

Ms Geraldine Mettler mm@ Stellenbosch.gov.za
Municipal Manager
Stellenbosch Municipality

Ms Johannie Serdyn Johannie.Serdyn@ Stellenbosch.gov.za
Councillor for Ward 11
Stellenbosch Municipality

Bradley Simpson

From: Hilary van der Vyver <vdv@mweb.co.za>
Sent: Thursday, 27 September 2018 2:37 PM
To: Bradley Simpson
Subject: Your Proposed Deveopment

To Whom it May Concern:

Thank you for the opportunity of commenting on your proposed development in Dennesig/
Paul Kruger Streets, Stellenbosch.

I think the question many will pose is, simply, 'Is the building of another 135 further units in Stellenbosch necessary?'.

If one considers that there are already a large number of units in other complexes which have not always been readily filled, is further (mainly student) accommodation justified?

I think many are aware that the character of Stellenbosch has to be safeguarded and further building on the scale you envisage might be termed 'another block of concrete ' in an already overbuilt environment – and Stellenbosch is not just an ordinary town; it is unique and it is our duty to maintain it's character in every way we can.

With these two factors in mind, I would, therefore, not be in favour of your proposed development.

Kind regards

H. van der Vyver Trustee: Units 204 and 205 The Acorns

ANNEXURE 11

EXTERNAL DEPARTMENT COMMENTS (DEADP)

Jacques Volschenk

From: Helene Janser <Helene.Janser@westerncape.gov.za>
Sent: Wednesday, August 1, 2018 2:29 PM
To: Jacques Volschenk
Subject: PLANNING COMMENT: LU/7967

Dear Jacques

Please be advised that this Department's Planning Component has no comment on the application for consolidation, rezoning, departures, SDP and removal of restrictive title conditions in respect of Erven 141, 142, 163, 164 & 165, Stellenbosch.

Kind regards

Helene Janser
Chief Town & Regional Planner: Grade A
Directorate: Development Management: Region 2
Department of Environmental Affairs and Development Planning

2nd Floor, Utilitas Centre, 1 Dorp Street, Cape Town

Tel: 021 483 3544
Cell: 084 585 2000
E-mail: Helene.Janser@westerncape.gov.za
Website: www.westerncape.gov.za/eadp



BETTER TOGETHER.

ANNEXURE 12
DMP RESPONSE TO COMMENTS



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Our Ref: Q4202
Date: 16 October 2018

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

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERF 141 & 142, 163-165, PAUL KRUGER ROAD, STELLENBOSCH

The above-mentioned application on erf 141 & 142, 163-165, Stellenbosch refers.

The commenting period for said application yielded five (10) comments/objections.

It is the intention of this correspondence to respond to the major issues as collated from the comments/objections.

- This is an amalgamated comments and responses report incorporating those comments received in response to notice of the application published on 26 July 2018.
- The list of categories, as per the comments/objections are as follows:

1 Excessive departures	2 Inappropriate massing
3 Integrated Development Plan	4 Parking
5 Increased traffic	6 Privacy
7 Heritage value of the area	8 Reduction in property values
9 Provision of alternative housing	10 Effect on the water table
11 Positive effect of development	

CHRONOLOGICAL LIST OF I&APS

DATE OF SUBMISSIONS	COMMENTATOR
7 August 2018	Mr AB Hamman [ABH]
11 August 2018	Stellenbosch Ratepayers' Association [SRA]
23 August 2018	Stellenbosch Interest Group [SIG]
24 August 2018	Mr Ernst Roodt [ER]
24 August 2018	Meglis (Pty) Ltd. [M]



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA • JMH Lackay, Pr S Arch, T MArch
Associates: WJ Tjijmens, Ing (NED) FLASA (Landscape Architect) • SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP

25 August 2018	Mr Ian Moodie [IM]
27 September 2018	Me Hillary van der Vyver [HV]
5 October 2018	Mr Riel Meynardt [RM]
9 October 2018	Mr Stephen Scott [SS]
9 October 2018	Mr Christiaan Dippenaar [CD]

COMMENTS AND RESPONSE REPORT		
NO.	COMMENT	RESPONSE
1	EXCESSIVE DEPARTURES	
1.1	<p>[M (24/08/2018)] Zoning scheme regulations has a specific purpose and are formulated and implemented for a reason. This includes the conservation of the value of buildings and other properties in the area and to encourage the most appropriate use/development of the land. The character of an area is mainly determined by what is allowed in the zoning scheme regulations and extreme deviation from these regulations could have far reaching negative effects, especially when decisions on future developments have to be made.</p> <p>It is acknowledged that – in certain site-specific circumstances - Council could consider certain minor departures from these regulations to allow practical solutions for the use of space. As a result, other buildings in the area has, e.g. been allowed limited departures from the regulations. Caution was however taken to ensure that most of the regulations pertaining to massing were adhered to.</p> <p>In this instance, there are no specific reason why the proposal should deviate from both the floor factor and height. It will set a dangerous precedent for future proposals, should these departures be favorably considered. The combined impact of further development could therefore have far reaching negative results for the area.</p>	<p>As a point of departure it should be pointed out that the commentator has, himself, submitted a land use planning application to enable a proposed development on its properties diagonally across Paul Kruger Road from the subject property, yet he found it necessary to object against another development in the area.</p> <p>This leads one to believe that the objector wants to have the sole opportunity to develop a property in the area and does not allow the same courtesy to other owners. This is a prime example of a NIMBY attitude towards development.</p> <p>Notwithstanding the above, the Dennesig area has already entered a transition period. Where the area was previously dominated by single residential dwellings, the Municipality has recognized that it needs to densify and intensify in order to make the best use of its resources, and to break down apartheid spatial planning patterns. As such, the area has been identified in the Integrated Development Plan (IDP) as a <u>primary densification area</u>.</p> <p>Whilst the IDP and SDF may spatially indicate these densification areas, the applicable zoning scheme is still the old scheme that was approved by the Administrator in June 1979.</p> <p>Therefore in order to ensure that any development advances the policies and strategies of the Council, selective meetings were set up with the relevant planning officials to determine the parameters for the proposed development.</p> <p>After having discussed the proposals with the officials it was inevitable that some of the existing parameters would have had to be relaxed. It is therefore contended that the departures applied for in this application, are insignificant in nature and without it, the proposed development would not be advancing municipal policy, as approved.</p>
1.2	<p>[ER (24/08/2018)] More substantive reasoning to be given for the proposed deviation of floor factor and height. The number of units is deemed too excessive and unrealistic particularly given the parking assumptions.</p>	<p>Refer to response in # 1.1 above.</p> <p>In addition to the above, the applicant has discussed the parking requirements with the Engineering Services department of Stellenbosch Municipality</p>

		who has accepted the vehicle, motorcycle and bicycle mix as appropriate, as provided for in the draft Stellenbosch Municipality Zoning Scheme By-Law.
1.3	<p>[SRA (11/08/2018)] Consideration has been given to the existing environmental amenity of the area between Die Laan and Van Riebeeck Street in relation to the impact that the current proposal would have on the future environmental amenity of the Dennesig area. The conclusion reached is that, permitting practically double the floor factor in Dennesig (1.33), compared to Die Laan (0.75), will have a negative long-term impact on the environmental amenity of Dennesig.</p>	<p>Special consideration has also been given to the environmental qualities of the development site and the surrounding area. The buildings on site have, purposefully, been moved to create a 'soft' green courtyard at the back of the buildings.</p> <p>The question has to be asked how the objector manages to draw a correlation between the proposed floor factor and the environmental amenity which is purposefully being protected.</p> <p>Rather than finding fault with the proposed scheme it is contended that such considerations should rather become the norm and standard which future developments should be measured against.</p>
2	INAPPROPRIATE MASSING	
2.1	<p>[M (24/08/2018)] The proposed increase in floor factor and number of storeys will have a direct impact on the buildings' size and massing as it sets the maximum volume or envelope in which a building(s) can be developed.</p> <p>Although the design elements of the proposed building are well thought through with alternative height levels, the design/massing/height is probably more appropriate for a property located on a busy street front. The location of this proposal, however, is a residential area characterised by small intimate streets, where the focus is more on the building and its relationship to the sidewalk and street(s) and the associated importance to "human" scale.</p> <p>The scale of the proposed buildings will completely overshadow the human scale as experienced from passers-by and can create a tunnel effect – especially if this precedent is continued through similar developments in the area. This furthermore emphasise the concern to deviate from the By-Law relating to the Control of Boundary Walls and Fences, which could have a direct impact on the interpretation of the scale of the building and accordingly the streetscape.</p> <p>In considering the degree of fit of the proposed building with the character of the surrounding area, it is also important to take into account the relationship between the proposed building and the size of adjacent structures. In this case the proposed building (basement parking plus 5 storeys) entirely overshadow not only the adjacent buildings but also the other block of flats (which mainly consists of ground floor parking plus 3 storeys residential) recently approved in the area.</p>	<p>The points raised by the objector are misplaced. The proposed development was purposefully designed to comply with the design informants and place-making principles included in the <i>Conservation Strategy of the Historic Core of Stellenbosch</i> (KrugerRoos, 1997).</p> <p>The principles of the policy which were applied in the proposed development are included under Chapter 7.5 of the application. The most notable of principles include the following:</p> <ul style="list-style-type: none"> • <i>Streets enclosed by buildings</i> – the new building define the street boundary. • <i>Buildings and street interface</i> – the design makes provision for interaction between the building and the street. • <i>Parking</i> – parking is mostly moved away from the street façade. <p>The deviation from the By-Law relating to the Control of Boundary Walls and Fences is also more technical in nature than what the deviations imply. Inevitably solid sections are required along the street frontage to allow for <i>inter alia</i> the refuse rooms. Such deviation would not create a tunnel-effect, as the objector suggests.</p> <p>It is contended that the proposed building will provide passive surveillance of the public realm and create a comfortable interface between the building and the adjacent public space (refer to Figure 4 of the application).</p> <p>As for the scale of the building, an elevation of the proposed building in relation to the apartment complex immediately west of the subject property (currently under construction) has been included as part of the application. From this elevation any</p>

	<p>Strong emphasis is made to the fact that this proposal should be dealt with and considered through applying similar decision-making criteria as was implemented with previously approved developments.</p> <p>The form of the building is also a direct relation to the neighborhood context. Aspects such as the importance of existing patterns, future planning vision for the area and neighborhood scale form part of the neighborhood context and should be taken into account when taking a decision if the building fits in with the area. In this instance the proposed building, due to its massive scale, does not fit into the existing neighborhood patterns, neighborhood scale. The future planning vision for this area also requires a mix with non-residential facilities if a building is six storeys.</p>	<p>reasonable commentator would come to the conclusion that the proposed building does not overshadow the adjacent property. The same applies to the building to the south and further along Dennesig Road, which is also almost similar in height.</p> <p>It is important for the objector to understand the future planning vision for the area as determined by Council. Of particular relevance and importance to this application is the municipal strategy for the Dennesig area highlighted in the recently-approved Integrated Development Plan. This strategy identifies the <i>Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.</i></p>
2.2	<p>[SRA (11/08/2018)] While densification remains an important objective the proposed floor factor of 1.33 is excessive. An in-depth debate is accordingly necessary to determine whether the floor factor should be limited to the prescribed factor (existing and proposed zoning scheme regulations) of 0.75 and the permissible coverage to 25%. As indicated in several previous submissions by the SRA, the provision of housing in Stellenbosch is skewed because of the high demand for student accommodation. The Weides is a good example of what should not be permitted to happen. One would hope that the adverse experience in the Weides will not be repeated in Dennesig. As the Council has yet to approve the rezoning of erven in Dennesig from single residential to general residential, it will be possible to avoid the negative consequences of inordinately high densities (provided there is a will to do so).</p>	<p>The Stellenbosch Municipality has the authority to apply more (or less) stringent land use parameters to a specific area. Through the process of finalizing the draft Stellenbosch Municipality Zoning Scheme By-Law, specific overlay zones can be created to achieve a specific goal in a specific area. The general public will also have an opportunity to comment on the proposed zoning scheme once a final draft has been formulated.</p> <p>Until such time, the proponent must work with the policies and guidelines that are currently in place. Such policies and guideline for the Dennesig area currently allows for multi-storey buildings to be erected in this primary densification area.</p>
3	INTEGRATED DEVELOPMENT PLAN	
3.1	<p>[M (24/08/2018)] As per the applicant's motivation, the IDP identified <i>"Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities."</i></p> <p>The reference to non-residential facilities implies a zoning which will be more appropriate to accommodate these non-residential uses and would not be compatible with General Residential Zone. Furthermore, these non-residential facilities are more</p>	<p>The objector's interpretation of the statement on the densification of the Dennesig Area is correct.</p> <p>Whilst the IDP described the intent of Council as it relates to the densification of the area – effectively, the 'what' – the further discussions with the respective municipal departments determined 'how' such developments should be undertaken and 'where' the land uses should be located.</p> <p>To this end it was agreed with the officials that the development should primarily be kept to four storeys while the odd fifth storey, to accentuate features or create visual focal points, could be considered.</p>

	<p>likely to be found on the periphery of the intensification area along the major routes (accessible), with the pure residential uses concentrated in the core of the area. It is also unclear if the proposal adheres to the performance criteria referred to. The applicant's statement that the proposal adheres to the IDP is therefore misleading.</p> <p>The IDP's recommendation furthermore does not give property owners in this area the right to build 6 storeys, but merely that consideration could be given based on performance criteria.</p>	
3.2	<p>[SIG (23/08/2018)] Although a few high-density developments have been approved (and completed) in the area to date, they are situated on the periphery of the suburb. The approval of Application LU/7967 will thus signal the demise of the historic suburb of Dennesig from within. The SIG is not objecting to densification as such. What is being objected to is ill-conceived densification plans that would negatively affect the historic landscape of Stellenbosch.</p>	<p>The objector, effectively, questions the ability of Council to perform its Constitutional mandate of land use planning. The decision to identify the Dennesig Area as a densification area would not have been taken lightly and without public participation. It would have been thoroughly considered and debated.</p> <p>This application should not be used as a scapegoat for any disputes or grievances that the objector might have with regard to the decision. The objector should therefore take up the matter directly with the responsible officials.</p>
4	PARKING	
4.1	<p>[M (24/08/2018)] We are concerned about the number of actual parking bays which are provided (25 bays proposed to be converted to bicycle and motorcycle bays) for the following reasons:</p> <ol style="list-style-type: none"> The number of visitors' parking bays is reduced, and it is a concern that visitors who can't find parking inside the development will have to park in the road reserve. This will not only lead to traffic congestion but can draw the wrong elements into the area as cars parked in the street (unsecure) are easy targets by criminals. There is no guarantee that the units will only be occupied by students with the result of lower motor vehicle use. The two bedroom units lend itself for young families who might have the need for more than one safe parking bay on-site. 	<p>According to the Stellenbosch Zoning Scheme Regulations, parking needs to be provided at a ratio of 1.5 bays per unit for one- and two-bedroom units and at 1.25 bays per unit for bachelor or studio apartments. The total parking requirement for the proposed development is as follows:</p> <ul style="list-style-type: none"> 91 x 1.5 = 136.5 bays for the one- and two bedroom units, and 54 x 1.25 = 67.5 bays for the bachelor units. <p>Total requirement = 204 parking bays.</p> <p>The Site Development Plans show that 179 bays will be provided in the basement level and surface parking area.</p> <p>In accordance with the draft Stellenbosch Integrated Zoning Scheme (IZS), provision is made for bicycles and motorcycles parking bays in lieu of vehicular bays. The exact number of bays were carefully considered and discussed with the municipality, as required by the IZS.</p> <p>The shortfall of 25 vehicle parking bays are compensated for by the provision of 132 bicycle bays (the equivalent of 22 vehicle bays) and 12 motorcycle bays (the equivalent of 3 vehicle bays). Sufficient parking will therefore be provided on site.</p>
4.2	[ER (24/08/2018)] Deviation of the proposed	Refer to response in # 4.1 above.

	minimum parking requirements is deemed ill-conceived and unrealistic and is not to be supported. This to be reconsidered and motivated with substantive proof and arguments. Failure which the bulk and height of the development need to be reduced to be in line with minimum parking ratio requirements.	
4.3	[RM (09/10/2018)] The development as such is not problematic, but the parking provision is too little. It must be enforced that the proponent must comply with the full parking requirement of 204 vehicular parking bays. Bicycle and motorcycle parking can additionally be provided, if desired.	Refer to response in # 4.1 above.
5	INCREASED TRAFFIC	
5.1	[M (24/08/2018)] The recommendations made by DECA consulting with regards to upgrade of intersections and the implementation of sidewalks are supported and should be imposed as conditions of approval. The Stellenbosch Municipality should also take note and take responsibility for the proposed non-motorised transport improvement plan, especially since this area is earmarked for high density development in future.	<p>The proponent has no objection against the recommendations made by DECA (traffic engineers) being taken up as conditions of approval.</p> <p>Similarly, the proponent will assist the municipality as far as it can in the drafting of a non-motorised transport improvement plan for the area.</p>
5.2	[ABH (7/08/2018)] Both Dennesig and Paul Kruger Streets are currently beautiful tree-lined, quiet residential streets. Should the proposed development go ahead, it will cause an enormous increase in traffic to this area. Higher traffic volumes will also increase noise and air pollution. The traffic increase is a direct threat to children and other pedestrians using these streets.	<p>Whilst it is accepted that the proposed development will generate additional vehicular trips to the area (29 in the AM peak and 44 in the PM peak), it is inaccurate to state that it will cause an enormous increase in traffic.</p> <p>The proposed development will make use of an access/egress in both Dennesig and Paul Kruger Roads, respectively, thereby spreading the traffic across a larger area.</p> <p>Furthermore, the development will contribute to the non-motorised transport plan of the municipality through the addition of several bicycle bays and the extension of the sidewalks along the access roads.</p> <p>Finally, both Dennesig and Paul Kruger Roads are cul-de-sacs. As a result these streets are relatively quiet by nature with no through-traffic.</p>
5.3	[ER (24/08/2018)] Direct traffic volumes as a direct result of this proposed development will have an adverse effect on the immediate and wider traffic network. Further to the above parking issue raised, the proposed upgrades to support non-motorized transport should be made a condition of approval.	Refer to response in # 5.1 above.
5.4	[IM (25/08/2018)] I do not have any objection to the proposed development as it appears to be in keeping with various other developments in the area and will bring capital injection and hopefully more residential units will bring a revitalization to this area.	The proponent supports the view of the commentator and will assist the municipality as far as it can.

	<p>My comment is that with the increase in residents in this and other similar developments in the area, there should be more provision made for the increase in traffic that this will bring. This is dealt with under section 6.1 of the Rezoning and associated application document, labelled Traffic Impact Statement.</p> <p>The TIA notes that there will be a moderate traffic impact, but with the current dire traffic situation in Stellenbosch any impact needs to be mitigated, let alone a moderate one. The Municipality will, through this development, be getting increased rates from the increase in number of units.</p> <p>There is a suggestion that a non-motorised transport improvement plan for the area be drawn up, with which I entirely agree. With the increasing population in this part of Stellenbosch, the cycle path initiative implemented towards the upper end of Merriman Avenue should be extended down to the R44 and also implemented along Bird Street. Converting to non-motorised and pedestrian transport will help reduce some of the pressure that vehicle numbers bring. The more effective policing of traffic around the Merriman Ave / Bird Street intersection will also greatly assist.</p>	
6	PRIVACY	
6.1	<p>[ABH (7/08/2018)] If the proposed development is to go ahead, it would have major negative effects on the living circumstances of residents of the remaining single residential properties in Paul Kruger, Dennesig and Hofman Streets. A development, as proposed, opposite or next to a single residential house, seriously violates the privacy of occupants of the residential houses.</p> <p>Occupants living on the upper levels of the proposed block of flats, can easily look right into rooms and backyards of residential properties adjacent to or across the street from the flats. This is a violation of people's rights to privacy at their homes, as per the Bill of Rights of our Constitution.</p>	<p>The objector aims to champion the cause of privacy to residential dwellings in the area. The objector's own property is four erven east of the proposed development, therefore this comment cannot be aimed at protecting his own rights. Yet, the owners of the properties neighbouring the project site has not submitted a comment relating to this concern – or for that matter, any comment at all.</p> <p>It is worth noting that the objector has submitted exactly the same comment on the proposed development of erven 132-134. This fact, alone, leads one to believe that there are other factors at play in the objection.</p> <p>Notwithstanding this, the proposed building is orientated in such a manner that the individual apartments will predominantly have views towards the north and south. The northerly views are across the internal courtyard and the Plumbago complex while southerly views are also across the courtyard but also towards the Melrose Square complex and the municipal park. The odd units that are orientated towards the west will front onto The Den development (erven 161 & 162) and a future apartment complex on erven 139 & 140.</p> <p>The proposed building is therefore located in an area</p>

		<p>which is, to a large degree, already converted from single residential uses to general residential uses. Moreover, whilst the street building lines are reduced, the common building lines are largely retained (4.5m in lieu of the required 4.6m).</p> <p>It is therefore contended that no privacy will be lost as a result of the proposed development.</p>
7	HERITAGE VALUE OF THE AREA	
7.1	<p>[ABH (7/08/2018)] The residences on erven 141, 142, 163, 164 and 165 are all character-filled old homes dating from the 1930's and 1940's. Similar character-filled residences in Stellenbosch are found only in the Mostertsdrift area, and are selling at much higher prices. I am of the opinion that these residences should be renovated and preserved as part of our architectural heritage. This statement is in line with municipal and city policies of other towns and cities, where old established residential areas are restored and preserved and finally become very popular areas to live in.</p> <p>A heritage Impact Assessment was done for the Dennesig area in 2017 by the heritage specialist, Me Bridget O'Donoghue. According to that assessment, erven 163, 164 and 169 in Dennesig Street were found to be conservation worthy and were graded as such.</p>	<p>During September 2018, Cindy Postlethwayt, a professional heritage practitioner with additional input from Lize Malan, prepared a Heritage Impact Assessment (HIA) for the proposed development in terms of Section 38 of the National Heritage Resources Act, 25 of 1999.</p> <p>Amongst other, this HIA included an assessment of the existing structures. The HIA found that all of the existing dwellings have undergone some remodeling and that, in most cases, most of the original fabric has been lost.</p> <p>The HIA furthermore found that erven 164 and 165 represent relatively intact Cape Dutch Revival style houses which could possibly be graded IIIC on the grounds of remaining intrinsic significance. Notwithstanding, the HIA carefully considered the proposal to demolish these (and the other) structures given that they retain a level of intrinsic significance. The report states; <i>The main structure on erf 165 is more intact, although in poor condition. The building on erf 164 has been considerably more altered. Neither are unique or rare, they both have mostly standard design and fittings of the period, with each having two front gables which add interest and a slightly greater degree of architectural merit than is common in this area.</i></p> <p><i>However, in the absence of a context of any heritage significance, and with no heritage overlay zone to enforce protection of the area, it is difficult to argue for their retention, particularly given the full extent of demolitions already approved by HWC in the immediate surrounds. On balance, there is no reason to consider these buildings heritage resources in this context. Demolition thereof is therefore supported.</i></p>
7.2	<p>[SIG (23/08/2018)] Although the suburb is typically middle class, this does not mean that it is not worthy of preservation. Dennesig represents a layer of history in Stellenbosch between two world wars with a mixture of Cape Dutch, Victorian, Arts and Crafts as well as Art Deco architecture. Regrettably, the recent HWC approved Stellenbosch Heritage Inventory did not include this part of Stellenbosch in the Heritage Protection Overlay Zone. The Stellenbosch Interest Group (SIG) believes this is a major oversight by the</p>	<p>The above-mentioned HIA elaborates on the history of the area. It also summarizes the development trend in the early 2000s that saw the introduction of several high density sectional title developments in the area.</p> <p>The HIA state that <i>it is has been argued that the Dennesig area has no surviving heritage significance as a context, since all but a few of the structures in the entire area are identified as Not Conservation</i></p>

	consultants, the municipality, and HWC.	<p><i>Worthy. Those that are graded, or proposed to be graded IIIC are identified as such not for their contribution to context so much as retaining some intrinsic heritage significance. Moreover, the development and proposed development of multi-storey apartments across most of the area renders any attempt to view the remaining small core as a heritage-sensitive context meaningless. It must follow then that in respect of this development parcel there are no justifiable heritage-related informants.</i></p> <p>Having regard for the changing landscape, HWC set a precedent in the approval of the demolition and re-development of 8, 10 and 12 Paul Kruger Street in which the following is minuted (IACom 11 April 2018):</p> <ul style="list-style-type: none"> • <i>"It was noted that the site, whilst located within the Stellenbosch historic core (Author note: This is in fact incorrect), can no longer be considered as a sensitive context;</i> • <i>The proposal is located in a precinct of Stellenbosch where precedent has already been set in respect of similar scaled development, and the Committee is aware of other proposals where demolition has already been approved and redevelopment is imminent."</i> <p>The objector calls into question the decision made by Stellenbosch Municipality and Heritage Western Cape, as the competent authority for heritage-related matters in the Western Cape to exclude this part of Stellenbosch from the Heritage Protection Overlay Zone.</p> <p>These parties were actively involved in the preparation of the Heritage Inventory and have carefully considered all the facts before the report was approved.</p> <p>The objectors should therefore not use this platform to voice its disappointment with a statutory document. Any disputes that the objectors might have with the decision by HWC on this matter should therefore be taken up with them directly.</p>
7.3	[SIG (23/08/2018)] Insofar as application LU/7967 is concerned, the SIG is opposed to the demolition of the historic houses. Instead, the SIG proposes that infill densification be approved whereby the existing houses are retained and that, where possible, higher density apartments are constructed.	Refer to response in # 7.1 above.
7.4	[SRA (11/08/2018)] Although the SRA is aware that developers are anxious to obtain planning approval as rapidly as possible, the SRA is of the view that this should not happen at the expense of the environmental amenity of Stellenbosch. In this respect it is noted from the application that approval has yet to be obtained from Heritage Western Cape	<p>From a town planning point of view, there is no statutory requirement that prevents a decision to be taken on the land use planning process while the process in terms of the National Heritage Resources Act, 25 of 1999 is still ongoing.</p> <p>In addition, the recommendations from the HIA to</p>

	(HWC), for the demolition of the dwellings on the above-mentioned Erven. At this point in time the approval by HWC for the demolition of the dwellings on Erven 132 – 134 in Paul Kruger Street (opposite this site) is also the subject of an appeal. It accordingly appears to be prudent to first obtain the approval of HWC before proceeding with the rezoning and ancillary applications.	Heritage Western Cape are that the project, as submitted, as well as the intended demolitions be approved.
7.5	[HV (27/09/2018)] I think many are aware that the character of Stellenbosch has to be safeguarded and further building on the scale you envisage might be termed 'another block of concrete ' in an already overbuilt environment – and Stellenbosch is not just an ordinary town; it is unique and it is our duty to maintain its character in every way we can.	Refer to response in # 2.1 above.
8	REDUCTION IN PROPERTY VALUES	
8.1	[ABH (7/08/2018)] Currently there are two blocks of flats on the southern side of Denmsig Street, and one block of flats on the northern side of Paul Kruger Street. I am totally against the spreading of such developments to a character-filled, quiet single residential area. Homeowners in the Dennesig Area, as in other areas, yearly spend lots of money on the maintenance and improvements of their properties and gardens. A development as planned will have a negative effect on property values in the area.	<p>The developer has a proven track record in Stellenbosch and further afield. Those who are familiar with their developments will know that the company is known for their quality developments. The developer is not in the business of developing sub-standard housing.</p> <p>Following a desktop search of the sectional title units available in the area, the surrounding sectional title developments are valued between R790 000 and R1 549 000. The average selling price of similar units in the area is slightly less than R1.2m.</p> <p>The proposed residential apartments will be sold in excess of R1 500 000. For this price, residents will receive state of the art commodities and modern conveniences. The individual units will be finished with quality fittings and landscape features. The building will also be designed to be aesthetically pleasing in a timeless contemporary manner.</p> <p>The landscaping of the property would further enhance the qualitative environment. Tree planting will ensue along the road verge and internal courtyard.</p> <p>The argument that the proposed development will have a negative impact on property values is therefore completely out of order.</p> <p>It stands to reason that developments such as the proposed will have a positive impact on the neighbouring land prices. The proposed apartments will also present a much better offering than many of the existing sectional title developments in the area (except The Den, which the proponent is currently constructing). Any notion that the proposed development will reduce the property values of the area is therefore unsubstantiated and not fact based. Having regard for a qualitative development such as</p>

		the proposed, it is very likely that the property values of the surrounding area might, in fact, increase.
9	PROVISION OF ALTERNATIVE HOUSING	
9.1	<p>[SIG (23/08/2018)] Stellenbosch has one of the highest segregation indexes in the country. As per current policy and governance directives - which is largely based on a neoliberal mentality dictated by the private sector (developers) acting as the de facto/shadow local authority- there is absolutely no room for integrating young working professionals and those that fall in the GAP housing category (i.e. the aspirant middle-class). Similarly, there is no mention of any social housing opportunities for low-middle income groups in society. These three groups are the type of persons one particularly needs to spatially integrate into the urban fabric, where places of opportunity and accessibility exist (because they can pay for basic services, etc.) because they will be socially mobile inclined. One would have assumed that by now Stellenbosch Municipality would realize that by "closing down" large chunks of the city's residential spaces for student accommodation, they are creating segregated spaces, reinforcing segregation and exclusion (indirectly still race-based): spaces that are for between a third and a quarter of the year not inhabited because of university vacations. Surely, development plans, such as application LU/7967, should incorporate a social housing or GAP housing component. Is it not high time that by-laws should be formulated to ensure that this happens?</p>	<p>The objector is, once again, venting his frustration with municipal policy by applying it to the proposed development.</p> <p>It is not the responsibility of the developer to provide GAP housing to the community and it is naïve of the objector to expect that a private developer must buy expensive property in order to develop social housing.</p> <p>The study area also does not form part of a strategic site identified by the municipality for GAP/inclusionary housing, nor has the issue of GAP housing ever been put forward by the municipality for the specific site at either of the pre-submission meetings.</p> <p>It is therefore irrational to expect a private developer to buy land at market-related prices and with money lent by a financial institution, only to develop it for purposes which will never result in a positive return on investment.</p>
9.2	<p>[SRA (11/08/2018)] Most, if not all, newly built flats in and around Stellenbosch are occupied by students. The design of these units is aimed at providing a minimum amount of space at a maximum rental. (The units are therefore designed for student accommodation). There is, however, also a need for alternative housing options, for first time home buyers, young working persons and the middle-income group. Student flats are not "densification" in the true sense of the word. Students occupy these units for only eight months of the year. The safety and security risks are largely increased during the four months of the year that students are not in Stellenbosch. This period is also a loss to the local economy. The Dennesig area was/is the ideal solution for the categories of accommodation not provided for at present. Council has a facilitation role and needs to ensure sustainable development for the benefit of the broader community and environment. The present trend is not sustainable at all. Permitting "overdevelopment" increases land prices and renders sound urban design and development very difficult if not impossible. Without a proper development plan and innovative urban design, opportunities will be lost. Present development approvals also have a</p>	<p>The proposal at hand aims to address the housing backlog in Stellenbosch town by providing well-located housing units for first-time home buyers, young working professionals and small families.</p> <p>The proposal will meet the current needs of the Stellenbosch town as a whole as it aims to introduce residential units at higher densities which are well-located, serviceable and which do not impact negatively on the surrounding properties. The proposal also steers away from the recent trend in Stellenbosch to provide only small, student accommodation that is only occupied for eight months of the year. The proposal provides a mix of housing options which includes larger units aimed at permanent residents.</p> <p>The application under consideration should therefore be considered as sensible densification. The proposal will also have a positive impact on existing traffic volumes as the development site is within walking distance from the CBD and the University campus, which reduces the need to use private vehicles.</p> <p>In terms of the design, the new building aims to</p>

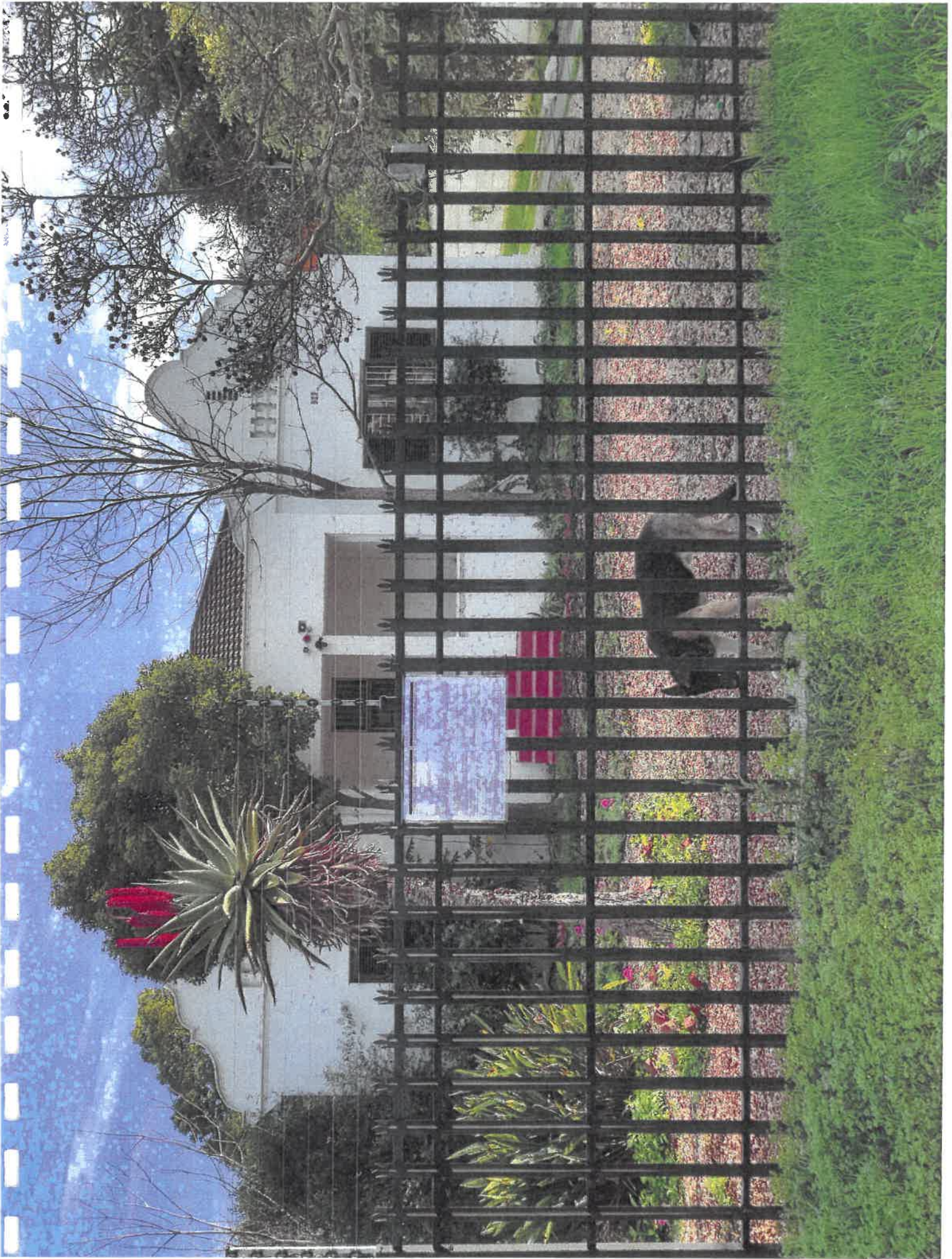
	negative impact on the character and attractiveness of Stellenbosch – our only hope for sustainable long-term stability.	redress the erosion of the historic qualities found throughout town by means of the introduction of a contemporary building which complements historic place-making principles.
9.3	[HV (27/09/2018)] I think the question many will pose is, simply, 'Is the building of another 135 further units in Stellenbosch necessary?' If one considers that there are already a large number of units in other complexes which have not always been readily filled, is further (mainly student) accommodation justified?	Refer to response in # 9.2 above.
10	EFFECT ON THE WATER TABLE	
10.1	[SRA (11/08/2018)] A further objection to the application concerns the proposed provision of a parking basement covering 70% of the site. The provision of basement parking has the unfortunate effect of lowering the water table, which in turn has a major negative impact on the surrounding vegetation and street trees (unless the developer can prove that the groundwater can be put back in the ecological system – watering of trees, greywater use etc.). A more sustainable development might be to provide ground floor parking with residential accommodation on floors 1 – 3. This approach has been used most successfully in other parts of Stellenbosch, including Die Laan	<p>Whilst a basement is indeed planned for the development, careful consideration was given to the existing mature trees and their root structure. The basement therefore does not cover the entire property and leaves sufficient space for these mature trees.</p> <p>The basement is being designed in such a manner to intercept all stormwater and seepage groundwater. This water will be stored in tanks on site and will be reintroduced as part of the greywater system to be used for irrigation purposes.</p>
11	POSITIVE EFFECT OF DEVELOPMENT	
11.1	[CD (09/10/2018)] I am the owner of Unit 5 and I have no objection - in fact I am very much in favour of such developments in that very area as it will help shifting the student accommodation west of Bird street, which may have a positive effect on the value of the Boschenpark units.	Noted
11.2	[SS (11/08/2018)] My personal opinion is that the proposed development looks fine and apart from increasing traffic will in all probability have little impact on Boschen Park and the area and should contribute to enhanced security in the area. Should the Trustees of the Body Corporate of Boschen Park have a differing view and recommend objection please advise accordingly.	<p>Noted</p> <p>Also refer to response in #5 above with regard to traffic.</p>

Kind regards.



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP

ANNEXURE 13
SITE PHOTOS OF NOTICE



1.0000

YALOWITZ, JACOB, born 1906, New York City, N.Y.; died 1978, New York City, N.Y.

Seamus Aboon, Forevar CC, J4; Investments Trust; Daniel Jacobus & Sarah Lee; Wingerich & Investments (Pty) Ltd; Ingrid Kirsten Blume & Christopher Vernon Swift
 & Paul; 100 Wood 5, 5, 10 Denmele Road, Stellenbosch

10

Application Number	Reference Number	Property Description	Physical Address
1	2	3	4

[illegible]

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Notice is hereby given in terms of the Schenck School District that the above mentioned application has been received and is available for inspection during weekdays between 10:30 and 11:30 P. M. at the Planning Action Center at 501 Lindenwood, Madison, Park Street, Schenck, Any other comments or concerns with this resolution may be addressed to the School Board in a letter to the Board.

[illegible][illegible]

INTRODUCTION

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1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137, 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149, 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161, 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173, 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185, 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197, 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209, 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221, 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233, 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245, 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257, 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269, 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281, 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293, 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305, 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317, 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329, 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341, 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353, 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365, 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377, 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389, 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401, 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413, 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425, 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437, 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449, 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461, 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473, 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485, 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497, 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509, 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521, 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533, 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545, 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557, 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569, 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581, 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593, 2594-2595, 2596-2597, 2598-2599, 2600-2601, 2602-2603, 2604-2605, 2606-2607, 2608-2609, 2610-2611, 2612-2613, 2614-2615, 2616-2617, 2618-2619, 2620-2621, 2622-2623, 2624-2625, 2626-2627, 2628-2629, 2630-2631, 2632-2633, 2634-2635, 2636-2637, 2638-2639, 2640-2641, 2642-2643, 2644-2645, 2646-2647, 2648-2649, 2650-2651, 2652-2653, 2654-2655, 2656-2657, 2658-2659, 2660-2661, 2662-2663, 2664-2665, 2666-2667, 2668-2669, 2670-2671, 2672-2673, 2674-2675, 2676-2677, 2678-2679, 2680-2681, 2682-2683, 2684-2685, 2686-2687, 2688-2689, 2690-2691, 2692-2693, 2694-2695, 2696-2697, 2698-2699, 2700-2701, 2702-2703, 2704-2705, 2706-2707, 2708-2709, 2710-2711, 2712-2713, 2714-2715, 2716-2717, 2718-2719, 2720-2721, 2722-2723, 2724-2725, 2726-2727, 2728-2729, 2730-2731, 2732-2733, 2734-2735, 2736-2737, 27

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1. **Supervisory Policy**
 2. **Supervisory Policy**
 3. **Supervisory Policy**

Teilnehmer (personen): Die statistische Untersuchung ist in sieben Gruppen unterteilt: (1) 100, (2) 100, (3) 100, (4) 100, (5) 100, (6) 100, (7) 100, (8) 100, (9) 100, (10) 100, (11) 100, (12) 100, (13) 100, (14) 100, (15) 100, (16) 100, (17) 100, (18) 100, (19) 100, (20) 100, (21) 100, (22) 100, (23) 100, (24) 100, (25) 100, (26) 100, (27) 100, (28) 100, (29) 100, (30) 100, (31) 100, (32) 100, (33) 100, (34) 100, (35) 100, (36) 100, (37) 100, (38) 100, (39) 100, (40) 100, (41) 100, (42) 100, (43) 100, (44) 100, (45) 100, (46) 100, (47) 100, (48) 100, (49) 100, (50) 100, (51) 100, (52) 100, (53) 100, (54) 100, (55) 100, (56) 100, (57) 100, (58) 100, (59) 100, (60) 100, (61) 100, (62) 100, (63) 100, (64) 100, (65) 100, (66) 100, (67) 100, (68) 100, (69) 100, (70) 100, (71) 100, (72) 100, (73) 100, (74) 100, (75) 100, (76) 100, (77) 100, (78) 100, (79) 100, (80) 100, (81) 100, (82) 100, (83) 100, (84) 100, (85) 100, (86) 100, (87) 100, (88) 100, (89) 100, (90) 100, (91) 100, (92) 100, (93) 100, (94) 100, (95) 100, (96) 100, (97) 100, (98) 100, (99) 100, (100) 100.

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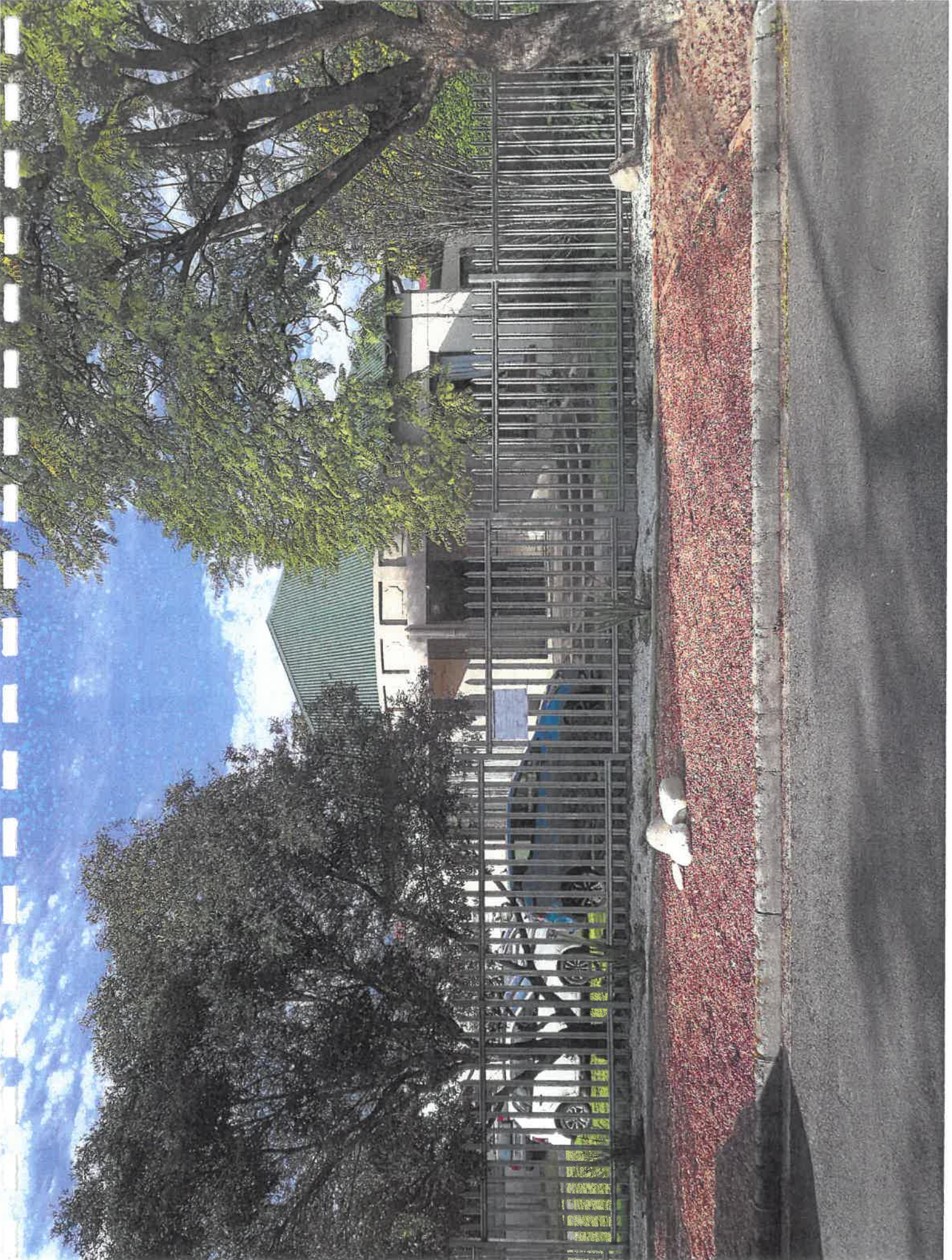
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26. *Working paper of an author not approved for citation on publication in the Journal of the American Statistical Association, 1974, p. 101.*

www.elsevier.com/locate/jmb









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STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ANNEXURE F

Notices to I&AP's



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

TFD Trust (Erf 15894)
PO Box 3205
Matieland
7602

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Claete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tjmens, Ing (NED) RLASA

erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building,
- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings,
- Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 4.5m for the main building,
- Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage, and
- Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0 m for the basement and parking structure.

Application is made in terms of Section 15(2)(b) of the By-Law for a departure for the following:

- To relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$),
- To relax the permitted floor factor from 0.75 to 1.33, and
- To relax the requirement for recreational space from 25% to 24%.

Application is also made in terms of Section 15(2)(f) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant title deeds and in terms of Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

Notice is hereby given in terms of the Stellenbosch Municipal Land Use Planning By-law that the above mentioned application has been received and is available for inspection during weekdays between 08:30 and 13:30 at the Planning Advice Centre at Stellenbosch Municipality, Plein Street, Stellenbosch. Any written comments/objections, with full reasons therefore, may be addressed in terms of section 50 of the said legislation to the applicant in one of the following manners:

APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Mr/Me D Okes (Erf 135)
6 Paul Kruger Street
Dennesig
Stellenbosch
7600

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-



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SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tijmens, Ing (NED) FILASA

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- To relax the permitted floor factor from 0.75 to 1.33, and
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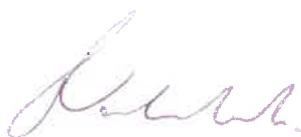
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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Ryan Wintle (Erf 134)
PO Box 51435
Waterfront
8002

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
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Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
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Contact No: 021 887 0124
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REGISTERED MAIL

Meglis (Pty) Ltd. (Erf 133)
PO Box 51435
Waterfront
8002

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of



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Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SAGNASP • JMH Lackay, Pr S Arch, T MArch • P J Niemann, Pr Arch, B Arch (UFS) MArch, CIA
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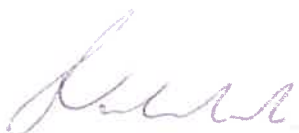
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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Meglis (Pty) Ltd. (Erf 132)
PO Box 51435
Waterfront
8002

Dear Sir/Madam,

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Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Dermont Body Corporate (Erf 9535)
PO Box 856
Stellenbosch
7599

Dear Sir/Madam,

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Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Stellenbosch Municipality (Erf 194)
PO Box 17
Stellenbosch
7599

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Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

L Van As (Erf 3746)
1 Dennesig Street
Stellenbosch
7600

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JH & DB Groenewald (Erf 15886)
PO Box 652
Grabouw
7160

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Mr/Me MHP Mendonca (Erf 3738)
6 Dennesig Street
Stellenbosch
7600

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Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

JE & N Marais (Erf 16406)
9 Helling Street
Brackenfell
7560

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Contact No: 021 887 0124
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IM Moodie (Erf 14626)
PO Box 65
Elgin
7180

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Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Cal Trust (Erf 13203)
Schoongezicht Unit 43
25 Dennesig Street
Stellenbosch
7600

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Akkerhof Regspersoon (Erf 7646)
PO Box 856
Stellenbosch
7599

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APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Nlemonn, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tjmens, Ing (NED) FILASA

erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

PV Projects (Pty) Ltd. (Erf 161)
40 Silverboomkloof Road
Spanish Farm
Somerset West
0

Dear Sir/Madam,

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021 886 5393
Or hand delivered to
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Or e-mailed to
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Contact No: 021 887 0124
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40 Silverboomkloof Road
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Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Blouberg Trust (Erf 166)
PO Box 2243
Dennesig
7601

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Androb Trust (Erf 167)
PO Box 735
Noordhoek
7979

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JL Wicomb (Erf 168)
16 Dennesig Street
Stellenbosch
7600

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PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
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Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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Architects • Urban & Regional Planners • Landscape Architects
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Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Mr/Me PA Le Roux (Erf 169)
29 Jan Smutsweg
Ladysmith
3370

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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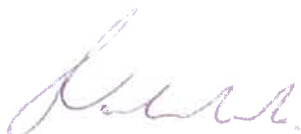
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Application Number: LU/7967
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Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Stabilitas Beleggings BK (Erf 170)
PO Box 822
Uitenhage
6230

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
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Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Mr/Me EJ Harbich (Erf 139)
PO Box 8457
Bachbrecht
Namibia
0

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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Contact No: 021 887 0124
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REGISTERED MAIL

EH Bester (Erf 140)
3 Paul Kruger Street
Stellenbosch
7600

Dear Sir/Madam,

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JU Bell (Erf 143)
PO Box 7149
Drosdy Sentrum
Stellenbosch
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APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tijmens, Ing (NED) FLASA

Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
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Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

JU Bell (Erf 144)
PO Box 7149
Drosdy Sentrum
Stellenbosch
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Dear Sir/Madam,

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Contact No: 021 887 0124
Date: 26 July 2018

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Fine Visions Investments 58 (Pty) Ltd. (Erf 145)
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Drosdy Sentrum
Stellenbosch
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Mr/Me AB Hamman (Erf 146)
7 Zwaanswyk Street
Karindal
Stellenbosch
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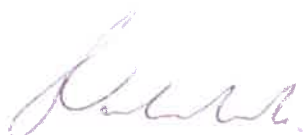
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APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MIArch • P J Niemann, Pr Arch, B Arch (UFS) MIArch, CIA
Associate Landscape Architect: WJ Tijmens, Ing (NED) FILASA

Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

JU Bell (Erf 157)
PO Box 7149
Drosdy Sentrum
Stellenbosch
0

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Contact No: 021 887 0124
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Mr/Me PA & JC Spencer (Erf 9541)
3 Watersmeet Road
Somerset West
7130

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Grotepass Trust (Erf 159)
PO Box 233
Durbanville
7551

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JJ Haasbroek (Erf 15862)
PO Box 1448
Empangeni
3880

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Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of



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Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tjmens, Ing (NED) FLASA

erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

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Application is made in terms of Section 15(2)(b) of the By-Law for a departure for the following:

- To relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$),
- To relax the permitted floor factor from 0.75 to 1.33, and
- To relax the requirement for recreational space from 25% to 24%.

Application is also made in terms of Section 15(2)(f) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant title deeds and in terms of Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

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Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

— INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS —

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Usher Bell Trust (Erf 185)
PO Box 7149
Drosdy Sentrum
Stellenbosch
0

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
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Email: japie@wiprop.co.za

Application number: LU/7967
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SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niamann, Pr Arch, B Arch (UFS) MArch, CIA
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Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

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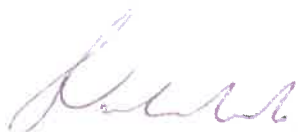
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Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

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Yours faithfully



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DENNIS MOSS PARTNERSHIP



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

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Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Usher Bell Trust (Erf 4683)
PO Box 7149
Drosdy Sentrum
Stellenbosch
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Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
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Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
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Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
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Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
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Enquiries: Jacques Volschenk (jacques@dmp.co.za)
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REGISTERED MAIL

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PO Box 7149
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Stellenbosch
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Application Number: LU/7967
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Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Ribeiro Trust (Erf 184)
PO Box 750
Stellenbosch
7599

Dear Sir/Madam,

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Application Number: LU/7967
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Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Lockington House Body Corporate (Erf 197)
C/O Marite Property Management
PO Box 856
Stellenbosch
0

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email: jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-



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Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MIArch • P J Nienmann, Pr Arch, B Arch (UFS) MIArch, CIA
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Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

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APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Heue Bates Trust (Erf 12186)
PO Box 405
Stellenbosch
7599

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Regspersoon Lockington House (Erf 11279)
C/O Marite Property Management
PO Box 856
Stellenbosch
0

Dear Sir/Madam,

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Stellenbosch Interest Group
PO Box 2217
Dennesig
7601

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DENNIS MOSS PARTNERSHIP



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Stellenbosch Ratepayers Association
PO Box 399
Stellenbosch
7599

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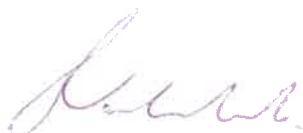
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Cllr J Serdyn
09 Kwikstert Avenue
Onder-Papegaaï
Stellenbosch
7600

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

Applicant: Jacques Volschenk / Dennis Moss Partnership
PO Box 371, Stellenbosch, 7599
Tel. 021 887 0124; Fax. 021 886 5393
Email. jacques@dmp.co.za

Owner: Scandals African Footwear CC; Joz Investments Trust; Daniel Jacobus & Sarah Da Luz Winterbach; Saper Investments (Pty) Ltd. & Ingrid Kirsten Blumer & Christopher Vernon Swart
5 & 7 Paul Kruger Road, 6, 8 & 10 Dennesig Road, Stellenbosch
Tel. 021 886 4084
Email: japie@wiprop.co.za

Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal: The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-



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Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP [SA] BA M [URP] M SAPI • GC de Klerk, URP [SA] B Econ M [URP] M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch [UCT], MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch [UFS] MArch, CIA
Associate Landscape Architect: WJ Tjijmens, Ing (NED) RLASA

Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made for a departure to relax the following building lines:

- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 3.5m for the main building,
- Street building lines (Dennesig & Paul Kruger Roads) from 7.6m to 0.0m for the refuse buildings,
- Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 4.5m for the main building,
- Lateral building lines (adjacent to erf 140) from 4.6m to 3.5m for a passage, and
- Lateral building lines (adjacent to erven 140, 143, 162 & 166) from 4.6m to 0.0 m for the basement and parking structure.

Application is made in terms of Section 15(2)(b) of the By-Law for a departure for the following:

- To relax the permissible coverage from 25% to 55% ($\pm 2890\text{m}^2$),
- To relax the permitted floor factor from 0.75 to 1.33, and
- To relax the requirement for recreational space from 25% to 24%.

Application is also made in terms of Section 15(2)(f) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant title deeds and in terms of Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

Notice is hereby given in terms of the Stellenbosch Municipal Land Use Planning By-law that the above mentioned application has been received and is available for inspection during weekdays between 08:30 and 13:30 at the Planning Advice Centre at Stellenbosch Municipality, Plein Street, Stellenbosch. Any written comments/objections, with full reasons therefore, may be addressed in terms of section 50 of the said legislation to the applicant in one of the following manners:

APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or before 30 days from the date of publication of this notice. Telephonic enquiries can be made to the applicant, Jacques Volschenk at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 25 September 2018

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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Application number: LU/7967
Reference number: Q4202
Property Description: Erf 141, 142, 163, 164 & 165, Stellenbosch
Physical Address: Paul Kruger Road & Dennesig Road, Stellenbosch

Detailed description of proposal:

During June 2018 this office prepared and submitted an application for the development of erven 141, 142, 163, 164 & 165, Stellenbosch to Stellenbosch Municipality. The development, which is in line with the Municipality's future vision for the Dennesig area, is to make provision for 145 residential apartments of varying sizes (the development concept is illustrated by the drawings attached herewith).

The development concept is loosely based on a **perimeter block design** which allows for buildings to define the street boundary while creating central, semi-private courtyards at the rear of the buildings. Whilst the



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perimeter block design is more defined along the street boundaries, the design allows for a continuation of the design principle to neighbouring properties. In this regard, provision has been made for a continuation of the central green area to be extended into neighbouring properties in future.

Having regard for the **central green area**, the buildings have purposely been positioned closer to the street in order to retain certain mature trees on the 'inside' of the development. By positioning the buildings closer to the street boundaries allowed a larger recreational area to be created as a semi-private courtyard at the rear of the buildings. The positioning also allowed for the optimum northern orientation, for the majority of units, to provide sufficient light and living space along the northern façade.

As mentioned above, a broad spectrum of residential units will be provided. All residential units will be served with an open-plan kitchen, lounge and dining room, bed- and bathrooms. Most units will also have a private balcony or stoep while some units will only have a Juliette balcony. It is proposed that the development will comprise a **multi-level scheme**. The buildings will mostly be four storeys with the odd focus points, which will be accommodated as duplex units into a fifth storey.

Access to the development will be provided by means of two pedestrian and vehicular entrances off Dennesig Road in the south and Paul Kruger Road in the north. Both vehicular access points will be grade-separated and users will be able to enter/exit a basement parking level or surface parking level directly off the adjacent roads. Access will be managed by means of sliding security gates. These gates will be well set back from the street kerb to ensure sufficient stacking distance. In order to reduce the negative visual impact of large open parking areas, the majority of surface parking will be underneath the building structure.

The extent of the new building complex will be as follows:

- The overall **coverage** of the new buildings will be in the order of **55% ($\pm 2890\text{m}^2$)**.
- The complex will be **five** storeys in total of which the fourth storey will include duplex units.
- The **floor area** will be in the order of **6937m² (1.23 floor factor)**.
- **Parking** will be a combination of open surface parking and basement parking. In accordance with the zoning parameters applicable, a total of 204 parking bays are required. In accordance with the draft Stellenbosch Integrated Zoning Scheme, provision is made for bicycles and motorcycles parking bays in lieu of vehicular bays. Having regard for the provision of the zoning scheme, **179 vehicular parking bays, 12 motorcycle bays (equal to 3 conventional bays) and 132 bicycle bays (equal to 22 conventional bays)** have been provided on site.



Typical street elevation of the proposed apartment complex.

The application was circulated and advertised during July and August 2018. However, following further discussions with Stellenbosch Municipality, it was advised that the application be circulated to a number of interested and/or affected parties. The purpose of this circular is therefore to inform the reader of the proposed development and to allow the same to comment on the application as provided for below.

Application for consideration:

The matter for consideration is an application in terms of sections 15(2)(a),(b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-Law, 2015 and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. The application also includes items in terms of the Municipal By-Law Relating to the Control of Boundary Walls and Fences, 2009. The application comprises the consolidation of erven 141, 142, 163, 164 and 165. The application also comprises the rezoning of the consolidated development site from Single Residential to General Residential in order to make provision for 145 residential apartments. Application is also made in terms of Section 15 (2) (b) for a departure to relax the lines, permissible coverage, floor factor and recreational space. Application is also made in terms of Section 15(2)(f) of the By-Law for the complete removal of the restrictive title deed conditions listed under the relevant tile deeds and in terms of Section 10.4.3(e)(ii) of the Stellenbosch Scheme Regulations for a departure to permit a 5th storey. The application also entails the approval of the Site Development Plan, and the permission to deviate from the By-law relating to the Control of Boundary Walls and Fences in order to construct a boundary wall that do not comply with the By-Law in terms of the permitted maximum height and transparency.

Notice is hereby given in terms of the Stellenbosch Municipal Land Use Planning By-law that the above mentioned application has been received and is available for inspection during weekdays between 08:30 and 13:30 at the Planning Advice Centre at Stellenbosch Municipality, Plein Street, Stellenbosch. Any written comments/objections, with full reasons therefore, may be addressed in terms of section 50 of the said legislation to the applicant in one of the following manners:

APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371 Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

All comments, quoting the application number, reference number, your name, address or contact details, your interest in the application and reasons for comments should be received by the above party on or **before 10 October 2018**. Telephonic enquiries can be made to the applicant, Jacques Volschenk at 021 887 0124. Any comment/objection received after aforementioned closing date will be considered invalid. Any person who cannot write will be assisted by a Municipal official by transcribing their comments.

Yours faithfully



**JL VOLSCHENK
DENNIS MOSS PARTNERSHIP**



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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Heritage Western Cape
Private Bag X9067
Cape Town
8000

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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2. Kindly provide your written comments on the application in terms of section 50 of the Stellenbosch Municipal Land Use Planning By-law, 2015 within 60 days of receipt of this letter. Your comments should be addressed to the applicant in one of the following manners:



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07

Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
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Dept. of Environmental Affairs and Development Planning
Private Bag X9086
Cape Town
8000

Dear Sir/Madam,

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INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

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Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA
SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP • JMH Lackay, Pr S Arch, T MArch • PJ Niemann, Pr Arch, B Arch (UFS) MArch, CIA
Associate Landscape Architect: WJ Tijmens, Ing (NED) FLASA

APPLICANT
Registered mail or normal mail
Jacques Volschenk / Dennis Moss Partnership PO Box 371, Stellenbosch 7599
Or faxed to
021 886 5393
Or hand delivered to
Jacques Volschenk / Dennis Moss Partnership 17 Market Street, Stellenbosch
Or e-mailed to
jacques@dmp.co.za

3 Should no comment be received, it will be deemed that you have no comment.

Yours faithfully



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Application Number: LU/7967
Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202
Enquiries: Jacques Volschenk (jacques@dmp.co.za)
Contact No: 021 887 0124
Date: 26 July 2018

REGISTERED MAIL

Dear Sir/Madam,

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERVEN 141, 142, 163, 164 & 165, STELLENBOSCH

1. The Stellenbosch Municipality has received an application for consolidation, rezoning, departure, site development plan and removal of restrictive title deed conditions in terms of sections 15(2)(a), (b), (e), (f) and Section 98 and 29 of the Stellenbosch Municipal Land Use Planning By-law, 2015. The application is also made in terms of the By-Law Relating to the Control of Boundary Walls and Fences and Section 10.4.3 (e)(ii) of the Stellenbosch Scheme Regulations. A copy of the application is attached herewith for you comment.
2. Kindly provide your written comments on the application in terms of section 50 of the Stellenbosch Municipal Land Use Planning By-law, 2015 within 60 days of receipt of this letter. Your comments should be addressed **to the applicant** in one of the following manners:



17 Market St • P.O. Box 371 • Stellenbosch 7599 • SOUTH AFRICA
Tel: +27 (0)21 887 0124 • Fax: +27 (0)21 886 5393 • email: info@dmp.co.za • website: www.dmp.co.za

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JL VOLSCHENK
DENNIS MOSS PARTNERSHIP



ANNEXURE G

Comments from I&AP's

Jacques Volschenk

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Wednesday, October 10, 2018 8:08 AM
To: Jacques Volschenk
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

FYI

Groete/Regards,
David Botha - Cape Winelands

Owners can view & print statements, emergency numbers, rules and other important information online via the Portal Login. Log on via our website www.marite.co.za, and click on "Community Portal"
After Hours emergency numbers:

- | | |
|---------------------------------|---------------------|
| 1. Plumber - Plumb Certain | Stefan 071 677 1951 |
| 2. Gates and fencing - Infinity | Jeremy 078 949 3568 |
| 3. Electricity – Neusch | Nic 084 952 0630 |



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

All views and opinions expressed herein are our personal view only and do not reflect those of the organisation. It is advised that you do not rely on this information as it is for informational purposes only and is not intended to be used as a basis for any decision. If you are in any doubt, please contact the relevant person. You may not copy or deliver this message to anyone. If you receive this message in error, please delete it immediately.

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From: Christiaan Dippenaar [<mailto:cdip59@gmail.com>]
Sent: 09 October 2018 07:26 PM
To: David | MPA Cape Winelands <david@marite.co.za>
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Good day Mr Botha

I am the owner of Unit 5 and I have no objection - in fact I am very much in favour of such developments in that very area as it will help shifting the student accomodation west of Bird street, which may have a positive effect on the value of the Boschenpark units.

Regards

Christiaan Dippenaar

From: David | MPA Cape Winelands [<mailto:david@marite.co.za>]

Sent: Tuesday, October 9, 2018 2:47 PM

Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Importance: High

Dear Owner

Please find the attached for your urgent attention.

If there is any objections it will have to be made before the end of 10 October 2018 (tomorrow). Apologies for only sending it now.

Groete/Regards,
David Botha - Cape Winelands

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After Hours emergency numbers:

1. Plumber - Plumb Certain
2. Gates and fencing - Infinity
3. Electricity – Neusch

Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

Advies en/of opinies uitgedrukt hierin kan slegs van mening uitdrukking en kan geen aansprakelijkheid aanvaar. Indien u niet akkoord gaat met de inhoud van het bericht, wordt verzocht hiervan in kennis te stellen. Het is niet toegestaan het bericht of de inhoud daarvan te kopiëren, te verspreiden of anderszins openbaar te maken. Het is niet toegestaan het bericht of de inhoud daarvan te kopiëren, te verspreiden of anderszins openbaar te maken. Het is niet toegestaan het bericht of de inhoud daarvan te kopiëren, te verspreiden of anderszins openbaar te maken.

Marite is a registered company in the Republic of South Africa. The company is registered in the Companies and Intellectual Property Commission (CIPC) under the Companies Act, 71 of 2008. The company is also registered with the Financial Markets Board of South Africa (FMBSA) as a member of the Financial Markets Association of South Africa (FMA). The company is also registered with the South African Revenue Service (SARS) as a taxpayer. The company is also registered with the South African Bureau of Standards (SABS) as a member of the South African Bureau of Standards (SABS).

Jacques Volschenk

From: Ernst Roodt <eroodt@gmail.com>
Sent: Friday, August 24, 2018 2:33 PM
To: Jacques Volschenk
Cc: japie@wiprop.co.za
Subject: LU/7967 - Objection Erven 141-142 & 163-165, Stellenbosch

Dear Sir/s

OBJECTION AGAINST PROPOSED DEVELOPMENT - ERVEN 141-142 & 163-165, STELLENBOSCH, WESTERN CAPE

We have recently been made aware of the above proposed development and its related proposed departure application.

As an a land owner in the nearby vicinity of the proposed sites, we are concerned about certian aspects of the application and object on the following matters. These are to be clarified and reconsidered prior to approval.

- 1. Departures: More substantive reasoning to be given for the proposed deviation of floor factor and height. The number of units is deemed too excessive and unrealistic particularly given the parking assumptions.**
- 2. Parking: Deviation of the proposed minimum parking requirements are deemed ill-conceived and unrealistic and are not to be supported. This to be reconsidered and motivated with substantive proof and arguments. Failure which the bulk and height of the development need to be reduced to be inline with minimum parking ratio requirements.**
- 3. Traffic: Direct traffic volumes as a direct result of this proposed development will have an adverse effect on the immediate and wider traffic network. Further to the above parking issue raised. The proposed upgrades to support non-motorized transport should be made a condition of approval.**

Looking forward receiving more clarity and solutions on the above matters prior to approval of this application.

Regards,

E. Roodt

Jacques Volschenk

From: Ian Moodie <ian.moodie@mweb.co.za>
Sent: Saturday, August 25, 2018 2:50 PM
To: Jacques Volschenk
Subject: Application Number: LU/7967 - Comment

For the attention of Jacques Volschenk / Dennis Moss Partnership

Municipal Reference Number: Erf 141 & 142 & 161-163 Stellenbosch
Applicant Reference Number: Q4202

I refer to the notice received detailing the application for the rezoning and development of the properties referred to above.

I am the owner of Erf 14626, being a unit in the Boschenpark block on Dennesig Street near to where the proposed development is planned to take place.

I do not have any objection to the proposed development as it appears to be in keeping with various other developments in the area and will bring capital injection and hopefully more residential units will bring a revitalisation to this area. My comment is that with the increase in residents in this and other similar developments in the area, there should be more provision made for the increase in traffic that this will bring. This is dealt with under section 6.1 of the Rezoning and associated application document, labelled Traffic Impact Statement.

The TIA notes that there will be a moderate traffic impact, but with the current dire traffic situation in Stellenbosch any impact needs to be mitigated, let alone a moderate one. The Municipality will, through this development, be getting increased rates from the increase in number of units.

There is a suggestion that a non-motorised transport improvement plan for the area be drawn up, with which I entirely agree. With the increasing population in this part of Stellenbosch, the cycle path initiative implemented towards the upper end of Merriman Avenue should be extended down to the R44 and also implemented along Bird Street.

Converting to non-motorised and pedestrian transport will help reduce some of the pressure that vehicle numbers bring. The more effective policing of traffic around the Merriman Ave / Bird Street intersection will also greatly assist.

Yours sincerely,
Ian Moodie (Owner Erf 14626)

*PO Box 65
Elgin 7180*

*Email: ian.moodie@mweb.co.za
Mobile: +27 82 928 2413*

MEGLIS (PTY) LIMITED

Reg No 2014/020865/07

Our Reference: Erven 141-142 & 163-165, Stellenbosch

Your Reference: LU/7967

24 August 2018

Dennis Moss Partnership
Care of: Jacques Volschenk
P O Box 371
STELLENBOSCH
77599

Per e-mail: jacques@dmp.co.za

Dear Sir

OBEJCTION AGAINST PROPOSED DEVELOPMENT OF ERVEN 141-142 & 163-165, STELLENBOSCH

Your letter dated 26 July 2018 informing us of the proposed development of the abovementioned properties has reference.

We, Meglis (Pty) Ltd the owners of Erf 132,133,134 (Consolidated to Erf 17274) herewith formally submit our objection to the proposed development in terms of Section 50 of the Stellenbosch Municipality Land Use Planning By-Law .

It should be noted that our objection is not against the principle of densification in the area, as we acknowledge the need for - and legislative support of - densification in the area.

The objection is, however against the extensive deviations/departures from the land use regulations which are proposed, and which will not benefit the surrounding area in the long term. We therefore list the reasons for our objections below.

Directors: R Wintle

Suite 1 | Ground Floor | The Mirage | 44 Chiappini Street
Cape Town 8001

T Capuzzimati

1. Departures:

Zoning scheme regulations has a specific purpose and are formulated and implemented for a reason. This include the conservation of the value of buildings and other properties in the area and to encourage the most appropriate use/development of the land. The character of an area is mainly determined by what is allowed in the zoning scheme regulations and extreme deviation from these regulations could have far reaching negative effects, especially when decisions on future developments have to be made.

It is acknowledged that – in certain site-specific circumstances - Council could consider certain minor departures from these regulations to allow practical solutions for the use of space. As a result, other buildings in the area has, e.g. been allowed limited departures from the regulations. Caution was however taken to ensure that most of the regulations pertaining to massing was adhered to.

In this instance, there are no specific reason why the proposal should deviate from both the floor factor and height. It will set a dangerous precedent for future proposals, should these departures be favorably considered. The combined impact of further development could therefore have far reaching negative results for the area.

2. Massing & Streetscape:

The proposed increase in floor factor and number of storeys will have a direct impact on the buildings' size and massing as it sets the maximum volume or envelope in which a building(s) can be developed.

Although the design elements of the proposed building are well thought through with alternative height levels, the design/massing/height is probably more appropriate for a property located on a busy street front. The location of this proposal, however, is a residential area characterised by small intimate streets, where the focus is more on the building and its relationship to the sidewalk and street(s) and the associated importance to "human" scale.

The scale of the proposed buildings will completely overshadow the human scale as experienced from passers-by and can create a tunnel effect – especially if this precedent is continued through similar developments in the area. This furthermore emphasise the concern to deviate from the By-Law relating to the Control of Boundary Walls and Fences, which could have a direct impact on the interpretation of the scale of the building and accordingly the streetscape.

In considering the degree of fit of the proposed building with the character of the surrounding area, it is also important to take into account the relationship between the proposed building and the size of adjacent structures. In this case the proposed building (basement parking plus 5 storeys) entirely overshadow not only the adjacent buildings but also the other block of flats (which mainly consists of ground floor parking plus 3 storeys residential) recently approved in the area.

Strong emphasis is made to the fact that this proposal should be dealt with and considered through applying similar decision-making criteria as was implemented with previously approved developments.

The form of the building is also a direct relation to the neighborhood context. Aspects such as the importance of existing patterns, future planning vision for the area and neighborhood scale form part of the neighborhood context and should be taken into account when taking a decision if the building fits in with the area. In this instance the proposed building, due to its massive scale, does not fit into the existing neighborhood patterns, neighborhood scale. The future planning vision for this area also require a mix with non-residential facilities if a building is six storeys.

3. IDP

As per the applicant's motivation, the IDP identified *"Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities."*

The reference to non-residential facilities implies a zoning which will be more appropriate to accommodate these non-residential uses and would not be compatible with General Residential Zone. Furthermore, these non-residential facilities are more likely to be found on the periphery of the intensification area along the major routes (accessible), with the pure residential uses concentrated in the core of the area. It is also unclear if the proposal adheres to the performance criteria referred to. The applicant's statement that the proposal adheres to the IDP is therefore misleading.

The IDP's recommendation furthermore does not give property owners in this area the right to build 6 storeys, but merely that consideration could be given based on performance criteria.

4. Optimal Utilisation of property:

In their motivation report, the applicant refers to the 'optimal utilisation of the property' and use it as motivation for numerous departures. When considering the Stellenbosch Zoning Scheme parameters and the departures previously granted in the surrounding area (precedents which has been set) one start to question the meaning of the use of the words 'optimal utilisation', especially given the proposal for numerous departures which include the combined deviation from the floor factor and height.

Optimal utilisation of the land would seek to firstly adhere to the zoning scheme regulations for a specific zoning/use, with the consideration of *minor* departures, determined by site specific conditions. The proposed floor factor is extensive and necessitate further departures and encroachments e.g. the height restriction, basement which encroaches the building lines to accommodate parking, etc. These encroachments would not be required for the optimal utilisation of the property and one therefore conclude that this 'optimal utilisation' relates to the financial gain for the developer – more units more money – and not to the benefit of the general community.

5. Parking:

We are concerned about the number of actual parking bays which are provided (25 bays proposed to be converted to bicycle and motorcycle bays) for the following reasons:

- i. The number of visitors' parking bays are reduced, and it is a concern that visitors who can't find parking inside the development will have to park in the road reserve. This will not only lead to traffic congestion but can draw the wrong elements into the area as cars parked in the street (unsecure) are easy targets by criminals.
- ii. There is no guarantee that the units will only be occupied by students with the result of lower motor vehicle use. The two bedroom units lends itself for young families who might have the need for more than one safe parking bay on-site.

6. Traffic

The recommendations made by DECA consulting with regards to upgrade of intersections and the implementation of sidewalks are supported and should be imposed as conditions of approval. The Stellenbosch Municipality should also take note and take responsibility for the proposed non-motorised transport improvement plan, especially since this area is earmarked for high density development in future.

7. Conclusion:

In line of the above it is requested that Council seriously consider the long-term impact this proposal will have on setting a precedent for future developers to apply for extensive departures, especially those relate to massing and scale. The additional traffic and transport related issues which will be generated as a result of these departures are furthermore of great concern, as is the manner in which the parking provision is being addressed.

Due to the beforementioned and the IDP's recommendation it is important that this proposal should not be dealt with in isolation but rather be viewed as a benchmark for future development proposals and applications in this area. This emphasize our concerns and reasons for objection which, if not addressed in a responsible manner, can have a long-term negative impact on the character, health, safety and wellbeing of the surrounding community.

We trust that you find the above in order.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Ryan Wintle', with a stylized flourish at the end.

Ryan Wintle

APPLICATION NUMBER: LU/7967

Municipal Reference Number: Erf 141,142,163,164 and 165, Stellenbosch

Applicant Reference Number: Q4202

FROM: A B HAMMAN

Residential address:

9 Hofman Street
Stellenbosch, 7600

Postal address: (please use for registered mail)

7 Zwaanswyk Street
Karindal
Stellenbosch, 7600

Contact no: 0847396411

Email: elaine@moederkerk.co.za

August 7, 2018

TO: JACQUES VOLSCKENK

Dennis Moss Partnership
17 Market Street,
Stellenbosch, 7600

Mr Volschkenk

RE: APPLICATION NO LU/7967

I am the owner of Erf 146, situated at 9 Hofman Street, Stellenbosch. The said erf is on the corner of Hofman and Paul Kruger Streets, located to the east of the proposed development.

I hereby strongly object to the proposed demolition of existing buildings on Erven 141, 142, 163,164 and 165 and the development of a block of flats.

Erven 141, 142, 163, 164 and 165 are part of a single residential area, i.e. Dennesig. This is an old established area and currently people of all age groups, including many families, reside here.

If the proposed development is to go ahead, it would have major negative effects on the living circumstances of residents of the remaining single residential properties in Paul Kruger, Dennesig and Hofman Streets. A development, as proposed, opposite or next to a single residential house, seriously violates the privacy of occupants of the residential houses.

Occupants living on the upper levels of the proposed block of flats, can easily look right into rooms and backyards of residential properties adjacent to or across the street from the flats. This is a violation of people's right to privacy at their homes, as per the Bill of Rights of our Constitution.

The developers planning to encroach the lateral and street building lines, exacerbates this aspect (violation of privacy).

The residences on Erven 141, 142, 163, 164 and 165 are all character-filled old homes dating from the 1930's and 1940's. Similar character-filled residences in Stellenbosch are found only in the Mostertsdrif area, and are selling at much higher prices. I am of the opinion that these residences (Erven 141, 142, 163, 164 and 165) should be renovated and preserved as part of our architectural heritage. This statement is in line with municipal and city council policies of other towns and cities, where old established residential areas are restored and preserved and finally become very popular areas to live in.

A Heritage Impact Assessment was done for the Dennesig Area in 2017 by the heritage specialist, Me Bridget O'Donoghue. According to that assessment, Erven 163, 164 and 169 in Dennesig Street were found to be conservation worthy and were graded as such.

Both Dennesig and Paul Kruger Streets are currently beautiful tree-lined, quiet residential streets. Should the proposed development go ahead, it will cause an enormous increase in traffic to this area. Higher traffic volumes will also increase noise and air pollution (because of exhaust fumes). The traffic increase is a direct threat to children and other pedestrians using these streets.

Currently there are two blocks of flats on the southern side of Dennesig Street, and one block of flats on the northern side of Paul Kruger Street. I am totally against the spreading of such developments to a character-filled, quiet single residential area. Homeowners in the Dennesig Area, as in other areas, yearly spend lots of money on the maintenance and improvements of their properties and gardens. A development as planned, will have a negative effect on property values in the area. A high density development with accompanied increased traffic flows, increased noise and pollution levels as well as harmful effects on privacy of surrounding residences, will cause the Dennesig area to lose its residential character; currently property owners will be forced by these unpleasant circumstances to sell their properties and move elsewhere.

Thank you for the opportunity to present my objection.

Sincerely

A handwritten signature in black ink that reads "A B Hamman". The signature is written in a cursive, flowing style.

A B HAMMAN

Jacques Volschenk

From: David | MPA Cape Winelands <david@marite.co.za>
Sent: Tuesday, October 9, 2018 3:26 PM
To: Bradley Simpson
Cc: Jacques Volschenk
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

FYI

Groete/Regards,
David Botha - Cape Winelands

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Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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From: Stephen Scott [mailto:stephens@tiber.co.za]
Sent: 09 October 2018 03:24 PM
To: David | MPA Cape Winelands <david@marite.co.za>
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)



Dear David,

Thank you for the information.

My personal opinion is that the proposed development looks fine and apart from increasing traffic will in all probability have little impact on Boschen Park and the area and should contribute to enhanced security in the area.

Should the Trustees of the Body Corporate of Boschen Park have a differing view and recommend objection please advise accordingly.

Thanks

From: David | MPA Cape Winelands <david@marite.co.za>

Sent: Tuesday, 09 October 2018 15:07

Subject: RE: Notice for Land Use Application, Dennessig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Dear Owner

Please be advised that the notice period has been extended to **17 October 2018**.

Thank you

Groete/Regards,

David Botha - Cape Winelands

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6. **Electricity – Neusch**

Stefan 071 677 1951
Jeremy 078 949 3568
Nic 084 952 0630



Tel.: +27 (0)21 882 9061
Fax: +27 (0)21 882 9062
Email: david@marite.co.za
Web: www.marite.co.za

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From: David | MPA Cape Winelands

Sent: 09 October 2018 02:47 PM

Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163 (URGENT NOTICE)

Importance: High

Dear Owner

Please find the attached for your urgent attention.

If there is any objections it will have to be made before the end of 10 October 2018 (tomorrow). Apologies for only sending it now.

Groete/Regards,
David Botha - Cape Winelands

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8. **Gates and fencing - Infinity**
9. **Electricity – Neusch**

Stefan 071 677 1951
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Nic 084 952 0630



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Kind Regards

STEPHEN SCOTT

Director



c:083 300 5577
t:011 430 7700
f:086 502 2408
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www.tiber.co.za

12 Desmond Street, Kramerville, Sandton
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Belangegroep Stellenbosch Interest Group

23 August 2018

Jacques Volschenk
Dennis Moss Partnership
Stellenbosch
jacques@dmp.co.za

Dear Mr. Volschenk

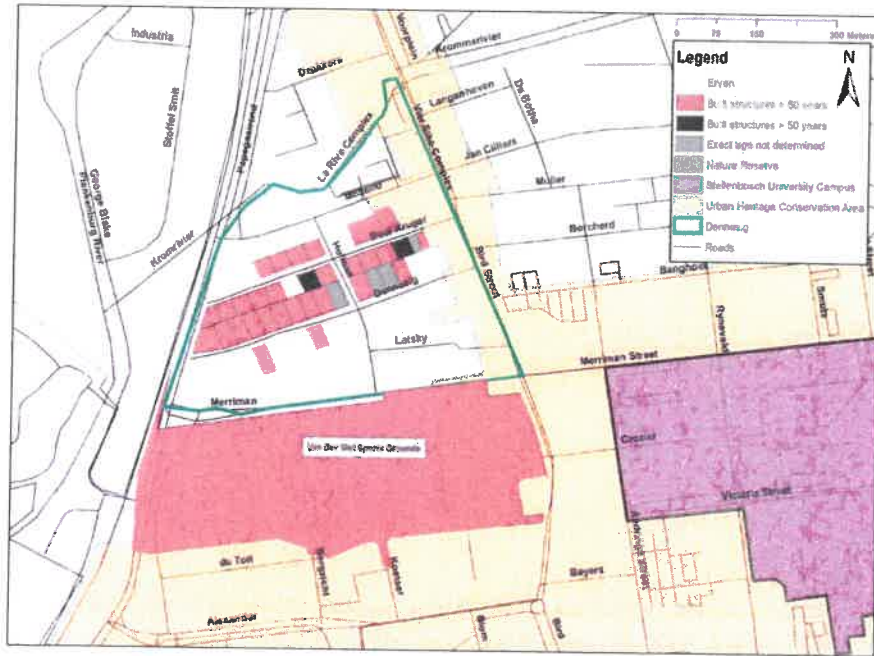
RE: Application LU/7967 - for consolidation, rezoning, departure, site development plan: ERVEN 141, 142, 163, 164 & 165 STELLENBOSCH

Stellenbosch Municipality has seemingly already earmarked the historic suburb of Dennesig to be the next 'dead spot' for studentification. Now that Die Weides and Universiteitsoord are almost saturated with student accommodation (and therefore, excluding potential middle and GAP housing opportunities for persons working in Stellenbosch). Dennesig is apparently next in line for developers to undo 100 years of history.

This almost perfectly intact tree-lined historical suburb – see collage of photos below - consists of single story residential buildings predominantly from the 1930's and 1940's of which very few have been modified. Although the suburb is typically middle class, this does not mean that it is not worthy of preservation. Dennesig represents a layer of history in Stellenbosch between two world wars with a mixture of Cape Dutch, Victorian, Arts and Crafts as well as Art Deco architecture. Regrettably, the recent HWC approved Stellenbosch Heritage Inventory did not include this part of Stellenbosch in the Heritage Protection Overlay Zone¹. The Stellenbosch Interest Group (SIG) believes this is a major oversight by the consultants, the municipality, and HWC. A survey by the SIG has documented a very much intact historic representation of Dennesig – see figure below.



¹ SIG objected the exclusion of Dennesig from the Heritage Protection Overlay Zone. Why the elongated shaped overlay zone along Bird Street to the north of Dennesig was instead considered part of the historic core is a mystery as there are hardly any historic places located there.



Although a few high-density developments have been approved (and completed) in the area to date, they are situated on the periphery of the suburb. The approval of Application LU/7967 will thus signal the demise of the historic suburb of Dennesig from within. The SIG is not objecting to densification as such. What is being objected to is ill-conceived densification plans that would negatively affect the historic landscape of Stellenbosch.

To quote from the National Development Plan:

By 2050, South Africa will no longer have: poverty traps in ... townships; workers isolated on the periphery of cities; inner cities controlled by slumlords and crime; sterile suburbs with homes surrounded by high walls and electric fences; households spending 30 percent or more of their time, energy and money on daily commuting; decaying infrastructure with power blackouts, undrinkable water, potholes and blocked sewers; violent protests; gridlocked roads and unreliable public transport; new public housing in barren urban landscapes; new private investment creating exclusive enclaves for the rich; fearful immigrant communities living in confined spaces (National Development Plan 2012: 233-4)

In view of the above quote, the National Development Plan recognizes that many aspects of South African cities reinforce exclusion and injustice, and different urban arrangements would enable more equitable and just outcomes. Yet the future to which such documents aspire would require very different spatial practices to those that currently shape cities. The core challenge now, is how it might be possible to shift urban practice and governance to produce more inclusive cities. The emotive issue of land expropriation we face today is a direct consequence of local, provincial and national government since democracy in 1994 not to take seriously the concerns of the vast majority of people in the country. Although South Africa still has a very long way to go to get rid of its apartheid spatial legacy, the **retention** thereof is possibly most visible in Stellenbosch. Stellenbosch has one of the highest segregation indexes in the country. As per current policy and governance directives - which is largely based on a neoliberal mentality dictated by the private sector (developers) acting as the *de facto*/shadow local authority- there is absolutely no room for integrating young working professionals and those that fall in the GAP housing category (i.e. the aspirant middle-class). Similarly, there is no mention of any social housing opportunities for low-middle income groups in society. These three groups

are the type of persons one particularly needs to spatially integrate into the urban fabric, where places of opportunity and accessibility exist (because they can pay for basic services, etc.) because they will be socially mobile inclined. One would have assumed that by now Stellenbosch Municipality would realise that by "closing down" large chunks of the city's residential spaces for student accommodation, they are creating segregated spaces, reinforcing segregation and exclusion (indirectly still race-based): spaces that are for between a third and a quarter of the year not inhabited because of university vacations. Surely, development plans, such as application LU/7967, should incorporate a social housing or GAP housing component. Is it not high time that by-laws should be formulated to ensure that this happens?

Insofar as application LU/7967 is concerned, the SIG is opposed to the demolition of the historic houses. Instead the SIG proposes that infill densification be approved whereby the existing houses are retained and that, where possible, higher density apartments are constructed. A best-case scenario is that of Merriman 98 and 96 (where the new high-density buildings do not detract from the aesthetics of the historic houses – photo 1); unlike the less successful *One on Cluver* and the many more examples in Die Weides (see photo 2).

Photo 1:



Photo 2:



Yours faithfully

PE Botha

Patricia Botha (Chairperson)

Bradley Simpson

From: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>
Sent: Tuesday, 09 October 2018 2:05 PM
To: Bradley Simpson
Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

This is the Schoongezicht one:

From: Riel Meynhardt [<mailto:evergreenhospitality@gmail.com>]
Sent: 05 October 2018 01:31 PM
To: Lizindy Knipe | MPA Cape Winelands <lizindy@marite.co.za>
Cc: memry@boradyn.co.za; Rudolph Schoonwinkel <rudolph@lynerns.co.za>; riel@evergreenmanor.co.za
Subject: RE: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Goeie middag

Die ontwikkeling as sulks is nie problematies nie maar die parkering wat hulle voorsien is te min. Daar moet afgedwing word dat hulle aan die volle parkeervereiste voldoen met 204 parkerings vir motors. Fiets en motorfiets parkering kan addisioneel voorsien word, indien hulle wil.

- **Parking will be a combination of open surface parking and zoning parameters applicable, a total of 204 parking bays. Stellenbosch Integrated Zoning Scheme, provision is made lieu of vehicular bays. Having regard for the provision of bays, 12 motorcycle bays (equal to 3 conventional bays) have been provided on site.**

Kan sodanige beswaar asb ook direk by die Munisipaliteit afgelewer word, met stempel vir ontvangs erkenning sowel as om dit aan Dennis Moss se epos te stuur. As ons dit nie direk aflewer nie, is die risiko daar dat dit nie openbaar gemaak word nie. Kopie van gestempelde beswaar terug na trustees per epos.

By voorbaat baie dankie Lizindy

Groete

Riel Meynhardt

Evergreen Manor & Spa
 11 Murray street
 Stellenbosch 7600
 South Africa

Tel: +27 (0)21 8866947
 Fax: +27 (0)86 566 8302
www.evergreenmanor.co.za



From: Lizindy Knipe | MPA Cape Winelands [<mailto:lizindy@marite.co.za>]

Sent: 05 October 2018 11:55 AM

Subject: FW: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Goeiedag Trustees,

Sien aangehegde dokumente vanaf die artitek, Dennis Moss in verband met die ontwikkeling van nog 'n kompleks in die omliggende omgewing.

Die gebou is alreeds redelik gebou, maar hulle moet volgens die Munisipaliteit die toestemming hê van die omliggende komplekse.

Baie dankie.

Groete/Regards,
Lizindy Knipe - Cape Winelands

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2. Gates and fencing - Infinity
3. Electricity – Neusch

Stefan 071 677 1951
Jeremy 078 949 3568
Otto 083 680 7508



Tel.: +27 (0)21 882

Fax: +27 (0)21 882

Email: lizindy@marite.co.za

Web: www.marite.co.za

From: Bradley Simpson <bradley@dmp.co.za>

Sent: 26 September 2018 10:08 AM

To: Marietjie Bruton | MPA Cape Winelands <marietjie@marite.co.za>

Subject: Notice for Land Use Application, Dennesig: Erf 141 & 142 & 161-163

Dear Marietjie,

Referring to your discussion with Mr Gys De Klerk, on the advertising of the Land Use Application.

Herewith attached, please find the notice of the Land Use Application for the above-mentioned properties in Dennesig.

Could the notice please be emailed to the respective owners of;

- **Dermont Apartment Complex**
- **Boschenpark Apartment Complex**
- **Skoongezicht Apartment Complex**
- **Akkerhof Apartment Complex**
- **Lockington House 1 & 2**

The period for commenting on the application ends in 14 days from today (10 October 2018), therefore meaning that the application has to be sent to each owner before the end of the day.

Furthermore, once you have sent the email/s, could you please provide me with proof of the attached notice being forwarded to each owner.

Your earliest response will be much appreciated.

Vriendelike Groete / Kind Regards

Bradley Simpson

Tel: +27 (0)21 887 0124 | Fax: +27 (0)21 886 5393

17 Market Street, Stellenbosch, 7600

bradley@dmp.co.za | www.dmp.co.za



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Stellenbosse Belastingbetalersvereniging *Stellenbosch Ratepayers' Association*

✉ 399 Stellenbosch 7599; F 0866758040; info@stellenboschratedpayers.org

11 August 2018

Mr J Volschenk
Dennis Moss Partnership P O Box 371
Stellenbosch
7599 jacques@dmp.co.za

Acting Director: Planning & Economic Development
Stellenbosch Municipality
P O Box 17
Stellenbosch
7599 Bernabe.DeLaBat@stellenbosch.gov.za

Dear Mr Volschenk

COMMENT ON AND OBJECTION TO THE APPROVAL OF ASPECTS OF AN APPLICATION FOR THE REZONING OF ERVEN 141, 142, 163, 164 AND 165, STELLENBOSCH, INCLUDING THE APPROVAL OF PERMANENT DEPARTURES FOR INCREASES IN THE PERMISSIBLE HEIGHT, COVERAGE, BULK (FLOOR FACTOR) AND RELAXATION OF BUILDING LINES

1. I refer to your registered letter with Application Number LU/7967 dated 26 July 2018, concerning the above which was sent to the Stellenbosch Ratepayers Association (SRA). Thank you also for forwarding an electronic copy of the application to the Secretary of the SRA on Friday 27 July 2018.
2. Although the SRA is aware that developers are anxious to obtain planning approval as rapidly as possible, the SRA is of the view that this should not happen at the expense of the environmental amenity of Stellenbosch. In this respect it is noted from the application that approval has yet to be obtained from Heritage Western Cape (HWC), for the demolition of the dwellings on the above-mentioned Erven. At this point in time the approval by HWC for the demolition of the dwellings on Erven 132 – 134 in Paul Kruger Street (opposite this site) is also the subject of an appeal. It accordingly appears to be prudent to first obtain the approval of HWC before proceeding with the rezoning and ancillary applications.

3. In order not to delay the application unduly the SRA has nevertheless considered the merits of the departures applied for. In doing so, consideration has been given to the existing environmental amenity of the area between Die Laan and Van Riebeeck Street in relation to the impact that the current proposal would have on the future environmental amenity of the Dennesig area. The conclusion reached is that, permitting practically double the floor factor in Dennesig (1.33), compared to Die Laan (0.75), will have a negative long-term impact on the environmental amenity of Dennesig.
4. A further objection to the application concerns the proposed provision of a parking basement covering 70% of the site. The provision of basement parking has the unfortunate effect of lowering the water table, which in turn has a major negative impact on the surrounding vegetation and street trees (unless the developer can prove that the groundwater can be put back in the ecological system – watering of trees, greywater use etc.). A more sustainable development might be to provide ground floor parking with residential accommodation on floors 1 – 3. This approach has been used most successfully in other parts of Stellenbosch, including Die Laan.
5. While densification remains an important objective the proposed floor factor of 1.33 is excessive. An in-depth debate is accordingly necessary to determine whether the floor factor should be limited to the prescribed factor (existing and proposed zoning scheme regulations) of 0.75 and the permissible coverage to 25%. As indicated in several previous submissions by the SRA, the provision of housing in Stellenbosch is skewed because of the high demand for student accommodation. The Weides is a good example of what should not be permitted to happen. One would hope that the adverse experience in the Weides will not be repeated in Dennesig. As the Council has yet to approve the rezoning of erven in Dennesig from single residential to general residential, it will be possible to avoid the negative consequences of inordinately high densities (provided there is a will to do so).
6. Most, if not all, newly built flats in and around Stellenbosch are occupied by students. The design of these units is aimed at providing a minimum amount of space at a maximum rental. (The units are therefore designed for student accommodation). There is, however, also a need for alternative housing options, for first time home buyers, young working persons and the middle-income group. Student flats are not “densification” in the true sense of the word. Students occupy these units for only eight months of the year. The safety and security risks are largely increased during the four months of the year that students are not in Stellenbosch. This period is also a loss to the local economy. The Dennesig area was/is the ideal solution for the categories of accommodation not provided for at present. Council has a facilitation role and needs to ensure sustainable development for the benefit of the broader community and environment. The present trend is not sustainable at all. Permitting “overdevelopment” increases land prices and renders sound urban design and development very difficult if not impossible. Without a proper development plan and innovative urban design, opportunities will be lost. Present development approvals also have a negative impact on the character

and attractiveness of Stellenbosch – our only hope for sustainable long-term stability.

7. In the light of the above-mentioned comments it is trusted that you will reconsider the proposal and amend the design to reduce the impact of the proposed development to an acceptable and sustainable level that will hopefully contribute to a high standard or quality of environmental amenity.

Kind regards,

Andre Pelser (Chairman)

Cc Adv Gesie van Deventer Mayor@ Stellenbosch.gov.za
Executive Mayor
Stellenbosch Municipality

Ms Geraldine Mettler mm@ Stellenbosch.gov.za
Municipal Manager
Stellenbosch Municipality

Ms Johannie Serdyn Johannie.Serdyn@ Stellenbosch.gov.za
Councillor for Ward 11
Stellenbosch Municipality

Bradley Simpson

From: Hilary van der Vyver <vdv@mweb.co.za>
Sent: Thursday, 27 September 2018 2:37 PM
To: Bradley Simpson
Subject: Your Proposed Deveopment

To Whom it May Concern:

Thank you for the opportunity of commenting on your proposed development in Dennesig/
Paul Kruger Streets, Stellenbosch.

I think the question many will pose is, simply, 'Is the building of another 135 further units in Stellenbosch necessary?'.

If one considers that there are already a large number of units in other complexes which have not always been readily filled, is further (mainly student) accommodation justified?

I think many are aware that the character of Stellenbosch has to be safeguarded and further building on the scale you envisage might be termed 'another block of concrete' in an already overbuilt environment – and Stellenbosch is not just an ordinary town; it is unique and it is our duty to maintain it's character in every way we can.

With these two factors in mind, I would, therefore, not be in favour of your proposed development.

Kind regards

H. van der Vyver Trustee: Units 204 and 205 The Acorns



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ANNEXURE H

Internal Comments



MEMO

DIRECTORATE: INFRASTRUCTURE SERVICES
DIREKTORAAT: INFRASTRUKTUURDIENSTE

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

FOR ATTENTION : **Robert Fooy**

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

DATE : **27 November 2019**

RE. : **Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch:
Development of 176 flats**

YOUR REF : **LU/7967**

OUR REF : **CIVIL LU 1677**

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

- The revised land use application dated 1 November 2019 by Dennis Moss Partnership;
- Site and Landscape development plan Q4202 SDP001 Rev A dated 24 Oct 2019, by Dennis Moss Partnership;
- Dennesig Densification Area Transport Impact Assessment dated November 2019 (Final Version 2) by ITS;

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

- Total flat units: 176 No.

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

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats

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. <u>Definitions</u>

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;
 - (d) *"Dennesig Developers"* means the entities on behalf of which the applications are submitted (i.e. landowner) or their successors in title, and will include all applications within the Dennesig Neighbourhood Area, bordered by Adam Tas Road, Molteno Road, Bird Street and Merriman Avenue. The *"Dennesig Developers"* currently consists of the following developments:

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats

Development	Property No	Entity on behalf the application was submitted (i.e. landowner)
Dennesig 1	Erven 143 – 145 & 166 – 170 Stellenbosch	Buffshelfco 54 Pty Ltd
The Edge	Erven 139 & 140 Stellenbosch	Cabzis (Pty) Ltd
The Den 2	Erven 141 – 142 & 163 – 165 Stellenbosch	Scandals African Footwear CC Joz Investments Trust Daniel Jacobus & Sara Da Luz Winterbach Saper Investments (Pty) Ltd. Ingrid Kirsten Blumer & Christopher Vernon Swart
Abacus	Erf 184 Stellenbosch	Dennesig Properties (Pty) Ltd

- (e) “*Master Home Owner’s Association (MHOA)*” means the Master Homeowners Association that shall be established by the “*Dennesig Developers*”.

B. <u>Recommendation:</u>

- Despite the considerable investment in the creation of housing opportunities through numerous government programmes, there is still a significant housing need across the country and indeed in Stellenbosch. Many of the government subsidised housing opportunities have been developed on cheaper land parcels, mainly outside of the urban core, further exacerbating apartheid spatial divides. This has placed significant strain on the lower- and middle-income residents who find it increasingly difficult to purchase or rent affordable, well-located properties in Stellenbosch. We have current and future housing backlog, half of which are for middle and upper-income households. As the population has grown, the release of land for development and housing has not kept pace. Housing has become so expensive that many of those who work in the Stellenbosch municipal area commute from outside this area and for these and others, the most basic shelter – even of a temporary nature – within this municipal domain remains an unattainable dream. It is recognised that housing challenges cannot be addressed by the public sector alone and the development of the Dennesig Precinct presents an ideal opportunity for private sector (in partnership with the municipality) to extend its role in catering to an affordable housing market. This is why part of the scope of works for the urban design study done was to indicate how these developments propose to respond to the need for affordable housing for young families in the broader Stellenbosch area. None of the current applications indicate that there will be specifically catered for affordable units and

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats

we advise the decision making authority to take cognisance of this when making their final decision and setting approval conditions.

3. From an engineering services perspective, the development is recommended for approval, subject to the conditions as stated below.

C. Specific condition of approval

4. that the following upgrades are required to accommodate the development:

- a. **Stellenbosch WWTW (Waste Water Treatment Works):** The proposed development falls within the catchment area of the existing Stellenbosch WWTW (Waste Water Treatment Works). There is sufficient capacity at the WWTW for the proposed development.
- b. **Water Network:** There is sufficient capacity in the bulk water network to accommodate the proposed development. Any network upgrades will be identified when engineering drawings/building plans are submitted for approval. The Municipality may request a capacity analysis report at that stage which will be for the Developer's cost. Any network upgrades identified, which are triggered by the development will be the Developer's responsibility and for their cost.
- c. **Sewer Network:** There is sufficient capacity in the bulk sewer network to accommodate the proposed development. Any network upgrades will be identified when engineering drawings are submitted for approval. The Municipality may request a capacity analysis report at that stage which will be for the Developer's cost. Any network upgrades identified, which are triggered by the development will be the Developer's responsibility and for their cost.
- d. **Roads Network:** A Transport Master Plan (TMP) (see **Annexure A**) has been approved as part of the Dennesig Densification Area Transport Impact Assessment and indicate the prioritization of transport projects to be implemented. This TMP (as amended) will be used as a guideline for the implementation of the identified projects, in parallel with the development of the Dennesig Precinct. Fourteen transport items have been listed to be implemented by the Dennesig developers over time. The focus of the TMP is to improve pedestrian and cycling facilities and activity in an attempt to reduce private car usage over time. The TMP prioritises these transport projects to guide the implementation of the full TMP. It also states the threshold in number of units developed, at which point each of the upgrade items will be

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triggered. The goal of the Municipality as well as the Developers is to implement as many of the projects listed as soon as possible to create a holistic pedestrianized environment that will be connected to the external Non Motorized Transport (NMT) network of the Municipality. The items as per the TMP must be implemented in a phased approach. The Masters Home Owner's Association (MHOA) will act as a vehicle to enter into service agreements with the Municipality for the implementation of upgrades. The process is outlined as follows:

- i. A Memorandum of Agreement must be concluded between the "Dennesig Developers" in which they undertake to establish a Master Home Owners Association "MHOA" as a vehicle to implement the relevant items of the Dennesig Transport Master Plan, and to adhere with the responsibilities regarding the payment of DCs into a trust account,
- ii. The Municipality must approve the conceptual Memorandum of Agreement.
- iii. This Agreement must be concluded and signed by all parties before the Municipality will approve any building plans of the "Dennesig Developers".
- iv. The MHOA must set up a trust account held by an attorney firm into which the DCs of the individual developments will be paid. The trust account will be an interest bearing account, which interest will be for the benefit of the municipality;
- v. The DCs of any one of the "Dennesig Developers" requesting building plan approval, must be paid into the trust account before the building plans will be approved;
- vi. Each building plan submission must be accompanied by an updated schedule from the Consulting Engineer appointed by the MHOA, indicating the number of units so far approved versus the thresholds in terms of units developed that will trigger project implementation. This schedule needs to identify if the current building plan submission triggers the implementation of one or more of the projects identified in the transport master plan;
- vii. Should a project/s be triggered, an Engineering Services Agreement (ESA) for the implementation of that project must be concluded between the MHOA and the Municipality. The ESA must be concluded before building plans can be approved;
- viii. The projects as per the ESA must then be completed and certified as complete by the Municipality, before further clearance certificates (i.e. occupation certificates) for the development will be issued;

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- ix. The trust fund will be terminated once all projects identified in the Transport Masterplan have been implemented. Any balance of paid DCs with interest earned thereon will be paid back to the Municipality;
- x. The Municipality reserves the right to give instruction to the Attorney firm in which trust account the DCs was paid that the DCs within the trust fund be paid over to the Municipality at any point, should the Municipality wish to do any infrastructure upgrades themselves;

e. Shuttle Service:

- i. Shuttle Service: A shuttle service must be provided, operated and maintained by MHOA or a service provider approved by the Municipality;
- ii. The funding and management of this service must be stipulated in the Memorandum of Agreement between "The Dennesig Developers";
- iii. The threshold for providing a shuttle service must be agreed and stipulated in the MOA;
- iv. The shuttle service shall be managed and operated by the MHOA and can only be terminated with mutual agreement of the Stellenbosch Municipality;
- v. The shuttle service route must be approved by the Stellenbosch Municipality

- f. **Comments and conditions from Senior Manager: Roads, Transport, Stormwater & Traffic Engineering, Mr Johan Fullard:** Dennesig Densification Area, Traffic Impact Assessment by ITS (November 2019), is herewith supported, with the following conditions being applicable:

The Dennesig precinct falls within the Adam Tas Corridor (ATC) which comprises an area of approx. 300Ha. Within the ATC area, the principals of Transit-Oriented Development (TOD) is promoted, these principals encourage walking, cycling use of public transport with the aim to reduce the amount of private vehicles.

Chapter 6 of the SDF, highlights strategies such as the provision of remote parking facilities and the management the private vehicle demand. Other Municipal strategies (contained, both in the CITP and SDF) includes the, promotion of Non-Motorized Transport (NMT), promotion of Public Transport and the reducing the usage of Motor Vehicles.

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The Dennesig Development promotes both NMT, and Public Transport by providing adequate facilities for NMT and by providing a scheduled Public Transport Service.

In support of the municipal strategies, i.e: provision of remote parking facilities, management the private vehicle demand, promotion of NMT and Public Transport, reductions to the zoning scheme off-street parking requirements may be considered.

Where individual developments have reduced their off street-parking provision, and the parking is not in line with the current zoning scheme, the following will be applicable:

- i. The standard Stellenbosch Municipal practice, currently in place, allows for the reduced parking provision (between the approved zoning scheme and the number of bays provided) to be accommodated, by the payment of a municipal approved Parking Development Contribution (Parking DC) tariff.
- ii. Guidelines for allowable reductions to off-street parking are set out in the above mentioned TIA, these reductions relate to off-street parking requirements that are similar to the City of Cape Town's Public Transport (PT1) zone, which has shared characteristics to the municipality's envisaged ATC.
- iii. Funding from the Parking DC's will be set aside for, remote municipal parking facilities and the introduction of a municipal public transport services.

g. Stormwater Network:

- i. that the consulting engineer, appointed by the "*Developer*", analyses 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

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Directorate: Infrastructure Services. The aforementioned stormwater analysis is to be submitted concurrent with the detail services plans;

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

h. Solid Waste:

- i. 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 (Mr Saliem Haider; 021 808 8241; saliem.haider@ 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.
- ii. Due to the limited airspace capacity available, waste arriving at the site needs to be dramatically reduced in order to extend the lifespan of the landfill site. All new developments must have a mandatory separation-at-source programme to encourage recycling, possible organic waste separation to tie in with the municipality's future diversion programme, and adequate storage facilities to enable waste removal. This programme must be enforced by the HOA and provision must be made therefore in the Constitution and Rules of the HOA.

Development Charges

- 5. 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;

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6. 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;
7. that the "*Developer*" immediately familiarise himself with the latest Development Charges applicable to his/her development;
8. 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;
9. 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;
10. that the Development Charges as reflected on the DC calculation sheet, dated 20 November 2019, and attached herewith as **Annexure DC**, 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.
11. that the Development Charges levy be paid by the "*Developer*"
 - prior to the approval of any building- and/or services plans;
12. 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 176 units, or which might lead to an increase in the Gross Leasable Area i.e. a GLA of more than 0 m², will result in the recalculation of the Development Charges;
13. 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

14. that the layout of the proposed development shall be generally in accordance with the spatial provisions of the Transport Master Plan. It is the Developer's responsibility to ensure that his

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SDP is aligned with the Transport Master Plan in terms of inter alia: access points, sidewalks, refuse truck and public transport embayments etc.

15. 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;
16. that sufficient entrance and exit widths will be created at the vehicle access points: 2.7m minimum and 4,0m maximum width for a single entrance or exit way; 5,0m min and 8,0m maximum for a combined entrance and exit way. To accommodate emergency vehicles, at least one lane should be 4, 0 metres wide and have a minimum height clearance of 4.3 m.
17. that provision be made for a refuse room as per the specification of the standard development conditions below;
18. 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";
19. 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 unless otherwise agreed with the Municipality at building plan approval stage;
20. 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

21. that all internal services on the said erf will be regarded as private services and will be maintained by the "Developer" and or Owner's Association;

Internal- and Link Services

22. 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;

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23. that care shall be taken not to damage the existing sewer line on erven 143, 166 and 167 during construction activities. Any damage or blockages caused will be the "*Developer's*" responsibility to repair ;

Bulk Water Meter, water and sewer connections

24. that an Occupation Certificate (in the case of a sectional title erf) 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;
25. Each erf may only have a single water connection and a single sewer connection. Multiple connections are not allowed. Details of connection points must be indicated on all building plans submitted for approval;

Roads

26. that the "*Developer*" will be held liable for any damage to municipal infrastructure within the road reserves of the roads, caused as a direct result of the development of the subject property. The "*Developer*" will therefore be required to carry out the necessary rehabilitation work, at his/her cost, to the standards of the Directorate: Infrastructure Services;

Bulk Electricity

27. Please refer to the conditions attached as **Annexure: Electrical Engineering**;

D. General conditions of approval

28. 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;
29. 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

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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;

30. that the "*Developer*" indemnifies and keep the "*Municipality*" indemnified against all actions, proceedings, costs, damages, expenses, claims and demands (including claims pertaining to consequential damages by third parties and whether as a result of the damage to or interruption of or interference with the municipalities' services or apparatus or otherwise) arising out of the establishment of the development, the provision of services to the development or the use of servitude areas or municipal property, for a period that shall commence on the date that the installation of services to the development are commenced with and shall expire after completion of the maintenance period.
31. that the "*Developer*" must ensure that he / she has an acceptable public liability insurance policy in place;
32. 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;
33. that the General Conditions of Contract for Construction Works (GCC) applicable to all civil engineering services construction work related to this development, will be the SAICE 3rd Edition (2015);
34. 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;

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- 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;

Site Development Plan

35. 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";
36. 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;
37. 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;
38. 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

39. 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;

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40. 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;
41. 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;
42. 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;
43. that construction of services may only commence after municipal approval has been obtained;
44. that the construction of all civil engineering infrastructure shall be done by a registered civil engineering services construction company approved by the "*Engineer*";
45. 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;
46. that a suitably qualified professional resident engineer be appointed to supervise the construction of all internal – and external services;
47. that engineering design drawings will only be approved once approval in terms of the Stellenbosch Municipal Land Use Planning By-law is issued;
48. that all the internal civil services (water, sewer and stormwater), be indicated on the necessary building plans for approval by the Directorate: Infrastructure Services;
49. 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;

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50. 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);
51. 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;
52. that the “Developer” shall be responsible for the cost for any surveying and registration of servitudes regarding services on the property;
53. 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;
54. 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”.
55. that the developer takes cognizance of applicable tariffs by Council in respect of availability of services and minimum tariffs payable;
56. that the “Developer”, at his/her cost, will be responsible for the maintenance of all the internal (on-site) municipal – and private civil engineering services constructed for this development until at least 80% of the development units (i.e. houses, flats or GLA) is constructed and 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

57. 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;

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58. 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;
59. 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

60. 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;
61. 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;
62. 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;
63. 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;

Roads

64. 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;
65. 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;

Wayleaves

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- 66. 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;
- 67. that wayleaves will only be issued after approval of relevant engineering design drawings;
- 68. 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)

- 69. 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;
- 70. 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;
- 71. 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;
- 72. 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;
- 73. 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;

Green Technologies

- 74. It is encouraged that peak water demand should be accommodated with supplementary storage and recycling (e.g. rainwater tanks, grey water recycling) of water so that municipal water only be used to satisfy the base demand;
- 75. Technologies that facilitate the efficient use of irrigation water is encouraged;
- 76. Planting of waterwise flora is encouraged;
- 77. In accordance with the new SANS 10400-XA standard, all new housing should install solar

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water heating devices;

78. All non-subsidy housing is encouraged to meet the portion of their electrical demand that exceeds 300 kWh per month by generators such as solar photovoltaic panels and solar hot water heating devices;
79. SANS 10400-XA energy efficiency standards should be adhered to in all planning applications for new buildings, major renovations and usage changes;

Solid Waste

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

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

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

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

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

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- 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
81. 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;
 82. 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 Mr Saliem Haider, 021 808 8241; saliem.haider@ Stellenbosch.gov.za;
 83. 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);
 84. 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*";
 85. 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;
 86. Access shall be provided with a minimum travelable surface of 5 meters width and a minimum corner radii of 5 meters;
 87. 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;
 88. Minimum turning circle radius shall be 11 meters to the center line of the vehicle;
 89. Road foundation shall be designed to carry a single axle load of 8.2 tons;

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90. Refuse storage areas are to be provided for all premises other than single residential erven;
91. 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;
92. 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;
93. 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;
94. 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;
95. 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;
96. 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

97. 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;
98. 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
99. Building specifications for refuse storage area:

Floor

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

Walls and Roof

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

Ventilation and Lighting

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

Water Supply and Drainage

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

100. 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;
101. 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;
102. 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;
103. Refuse should not be visible from a street or public place. Suitable screen walls may be required in certain instances;

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats

104. Access must be denied to unauthorized persons, and refuse storage areas should be designed to incorporate adequate security for this purpose;
105. 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

106. The "*Developer*" shall provide the "*Municipality*" with:
- a. a complete set of as-built paper plans, signed by a professional registered engineer;
 - b. a CD/DVD containing the signed as-built plans in an electronic DXF-file format, reflecting compatible layers and formats as will be requested by the "*Engineer*" and is reflected herewith as Annexure X;
 - c. a completed Asset Verification Sheet in Excell format, reflecting the componitization of municipal services installed as part of the development. The Asset Verification Sheet will have to be according to the IMQS format, as to be supplied by the "*Engineer*", and is to be verified as correct by a professional registered engineer;
 - d. a complete set of test results of all internal – and external services (i.e. pressure tests on water - and sewer pipelines as well as densities on road structure and all relevant tests on asphalt), approved and verified by a professional registered engineer;
 - e. Written verification by the developer's consulting engineer that all professional fees in respect of the planning, design and supervision of any services to be taken over by the "*Municipality*" are fully paid;
107. 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*";
108. 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;

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats

109. 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;
110. 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*";

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)

111. 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;
112. 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;
113. 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;

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats**Avoidance of waste, nuisance and risk**

114. 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.

TYRONE KING Pr Tech Eng

MANAGER: DEVELOPMENT (INFRASTRUCTURE SERVICES)

W:\2.0 DEVELOPMENT\00 Developments\1677 (TK) - Erf 141-142 and 163-165, Paul Kruger (The Den 2)\1677 - Erf 141-142 and 163-165, Paul Kruger (Dennesig precinct)_1.doc

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats**ATTACHMENT X****Geographic Information System (GIS) data capturing standards**

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

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

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

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

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

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

Erf 141&142, 163-165, Paul Kruger Street, Stellenbosch: Development of 176 flats

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

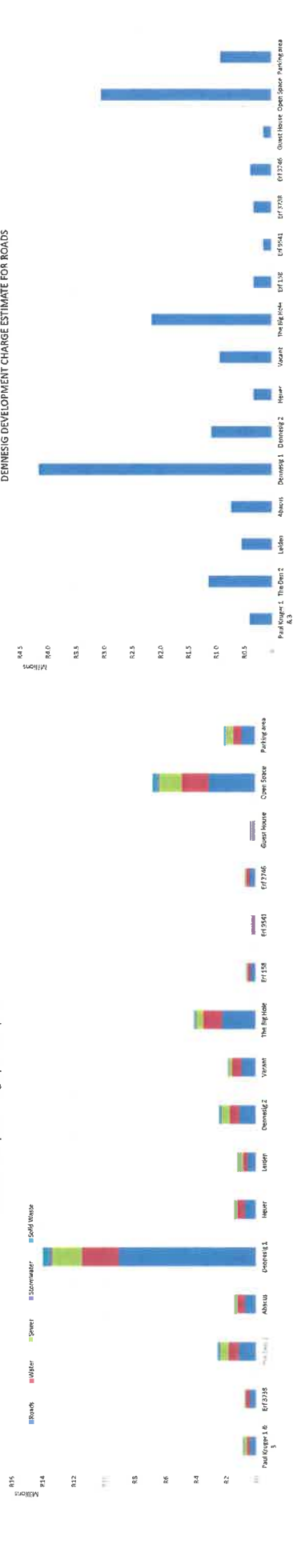


DENNISG NEIGHBOURHOOD: TRANSPORTATION & URBAN DESIGN FRAMEWORK
DEVELOPMENT CHARGE CALCULATIONS

Number	Development	Proposed Zoning	GFA m ²	Units	Total Trips	Status	Timing	Residential	Business	Water	DC	Residential	Business	Sewer	DC	Residential	Business	Stormwater	DC	Residential	Business	Solid Waste	DC	TOTAL
1	Paul Kruger 1, 2 & 3	Student Accommodation	52	36	65	Substantiated	Short	7,883	244,972	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	911,052.00
2	Griff 1/18	Apartment and Flats	24	0	66	Substantiated	Short	17,243	282,672	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	817,152.00
3	The Den 2	Student Accommodation	145	44	181	Substantiated	Short	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	2,540,545.00
4	Abacus	Apartment and Flats	75	40	28	60	117	Substantiated	Short	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	1,420,086.07
5	Denniesg 1	Specific Business/Student	304	308	117	211	682	Substantiated	Short	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	13,965,231.36
6	Paul Kruger 1.6	Student Accommodation	70	0	0	0	0	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	1,430,016
7	Abacus	Student Accommodation	177	187	824	1,231	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
8	Denniesg 2	Student Accommodation	338	28	45	273	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
9	Vicent	Apartment and Flats	54	35	35	149	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
10	The Big Hole	Mixed-use	595	105	88	183	142	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
11	Griff 1/18	Apartment and Flats	19	19	32	12	52	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
12	Griff 1/18	Apartment and Flats	9	9	14	25	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
13	Griff 1/18	Apartment and Flats	22	14	14	25	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
14	Griff 1/18	Apartment and Flats	19	4	6	24	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
15	Griff 1/18	Apartment and Flats	187	77	136	484	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
16	Open Space	Student Accommodation	116	23	35	145	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
17	Parking area	Student Accommodation	195	89	287	448	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
18	TOTAL		317	1,750	471	772	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43

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2	Griff 1/18	Apartment and Flats	24	0	66	Substantiated	Short	17,243	282,672	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	817,152.00
3	The Den 2	Student Accommodation	145	44	181	Substantiated	Short	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	2,540,545.00
4	Abacus	Apartment and Flats	75	40	28	60	117	Substantiated	Short	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	1,420,086.07
5	Denniesg 1	Specific Business/Student	304	308	117	211	682	Substantiated	Short	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	13,965,231.36
6	Paul Kruger 1.6	Student Accommodation	70	0	0	0	0	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	1,430,016
7	Abacus	Student Accommodation	177	187	824	1,231	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
8	Denniesg 2	Student Accommodation	338	28	45	273	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
9	Vicent	Apartment and Flats	54	35	35	149	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
10	The Big Hole	Mixed-use	595	105	88	183	142	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
11	Griff 1/18	Apartment and Flats	19	19	32	12	52	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
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15	Griff 1/18	Apartment and Flats	187	77	136	484	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
16	Open Space	Student Accommodation	116	23	35	145	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
17	Parking area	Student Accommodation	195	89	287	448	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43
18	TOTAL		317	1,750	471	772	Medium	7,883	63,067	4,711	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	3,765	15,658,108.43

Estimated Development Charges per Development



Stellenbosch Municipality - Development Charge Calculation



APPLICATION INFORMATION	
Application Number	Civil LU 1748 (LU/8576)
Date	Wednesday, 20/Nov/2019
Financial Year	2019-20
Erf Location	Stellenbosch Town
Erf No	143-145 & 166-170
Erf Size (m ²)	
Suburb	Denniesig
Applicant	
Approved Building Plan No.	Site Plan AAZZ 01 AR 0001/CS Rev H

SUMMARY OF DC CALCULATION							
Unit(s)	Water	Sewer	Storm-water	Solid-Waste	Roads	Community Facilities	Totals
	kl/day	kl/day	ha°C	t/week	trips/day	person	
Total Increased Services Usage	222.152	199.458	3.779	20.195	1408.92	1408.9	
Total Development Charges before Deductions	R 5 814 249.69	R 5 006 744.31	R 372 450.97	R 1 034 467.10	R 8 916 360.62	R 6 475 996.85	R 27 620 269.54
Total Deductions							
Total Payable (excluding VAT)	R 5 814 249.69	R 5 006 744.31	R 372 450.97	R 1 034 467.10	R 8 916 360.62	R 6 475 996.85	R 27 620 269.54
VAT	R 872 137.45	R 751 011.65	R 55 867.65	R 155 170.07	R 1 337 454.09	R 971 399.53	R 4 143 040.43
Total Payable (including VAT)	R 6 686 387.14	R 5 757 755.95	R 428 318.61	R 1 189 637.17	R 10 253 814.72	R 7 447 396.37	R 31 763 309.97

APPLICANT INFORMATION	
Application Processed by:	Tyrone King
Signature	
Date	20 Nov 2019
Amount Paid:	
Date Payment Received	
Receipt Number	

Stellenbosch Town

Land Use Category	Unit Type	Existing Usage	Proposed New Usage	Increased Usage	Water	Sewer	Storm-water	Solid-Waste	Roads	Community Facilities	Total
Infrastructure Type applicable? (yes/no)											
	du m2 GLA m2	du m2 GLA m2	du/ha % GLA	du m2 GLA m2	du m2 GLA m2	du m2 GLA m2	du/ha % GLA	du m2 GLA m2	du m2 GLA m2	du m2 GLA m2	du m2 GLA m2
Residential											
Single Residential >1000m2	du	5	0	0	-5	R -157 034.36	R -87 856.12	R -23 653.69	R -10 244.68	R -126 133.27	R -469 611.93
Single Residential >500m2	du	3	0	0	-3	R -62 813.75	R -48 948.41	R -8 278.79	R -6 146.81	R -75 679.96	R -240 681.60
Single Residential >250m2	du		0	0	0	R	R	R	R	R	R
Single Residential <250m2	du		0	0	0	R	R	R	R	R	R
Less Formal Residential >250m2	du		0	0	0	R	R	R	R	R	R
Less Formal Residential <250m2	du		0	0	0	R	R	R	R	R	R
Group Residential >250m2	du		0	0	0	R	R	R	R	R	R
Group Residential <250m2	du		0	0	0	R	R	R	R	R	R
Medium Density Residential >250m2	du		0	0	0	R	R	R	R	R	R
Medium Density Residential <250m2	du		0	0	0	R	R	R	R	R	R
High Density Residential - flats	du		0	0	0	R	R	R	R	R	R
High Density Residential - student rooms	du		0	0	0	R	R	R	R	R	R
Commercial											
Local Business - office	m2 GLA		0%	0%	0	R	R	R	R	R	R
Local Business - retail	m2 GLA		0%	488	488	R 51 085.51	R 42 873.78	R 9 847.67	R 9 998.81	R 307 765.17	R 422 589.20
General Business - office	m2 GLA		0%	0	0	R	R	R	R	R	R
General Business - retail	m2 GLA		0%	0	0	R	R	R	R	R	R
Community	m2 GLA		0%	0	0	R	R	R	R	R	R
Education	m2 GLA		0%	0	0	R	R	R	R	R	R
Industrial											
Light Industrial	m2 GLA		0%	0	0	R	R	R	R	R	R
General Industrial - light	m2 GLA		0%	0	0	R	R	R	R	R	R
General Industrial - heavy	m2 GLA		0%	0	0	R	R	R	R	R	R
Noxious Industrial - heavy	m2 GLA		0%	0	0	R	R	R	R	R	R
Resort	m2 GLA		0%	0	0	R	R	R	R	R	R
Public Open Space	m2		0%	0	0	R	R	R	R	R	R
Private Open Space	m2		0%	0	0	R	R	R	R	R	R
Natural Environment	m2		0%	0	0	R	R	R	R	R	R
Utility Services	m2 GLA		0%	0	0	R	R	R	R	R	R
Public Roads and Parking	m2		0%	0	0	R	R	R	R	R	R
Transport Facility	m2		0%	0	0	R	R	R	R	R	R
Limited Use			0%	0	0	R	R	R	R	R	R
Special											
To be calculated based on equivalent demands											
*** Complete yellowgreen cells.											
** du = dwelling unit, GLA=Gross lettable area.											
Total Development Charges before Deductions											
% Deductions per service (%)											
% Deductions per service (amount)											
Sub Total after Deductions (excluding VAT)											
VAT						R 5 814 249.69	R 5 006 744.31	R 372 450.97	R 1 034 467.10	R 8 916 360.62	R 27 620 269.54
Total						R 5 814 249.69	R 5 006 744.31	R 372 450.97	R 1 034 467.10	R 8 916 360.62	R 27 620 269.54
						R 872 137.45	R 751 011.65	R 55 867.65	R 155 170.07	R 1 337 454.09	R 4 143 040.43
						R 6 686 387.14	R 5 757 755.95	R 428 318.61	R 1 189 637.47	R 10 253 814.72	R 31 763 309.97

ELETRICITY SERVICES: CONDITIONS OF APPROVAL**GENERAL COMMENT: erf 141-142 & 163-165**

1. The electrical consulting engineer responsible for the development shall schedule an appointment with Manager Electricity Services (Engineering Services) before commencing with the construction of the development. As well as to discuss new power requirements if required.

2. Development Bulk Levy Contributions are payable.

CONDITIONS

3. The development's specifications must be submitted to Stellenbosch Municipality (Engineering Services) for approval. i.e.

- a) The design of the electrical distribution system
- b) The location of substations(s) and related equipment.

4. A separate distribution board/s shall be provided for municipal switchgear and metering. (Shall be accessible & lockable). Pre-paid metering systems shall be installed in domestic dwellings.

5. 24-hour access to the location of the substation, metering panel and main distribution board is required by Technical Services.

Metering room should be away from refuse room as discuss with architect.

6. Appropriate caution shall be taken during construction, to prevent damage to existing service cables and electrical equipment in the vicinity, should damage occur, the applicant will be liable for the cost involved for repairing damages.


7. On completion of the development, Stellenbosch Municipality (Technical Services) together with the electrical consulting engineer and electrical contractor will conduct a take-over inspection.

8. No electricity supply will be switched on (energised) if the Development contributions, take-over Inspection and Certificate(s) of Compliance are outstanding.

9. All new developments and upgrades of supplies to existing projects are subject to SANS 10400-XA energy savings and efficiency implementations such as:

- Solar water Heating or Heat Pumps in Dwellings
- Energy efficient lighting systems
- Roof insulation with right R-value calculations .
- Cooking with gas
- In large building developments;
 - Control Air condition equipment tied to alternative efficiency systems
 - Preheat at least 50% of water with alternative energy saving sources
 - All hot water pipes to be clad with insulation with R-value of 1
 - Provide a professional engineer's certificate to proof that energy saving measures is not feasible.


Signature


Date



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Spatial Planning, Heritage and Environment

To : Head: Customer Interface & Administration
From : Manager: Spatial Planning
Reference: Dennesig, Stellenbosch
Date : 9 December 2019
Re : Application for rezoning, various departures, Dennesig, Stellenbosch

I refer to your request for comment on the above application.

APPLICATION FOR REZONING AND DEPARTURES FOR:

- a. Erf 184
- b. Erven 143-145 and erven 166-170
- c. Erven 141, 142, 163 – 165
- d. Erf 139, 140

Various applications were received for the rezoning and departures i.t.o. permissible height, building lines, floor factor and coverage were received for the above properties all located in Dennesig. The applications were based on an urban design report and traffic impact statement prepared in conjunction with the municipality in order to be able to evaluate the applications against the same principles.

The applications were evaluated in general against current national, provincial and local policy, general trends internationally and lastly individually.

The comments, general and specific is contained in the report attached to this memorandum.

The applications are recommended for approval.

BIG DE LA BAT
MANAGER: SPATIAL PLANNING

INTRODUCTION

The combined impact of the approval of the various applications for redevelopment of the larger part of the Dennesig neighbourhood will have an impact on the neighbourhood itself and on the larger area within which the precinct is located. The impact can be severely negative in terms of residential quality, public space, infrastructure, traffic and congestion as well as the liveability of the area should conventional planning principles be applied.

An alternative development approach based on SMART Growth principles to create a regenerated, efficient, sustainable and liveable neighbourhood where infrastructure is used efficiently, public transport and NMT is promoted and used frequently and where the public space is of a high quality so as to create a safe, pleasant and socially integrated realm, is possible. Should such an approach will be a departure from the normal planning approach in reaction to land use planning applications and would entail the proactive preparation of an urban design guideline that leads development. Should this approach prove to be successful and result in a substantially improved urban environment, it can be further improved on and used as a development model for the redevelopment and regeneration of similar areas within the city.

Such an approach will be in line with recent and current national, provincial and local policy as well as with international development trends necessitated by *inter alia* population growth, the severe lack of government funding and climate change. Due to the importance of this background, the report is structured as follows:

SECTION A: SOUTH AFRICAN CONTEXT

SECTION B: MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

SECTION C: THE ARGUMENT FOR DENSIFICATION

SECTION D: URBAN DESIGN GUIDELINES

SECTION E: RESPONSE TO APPLICATIONS

SECTION A: THE SOUTH AFRICAN PLANNING CONTEXT

Section 7 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) prescribe five (5) general principles that applies to spatial planning, land development and land use management:

- (a) The principle of spatial justice.
- (b) The principle of spatial sustainability.
- (c) The principle of spatial efficiency.
- (d) The principle of spatial resilience, and
- (e) The principle of good administration.

With regards to the application of particular importance are the following aspects under the above principles:

- Past spatial and other development imbalances must be redressed through improved access to and use of land.
- Land development must optimise the use of existing resources and infrastructure.
- Only land development that is within the fiscal, institutional and administrative means of government may be promoted.
- Special consideration must be given to the protection of prime and unique agricultural land.
- Current and future costs to all parties must be considered when providing infrastructure and social services for land developments.
- Land development should only be promoted in locations that are sustainable, limit urban sprawl, and result in communities that are viable.
- Spatial plans, policies and land use management systems must be flexible to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

Numerous policy frameworks focus the work of government holistically, the spatial arrangement of activities or specific sectors.

The National Development Plan 2030 (NDP), developed by the National Planning Commission and adopted in 2012, serves as the strategic framework guiding and structuring the country's development imperatives and is supported by the New Growth Path (NGP) and other national strategies.

Of particular relevance are the recommendations set out in Chapter 8: Transforming Human Settlements and the National Space Economy, including the upgrading of all informal settlements on suitable, well-located land; increasing urban densities to support public transport and reduce sprawl; promoting mixed housing strategies and compact urban development in close proximity to services and livelihood opportunities;

and investing in public transport infrastructure and systems (with a special focus on commuter rail) to ensure more affordable, safe, reliable and coordinated public transport.

The Integrated Urban Development Framework (IUDF), approved by National Cabinet in 2016, aims to steer urban growth nationally towards a sustainable model of compact, connected and coordinated towns and cities. The IUDF provides a roadmap to implement the NDP's vision for spatial transformation, creating liveable, inclusive and resilient towns and cities while reversing apartheid spatial legacy.

The Provincial Spatial Development Framework (PSDF) sets out the key strategic spatial transitions required to achieve a more sustainable use of provincial assets, the opening-up of opportunities in the space-economy and the development of integrated and sustainable settlements. Of particular importance involves the promotion of an urban rather than suburban approach to settlement development (i.e. diversification, integration and intensification of land uses).

The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF), completed under the guidance of the WCG in 2017, aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured.

The regional settlement concept proposed by the GCM RSIF is built *inter alia* on the following key tenets:

- Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects.
- Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity.
- Targeting these locations for public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector.
- Using infrastructure assets (specifically key movement routes) as “drivers” of economic development and job creation.
- Promoting regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region.
- Shifting to more urban forms of development within town centres including higher densities and urban format social facilities.
- Maintaining valuable agricultural and nature areas.

SECTION B: MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

The MSDF argues that Stellenbosch town will remain the major settlement within the municipality; a significant centre comprising extensive education, commercial and government services with a reach both locally and beyond the borders of the municipality, tourism attractions, places of residence, and associated community facilities.

Retaining what is special in Stellenbosch town requires change. The town has grown significantly as a place of study, work, and tourism, while perhaps inadequately providing residential opportunity for all groups, and certainly lacking adequate provision of public transport and NMT options. Managing residential growth of the town, through providing more inclusive housing at higher densities than the norm, is vital. This can and must bring significant reductions in commuting by private vehicles to and within Stellenbosch town, and provide the preconditions for sustainable public transport and NMT to and within the town.

The most significant redevelopment opportunity within Stellenbosch town is the Adam Tas Corridor, stretching from the Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north. Large industrial spaces – currently disused or to be vacated over time – exist here. Redevelopment offers the opportunity to accommodate many more residents within Stellenbosch town, without a negative impact on agricultural land, nature areas, historically significant precincts, or “choice” lower density residential areas. In many ways, the Adam Tas Corridor represents the key to protect and enhance what is special within Stellenbosch town, as well as the relationship between the town and surrounding nature and agricultural areas.

Conceptually, the Adam Tas Corridor is the focus of new town building, west of the old Stellenbosch town and central business district (CBD). The “seam” between the new and old districts comprises Die Braak and Rhenish complex, which can form the public heart of Stellenbosch town. The CBD or town centre in itself can be improved, focused on public space and increased pedestrianism. A recent focus on the installation of public art could be used as catalyst for further public space improvements

The inclusivity of infill housing opportunity – referring to the extent to which the housing provides for different income and demographic groups – whether as part of the Adam Tas Corridor or elsewhere within Stellenbosch town – is critical. Unless more opportunity is provided for both ordinary people working in Stellenbosch, and students, it will be difficult to impact on the number of people commuting to and from Stellenbosch town in private vehicles on a daily basis.

Further development of Stellenbosch town as a balanced, inclusive settlement, with sustainable public and NMT options available, will require significant partnership

between major institutions across sectors. For example, most of the Adam Tas Corridor is in private ownership, and a purely commercial approach to redevelopment of the land may not be in the best interest of the town. Further, it would appear that much of the traffic congestion in Stellenbosch town relate to the university, whether it is students commuting from other areas in the metropolitan areas, or students living within the town using cars for short trips.

A key prerequisite for implementation of the spatial proposals for Stellenbosch town is therefore establishing the institutional arrangements for joint planning and implementation towards common objectives, beyond those of individual institutional or corporate interests.

Of particular importance “to the applications at hand is the intention expressed in the IDP 2018/19 which reads as follows:

A number of strategies are being proposed to address some of the issues, namely:

- *significant densification of existing neighbourhoods located in proximity of major transport infrastructure and the Stellenbosch University;*
- *establishment of an urban restructuring zone along the Helshoogte/Banhoek Road corridor for the development of high-density residential accommodation together with relevant non-residential facilities;*
- *identification of the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities;*
- *permitting the use of open spaces for the establishment of markets in response to the LED Strategy;*
- *designation of heritage conservation areas and places; and*
- *accommodating the growth and development planning of the University of Stellenbosch inside the current urban area.*

SECTION C: THE ARGUMENT FOR DENSIFICATION

From the above policy perspective, it is clear that the densification of urban areas will be required. Densification of urban areas beyond the core of the city is not an easy task but it is a challenge worth taking to fight against urban sprawl. City centres, which are usually already dense and mostly regenerated, are surrounded by transitional belts (sometimes called fringe areas) which have diverse urban functions with lower density, offering in principle good opportunities for densifying interventions towards the aim of compact city development. However, the task is not easy at all: physical interventions to achieve environmental benefits have high risks of negative social externalities; more-over they require substantial financial means in a period when the public sector suffers from the consequences of the financial crisis.

Density is one of the central issues in the debate about the urban future. The reason for that lies in the contradiction between the private and public interests in relation to the density of urban living: most actors (households, developers, businesses, etc.) strive to increase their individual, private benefits which, however, can only be satisfied at the expense of public interests. For example, most families prefer less dense urban forms, and their dreams result in sprawling suburbs which are very harmful from the perspective of sustainable urban development.

This contradiction between individual interests and their disastrous collective consequences is described as the '[Tragedy of the Commons](#)' (Hardin, 1968). The problem lies in the fact that the gains (returns) and the costs are neither accrued to nor born by the same actors. Moreover, the gains are often abstract and lie in the future while the costs are concrete and fall due in the present. This is a big challenge of the future: how can the – in the long run – more sustainable forms of (compact) urban development get more accepted by households, against their own immediate preferences.

This challenge is further complicated by the fact that density is not the only aspect of sustainable urban development. Sustainability in a broader sense should mean a dynamic balance between economic, environmental and social considerations. Therefore, in the end it is not density in itself that is interesting, but the relationship between the economic, environmental and social outcomes produced by different density levels.

The Compact City

How the 'urban sprawl' can be defined? The most common definition which can be found in dictionaries and on the web claims that urban sprawl is the "unplanned, uncontrolled spreading of urban development into areas adjoining the edge of a city". The European Environmental Agency (EEA) defines the phenomenon of urban sprawl

as the “physical pattern of low-density expansion of large urban areas, under market conditions, mainly into the surrounding agricultural areas”.

The Compact City Model becomes known as one of the solutions to face the problem of the rapid development of the decentralisation outwards of the cities. The compact form has been studied in the planning literature mostly during the last twenty years, to implement the sustainability within the urban environment. The European Commission and national governments in many Western Countries adopted in latest years' policies to promote the densification of the cities to reduce the pollution and the energy consumption (Breheny, 1995). In fact, the European Community and Agenda 21 encourage and require the high density development as a central principle for the growth of cities (De Roo, 2000).

The hypothesis of the Compact City is mainly based on the followings advocate qualities: - high-density development; - less car dependency; - improvement of the public transportation services and support for the walking and cycling; - mixed-use development and better access to services and facilities; - the preservation of green areas and the conservation of the countryside; - the regeneration of inner urban areas; - the efficient use of infrastructure. All of these aspects are considered the best efficient urban strategy from a sustainable planning development perspective for the social, economic and environmental dimensions, and they have to interact one with each other to increase the density from current levels. In fact, in recent years there has been a significant consensus that planning to get a denser urban form is the most proficient way to reduce energy consumption and pollution (Breheny, 1995)

The Compact City hypothesis promotes the social justice as a prerequisite to achieve urban sustainability, as it has been claimed at the Rio Summit in 1992. One of the arguments which supports the social equity is the possibility to have a better access to facilities and services in a compact urban development. In fact, the mixed-use and the high-density play an important role in favour of the disadvantaged: the grouping of different activities gives the possibility to people without a car to save money in travelling to stores out of town, or using more expensive local stores. Furthermore, the potential to reduce the distances between home and work permits to save time and money usually spent in commuting (Burton, 1999). The reduction of crime is mentioned as well as an argument in favour of the densification, and as “Jane Jacobs argued, the presence of ‘eyes on the street’ deters wrongdoing and promotes personal safety”.

The debate on the Compact City Model raised up when the benefits expected from the implementation of compact policies did not happen as it was claimed. Empirical experiences in some cities in Britain demonstrated that after ten years since the intensification, no reduction of car used has been proved, and other problems showed up, like the increase of pollution in the city centres due to the higher density and traffic. “[..] there is an evidence which suggests that these claims are at the very least

romantic and dangerous, and do not reflect the hard reality of economic demands, environmental sustainability and social expectations" (Thomas & Cousins, 1996).

The critics on the Compact strategy point out the problem on the affordability of housing, claiming that the reduction of available land to build on will be better increase the prices of the dwellings for the citizens, rather than decreasing.

The breakthrough of the Compact City concept has been confirmed with the emission of the report "De compacte stad gewogen" (The Compact City Evaluated) in 1985, which motto was 'the city in the centre' (De Roo, 2004), and with the 'City Central' Structure Plan, that promoted the process of reversion of the de-urbanisation in favour of developing compact cities, and it was the first structure plan to deal with all policy areas in an integrated manner. The report describes the strategies and benefits of the compact hypothesis, as the traffic reduction, a better quality of life, the limitation of the sprawl and the improvement of the accessibility; although at the beginning the compact strategy has been used mostly with housing in order to abate income attrition (Faludi, 1992). Nevertheless, the compact city policies evolve rapidly and constantly in other sectors, such as economy and transports. The leading principles claimed by the report are: (De Roo, 1996) - to increase the city's population and limit the increase in use of urban space; - to emphasise city and landscape, build by adding to the existing structure; - to emphasise public transport and low traffic speeds in the city; - to strengthen spatial and functional cohesion; 30 Compact City and Densification Strategies The case of Gothenburg - to distribute facilities to limit necessary traffic and improve accessibility for inhabitants; - to utilise investments already made. These leading principles aim at the change in traffic patterns as a result of compact building, which should lead to a reduction in mobility.

SECTION D: URBAN DESIGN GUIDELINES

The Municipality received several land use applications for medium to high density residential developments within the Dennesig neighbourhood. These applications were submitted independently from each other, without due consideration of the overall/combined impacts of the developments on the neighbourhood. In the absence of a Transit Orientated Development Framework (TOD) and Densification Policy for the area, the municipality identified the need for an overarching study to assess and inform planned densification within the Dennesig neighbourhood.

The guidelines would be mainly informed by transport impact investigation and urban design proposals. The main objective for such a study would be to provide a non-statutory guideline document for the Municipality as a basis to firstly assess applications, and secondly to guide existing developers and future developers towards a coherent integrated development vision.

The purpose of this document is to set out the broad development guidelines for all the current and future development applications in order to ensure an integrated and holistic approach towards development in the neighbourhood.

The primary study area for the Dennesig Neighbourhood Design Guideline (DNDG) is located between Merriman Avenue, Bird Street, Molteno Road and Adam Tas Road. The locality is specifically relevant and important in terms of its location relative to the Stellenbosch University (SU) and the central business district (CBD) of the town. The area is a built up environment, consisting of predominantly residential uses. Dennesig is a relatively small neighbourhood (200m radius) and only within 500m walking distance to the SU. The St Nicholas Catholic Church (hereafter the Catholic Church) is also located in the Dennesig neighbourhood and is regarded as an important landmark and place making element within this context.

The Dennesig neighbourhood is a built up area consisting predominantly of residential uses. In recent years, the market has responded to the high demand for student housing within Stellenbosch. Several existing high density residential developments are located within the primary study area.

The 2018/19 IDP stated clearly that future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward low density sprawl and the related destruction of valuable ecosystem and agricultural resources. The following two strategies are being proposed in terms of the IDP:

- "Significant densification of existing neighbourhoods located in proximity of major transport infrastructure and the SU; and

- Identification of the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys, subject to certain performance criteria mixed with non-residential facilities.”

Following the assessment of the IDP above, this department concurs with the DNDG that it can be concluded that the implications for this study are:

- The Dennesig neighbourhood has been identified as a primary densification area.
- Densification is one of the primary ‘tools’ to address student accommodation shortages, increasing demand for housing for young professionals and families, and the need to find innovative solutions to discourage private vehicular usage.
- Development of the study area will contribute towards the principle of urban growth containment and the release of pressures within the urban fringes.

Furthermore, the area is located in or adjacent the catalytic project for the development of the Adam Tas Corridor contained in the 2019/2020 IDP and MSDF.

This department is therefore satisfied that Dennesig neighbourhood is appropriately located for an area that can be redeveloped into a compact neighbourhood to address the various urban challenges contained in the IDP and MSDF.

The Purpose of the document

The primary role of this report is to record a set of design principles in an attempt to find the balance between compact and vibrant urban environments and the pragmatic demands of the context and what is feasible to aid development.

The purpose of this document is to:

- Develop a spatial set of principles and a rationale for the way in which the neighbourhood could transform over time;
- As a tool to negotiate and guide the various actors in the development process as the various proposals are processed by the Municipality, property owners, their professional teams and development partners that responds to the generally accepted urban design principles;
- And, to be used as a tool for the authorities to measure the development proposals.

Design Principles

The design principles that are seen as necessary to support a healthy, safe and sustainable environment are described below:

- A pedestrian focussed environment.
- A safe activated public realm.
- Vibrant mixed use opportunities
- A sustainable lifestyle community.
- Multiplicity in scale.
- A contemporary architectural approach.

Proposed Neighbourhood Spatial Structure

The primary spatial structure is focused on establishing a pedestrian oriented movement system that supplements the larger superblock vehicular movement system.

- (a) Entrench and expand the existing Catholic church werf as the heart of the neighbourhood.
- (b) Limit vehicular movement through Hoffman Street between Dennesig and Paul Kruger streets to prevent rat-runs.
- (c) Convert Dennesig street into a pedestrian oriented Woonerf street where kerbs are removed from the road reserve to create a single plane on which both people and vehicles move. Vehicles are slowed through creating an indirect route. Maximise the opportunity to create interactive edges along both sides of the street that include building entrances and public uses.
- (d) Create a pedestrian link between Dennesig Street and Merriman Street and establish a new mixed-use development and an urban park on the existing green space. Establish a focal point on the intersection of Adam Tas and Merriman Street.
- (e) To create an urban room along Bird Street, pinch the urban form at the intersections of Merriman Street and Birds Street. Populate the urban room with equipment that supports the occupation of this space by people.
- (f) Create a raised pedestrian crossing where Dennesig and Banghoek streets intersect with Bird to ease the movement of pedestrians across it.

The existing St. Nicholas Catholic church complex is a remnant of a larger precinct that was subdivided over time and is a prominent spatial feature in Dennesig (the heart of the Dennesig). The space is imagined to be established as the heart of the neighbourhood with its hierarchy entrenched through raising it onto a platform. Various specific proposals were made to recognise and preserve/complement this significant historical landmark.

It is thus proposed to expand and elevate the werf around the Church onto a platform. This expansion of the werf will then be the start of the woonerf along Paul Kruger Street. This woonerf will also act as a traffic calming mechanism and prioritise pedestrian movement in the vicinity of the church. To emphasise the Church even more, it is proposed to “pinch” the road at the start of the Church werf and change the road direction of the road to a one directional road in the westward direction.

To promote non-motorised transport as well as an attempt to reduce vehicle usage in the Dennesig area, a woonerf is proposed along Dennesig Road (between Bird and Hofman Streets), along Hofman Street (between Paul Kruger and Dennesig Roads) and Paul Kruger Street in front of the church. A woonerf can be defined as a “living” street which shares space between all transport modes but especially pedestrians and vehicles. It also introduces a slow vehicular speed environment to increase pedestrian and cycling activities.

A similar woonerf is proposed along Hofman Road. This woonerf will limit vehicular movement through Hoffman Street between Dennesig and Paul Kruger Street in an attempt to reduce through traffic and especially the current rat-run. This will also promote pedestrian movement towards the Krom River.

The most prominent woonerf is proposed along Dennesig Road where the street is to be converted into a pedestrian corridor for the people to use when walking or cycling to the Stellenbosch CBD or the University. To allow for larger NMT and PT facilities it is proposed to change the direction of the road to a one-way also in the westbound direction.

It is furthermore proposed to extend the pedestrian corridor of Dennesig Road over Bird Street by means of a raised pedestrian crossing, to prioritise NMT movement across Bird Street. The cross-section of Bird Street will therefore also change to implement a pedestrian hub along Bird Street, pinch the road allowing for a shorter crossing distance for pedestrians and to accommodate cyclists. The SM recommends the following cross sections to accommodate cyclists. This recommended cross-section was used as a guide to develop the cross-section recommended for Bird Street.

Fundamental to the development strategy for the neighbourhood it to create a perimeter block model. The building typology requires buildings to be built to the site boundary edge which has the primary advantage of providing enclosure to streets and makes layering possible between public frontage and private courtyards. This ensures that they address the public realm with a high degree of legibility. Positive and active fronts help to minimise unsupervised and unsafe communal spaces and access routes. Successful **perimeter blocks** have two key characteristics: **public fronts** – that form a strong outward (or public facing) edge and **private backs** – that form an

inward (semi-public and/or exclusively private) edge. Fragmented or broken perimeter blocks are easy to spot by the lack of building fronts facing onto and engaging the street, often lacking surveillance opportunities making backs vulnerable to intrusion.

A typical perimeter block street interface section would need to comply to a set of principles that guides the perimeter block morphology. These are expressed by a series of datum lines that tie individual buildings together into an orchestrated whole. The articulation of the 4-storey interface for the podium buildings along Paul Kruger must mitigate its height through the establishment of setbacks at fourth storey level in the form of a pulvinar. This is conceived as a generous public balcony that overlooks the werf.

A critical interface to ensuring the success of the intentions of these guidelines is the difficult relationship between residential units and the street. The expectation is that architects give this interface special attention so as not to erode the intent of creating positive interactive spaces without compromising a sense of security. Carefully manage the interface between residential units on the ground floor and the street. Employ depth, screens and planting layers to articulate layers of privacy.

A significant risk to the neighbourhood is that the radical transformation of this neighbourhood would result in mono-functional and sterile environments. These risks include that market-driven development would exclude diversity through solely targeting high income brackets or student populations. Both these markets seem readily available. With its strong identity and growing demand for students to be resident in the town, there is a risk of the neighbourhood to be transformed either into an exclusively rich neighbourhood or a moribund place during the two-month vacation period at the end of the year. The ambition of this report is to promote a sense of diversity in both use and income levels throughout the neighbourhood. In the absence of an inclusionary housing policy, this report promotes the following sets of principles to promote a healthy neighbourhood eco-system:

(a) Diverse forms of tenure

That models for housing promote a diverse spectrum of tenure that may include accessing diverse financial models to achieve these outcomes. This may include the need for the Municipality to establish policies to assist property owners access a diverse set of tools to promote hybrid tenure models. These may include rental models, lease-to-purchase and owner-occupied/sectional title units.

(b) Diverse unit sizes

While consolidating single residential erven may benefit the ability to densify, targeting narrow markets runs the risk of a narrowly defined resident community. To counter this risk this report promotes diverse unit sizes that could accommodate both differences in family size and income levels.

(c) Diverse uses

A strong spatial structure needs to be supplemented by supporting uses. We promote the idea of mixed-use developments across the neighbourhood with appropriate diversity of uses that relates to its role in the spatial structure.

(d) Diverse income levels

In the absence of an inclusionary housing policy, developers are encouraged to target a range of income levels. This report also calls for the municipal owned land, including the existing municipal parking lot and open space be considered for a mixed-use, mixed-income scheme as promoted by the Provincial Government's Better Living Model. These sites could accommodate a mix of subsidized housing [social and FLIPS housing] alongside mixed-use market related housing targeting the low-end and "Gap" markets.

Although the TOD principles suggest that people would reduce their private vehicle usage by choice, this realisation will only happen over time. The transition period between the "business as usual" and full TOD has to accept that people will still own cars. However, the intention is to reduce the usage of the car during peak periods. It can therefore be expected that residents will still need parking to use their cars over weekends and holiday periods. If parking is insufficiently provided initially, parking of vehicles can spill over into the public streets which can conflict with the objectives of creating a pedestrian-friendly environment.

All streets will accommodate on-street parking where possible for mainly visitors to the area as well as for delivery and refuge vehicles. All development parking must still be situated on the erf. However, it is proposed to change the parking requirements from a minimum to a maximum number of parking bays. On the other hand, a minimum number of motorbike and bicycle bays are recommended to discourage private vehicle usage and also coincide with the TOD objective of the Dennesig area.

Key to the development is the implementation of the changes and upgrades to the public realm and infrastructure. The required costs to upgrade the road network is calculated at approximately R16 million and is unlikely to be funded by individual developers due the quantum of each individual contribution. There are various options being considered to collect DCs and implement infrastructure.

The preferred option is to create a Masters Home Owner's Association (MHOA) that will act as a vehicle to enter into service agreements with the Municipality for the implementation of upgrades. The process is outlined as follows:

- (a) A Memorandum of Agreement must be concluded between the "Dennesig Developers" in which they undertake to establish a Master Home Owners Association "MHOA" as a vehicle to implement the relevant items of the

- Dennesig Transport Master Plan, and to adhere with the responsibilities regarding the payment of DCs into a trust account,
- (b) The Municipality must approve the conceptual Memorandum of Agreement.
 - (c) This Agreement must be concluded and signed by all parties before the Municipality will approve any building plans of the "Dennesig Developers".
 - (d) The MHOA must set up a trust account held by an attorney firm into which the DCs of the individual developments will be paid. The trust account will be an interest bearing account, which interest will be for the benefit of the municipality;
 - (e) The DCs of any one of the "Dennesig Developers" requesting building plan approval, must be paid into the trust account before the building plans will be approved;
 - (f) Each building plan submission must be accompanied by an updated schedule from the Consulting Engineer appointed by the MHOA, indicating the number of units so far approved versus the thresholds in terms of units developed that will trigger project implementation. This schedule needs to identify if the current building plan submission triggers the implementation of one or more of the projects identified in the transport master plan;
 - (g) Should a project/s be triggered, an Engineering Services Agreement (ESA) for the implementation of that project must be concluded between the MHOA and the Municipality. The ESA must be concluded before building plans can be approved;
 - (h) The projects as per the ESA must then be completed and certified as complete by the Municipality, before further clearance certificates (i.e. occupation certificates) for the development will be issued;

This department concurs with the Urban Design Guidelines and Traffic Guidelines and recommendations that stems from these reports.

The Dennesig area is located within an are identified for a future Transport Orientated Development (TOD) and is well located with respect to the Adam Tas Corridor. In order to achieve the vision for a compact, liveable city where private vehicle ownership is discouraged and an integrated, mixed use and vibrant environment with an emphasis on a safe, quality public environment, a departure from the normal development parameters will be required. The development guidelines make provision for a public environment substantially different from the existing urban form where the use of the street will be broadened to include people rather than private vehicles. International president has proved that the use of public streets as public places generally improves security, social integration and liveability.

It can be expected that there will be opposition to change from the public. However, in order to create the environment envisaged by the MSDF and Urban Design Guidelines, difficult decisions will be required. Critical to the success of the envisaged development is the creation of a Masters Home Owners Association that will be tasked, together with the municipality for the implementation of the infrastructure

proposals to develop the "woonerf" proposal and public transport to add substantial value to the public realm. Should this be done successfully, the redevelopment of Dennesig can perhaps serve as an example for future similar developments.

SECTION E: EVALUATION OF APPLICATIONS

The evaluation of the separate development proposals, as revised, are discussed below.

1. Erf 184

Applicant:	ARCH Town Planners
Zoning required:	Specific Business
GLA retail component: 86m ²	zero m Dennesig Street (floor 1-4) Zero m and 1,7 m partially
Coverage:	76%
Total number of units:	50
Total GLA retail:	86m ²
Number of floors:	5
Building lines:	
Parking provided:	56 plus 13 tandem bays 12 motor cycles 67 bicycles
Bicycle/motorbike parking provided:	
Adherence to urban design guidelines:	Yes

The development will entail the construction of a five-storey building, which will provide a total of 50 residential units ranging in size from 30m² (studio apartments), ±40m² (1-bedroom units), ±60m² (2-bedroom unit) up to ±80m² (3-bedroom units). The ground floor of the building will include a small business (retail) area with a floor space of 86m². A total of 56 vehicle parking bays (which excludes an additional 13 tandem bays) will be provided in a secure and discrete parking area, as well as secure, lockable storage for at least 50 bicycles and 12 motorcycles. The parking area will be shielded from the street interfaces and will be situated in a basement and on ground floor. No parking will be visible from the street and from the perspective of pedestrians passing in front of the building via both Hofman and Dennesig Road. Amended Application: Erf 184 situated at 22 Dennesig Road Stellenbosch Page 4

A parking basement providing 69 parking bays with an additional 13 tandem bays, 12 bays for motor cycles and 67 bays for bicycles. Parking will be accessed from two vehicular access points, one access point from Hofman Road, towards the basement and one from Dennesig Road towards the ground floor parking area. Pedestrian will access the building from Hofman Road.

The development will feature a small retail area of 86m². The intention of this space is to allow for a business that would directly cater to the everyday demands

of urban residents within the immediate vicinity. The retail section on the corner of Hofman and Dennesig roads is in line with the Urban Design study which emphasise the importance to activate this street frontage to create a safe and secure environment.

The residential component of the proposed development comprises a mix of unit typologies and sizes to accommodate a wider income group and differing family compositions. The provision of a mix of units provides the basis for accommodation that has the potential to integrate diverse residents, rather than contributing towards the growing trend whereby students live in segregated neighbourhoods that are isolated from other residents of the Stellenbosch community. The majority of the units 40m² and more, with almost half of the total number of units being 2x and 3x bedrooms larger than 60m². The larger unit sizes are designed to specifically target young professionals so as to avoid a single tenancy within the area. The focus upon 2/3 bed unit mix likewise seeks to inject much needed activity into the area during the typically vacant student holiday months

In following the Urban Design Guidelines development will provide for an integrated living environment. The plans propose a space to be provided on the first floor of the building, which will be made available to all residents for recreational and relaxation purposes. In addition, there are also plans for a lush, green courtyard on the roof of the 4th floor, which will be thoroughly landscaped and visible to all units.

The revised application responded positively to the Urban Design Guidelines by actively promoting active street 'Woonerfs' via interactive street edges. The proposed development conforms to these ideals by providing active built edges at Street Level and through extending the pavement up to building edge. The building façade has been designed to interface directly with the building at street level, eliminating the need for boundary walls and effectively widening the pavement as much as possible.

All levels above the ground floor are created with large balcony expanses to promote living onto the urban realm and promote the concept of 'eyes on the street' which contribute to safer urban environments

The Penthouse level (5th storey) is set back from the building edge below and articulated as a lightweight structure perched at the top. This is deliberately set up to recede from view of the street and the wrap-around balconies create the potential for active edges.

The amended application is therefore **SUPPORTED** from a spatial planning perspective.

2. Dennesig Court: Erven 143-145 and erven 166-170

Applicant:	Urban Dynamics Western Cape
Zoning requested:	Specific Business
Total number of units:	508 (538 rooms)
Total GLA retail:	475m ²
Coverage:	58% for flats above ground floor
Number of floors:	6
Building lines:	Ground floor: 0 m for Basement 1,9 m Dennesig Street 1,9 m Paul Kruger Street 3,2 and 2,4 respectively Erf 146
	1st-3rd floor: 0 m for street building line 4, 5 th floor 1,9 Street building lines
Parking provided:	410 motor vehicles
Bicycle/motorbike parking provided:	96 Motor bikes 604 Bicycles

Adherence to urban design guidelines: Yes

The development of Dennesig Court takes place on 8 erven to be consolidated. The consolidated erf measures 8 363m². The development consists of a 6 storey block of flats and a basement earmarked for parking. On the ground floor a retail proponent of 475m² is provided to activate the corner of Dennesig and Hofman Streets. The building is configured around two green court yard that provides recreational space and includes a swimming pool, mini-sports field and multi-purpose hall of 548m².

The first storeys have a setback of 1,9 meter form the erf boundary to provide for a landscaped area in order to ensure security on street level. The 2nd to 4th floors adheres to the build-to line of zero meter 5th and 6th storeys have a setback of 1,9 meters to mitigate the height of the building. The set-back line is aligned with the Urban Design Guidelines and contribute to the 5th and 6th floors to less visible form the street view. A 6th storey will only be erected on the southern side of the property next to Dennesig Street while only 5 floors in total will be erected on the Paul Kruger side of the property.

A basement with parking as indicated above obtains access from Dennesig Street. The total number of parking bays provided in the basement is 410 while 96 bays are for motorbikes and 604 bicycle bays will be provided. The proposed development adheres to the parking ratios proposed by the DNDG. A

Memorandum of Undertaking (MOU) will be signed by the developers, which include the condition for the provision of a student shuttle service.

The edge treatment adheres to the Urban Design Guidelines to manage the interface between the residential units on ground floor and the public space. Ground floor units are set back $\pm 1.9\text{m}$ from the street. A private landscaped garden along the property boundary will mitigate potential interface impacts.

The main pedestrian entrance is located on Dennesig Road. Retail use is also located along a portion of Dennesig Road (i.e. on the corner of Dennesig and Hofman Roads). Pedestrian entrances to the proposed development are located on Dennesig and Hofman Roads (both off the 'Woonerf'). Retail use is proposed on the corner of Dennesig and Hofman Roads.

The development is aimed at student accommodation and makes provision for 508 units with 538 rooms.

Overall the redesign of the building is aligned with the Urban Design Guidelines. Although it is aimed at student accommodation it also includes a retail component on ground floor in an appropriate position which will contribute to the activation of the ground floor.

The building is located next to the Den 2 and although it is a tall building the height will be mitigated in the context of the street and will fit in with the perimeter block model advocated by the Urban Design Guidelines.

The department therefor **SUPPORTS** the application in its revised format.

3. The Den 2: Erven 141, 142, 163 – 165

Applicant:	Dennis Moss Partnership
Zoning requested:	General Residential
Total number of units:	176 units (91 x 2-bedroom, 85 x 1 bedroom/bachelor units)
Floor factor :	1.6m ²
Coverage:	79,4%
Number of floors:	5 (5 th floor set back)
Building lines:	Street: 0m Lateral: against erf 143 – 4,6 m Lateral: all other – 0 m
Parking provided:	176 in lieu of 204
Bicycle/motorbike parking provided:	176 and 44
Access	Paul Kruger & Dennesig Streets
Adherence to urban design guidelines:	Yes

The development of The Den 2 takes place on 5 erven to be consolidated. The consolidated erf measures 5 218m². The development consists of a 5 storey block of flats of which the 5th floor is set back in line with the urban design guidelines. The building is configured around a green courtyard that provides recreational space and includes a swimming pool. The units on the 5th floor faces inwards to court yard.

The first 4 storeys of the building adheres to the build-to line of zero meter on street level while the 5th storey has a set-back of 7,6 meter. The set-back line is aligned with the Urban Design Guidelines and contribute to the 5th floor receding from view.

A semi-basement with parking as indicated above gets access from Paul Kruger and Dennesig Streets. Over and above the 176 parking bays provided, 176 bicycle parking and 44 motor bike parking are also provided for in lieu of the under provision of parking 28 parking bays.

The edge treatment adheres to the Urban Design Guidelines to manage the interface between the residential units on ground floor and the public space.

Overall the redesign of the building is aligned with the Urban Design Guidelines, will provide an option of residential units and will contribute to the public realm.

The Den 2 is located adjacent to the Den 1 which is a 4 storey building and complements the existing building in height and architectural design.

Unfortunately, the Den 1 was erected before the urban design guidelines were drafted and therefor has a street building line setback.

An application for the development to a 6 storey building adjacent and to the east of The Den 2 will result in a continuous building façade creating the perimeter block preferred in the Urban Design Guidelines.

The department therefor **SUPPORTS** the application in its revised format.

4. The Edge: Erf 139, 140

Applicant:	ARCH Town Planners	
Zoning requested:	General Residential	
Coverage:	60	%
Floor Factor:	1,6	
Total number of units:	66	
Total GLA retail:	m ²	
Number of floors:	5	
Building lines:	1,1 m Ground floor Paul Kruger Street 0 m floors 1-3 Paul Kruger Street 0 m Common building line Erf 141 4,2 m Common building line Erf 16399	
Parking provided:	77 bays (11 tandem)	
Bicycle/motorbike parking provided:	66 bicycles	
Adherence to urban design guidelines:	Yes	

The proposed development entails the consolidation of Erven 139 and 140 to allow for the development of a block of flats, comprising 66 units. The consolidated property will measure 1 724m² in total.

All the units will be larger than 30m² and almost half the units will be more than 42m². The amended proposal also includes 23 in an attempt to expand the target market to include not only students but also young professionals and small families.

Parking is provided in a semi-basement and on the ground floor with 4 floors of residential units above. A total number of 50 parking bays are provided in the basement of which 11 are tandem. On ground level another 27 parking s bays are provided while 66 bays for bicycles are catered for on this level. Vehicle access is obtained from a ramp in Paul Kruger street.

The ground floor parking is shielded from the street interface by the ground floor residential units. In order to soften the visual impact, the proposed building will comprise of two sections, a 4-storey section facing onto Paul Kruger Road with the 5-storey section set back from the road, positioned at the rear of the property.

There will be 6 residential units situated on the ground floor which will shield the parking from the street interface. The ground floor units will be set back from Paul Kruger street to create private outdoor areas and to help activate the street interface. These areas will be landscaped to create a visual pleasing interface between the public and private realm. The height of the ground floor units has

been increased to 4m to comply to the design guidelines as set out in the Urban Design Guideline Report.

The first, second and third floors have been pushed out onto the street boundary to comply to the build-to line of the design guidelines.

Only the rear section of the building will have a 5th storey which will be setback considerably from the Paul Kruger Road Street boundary. A Rooftop Braai Area is proposed on this level which will offer beautiful views over the town and towards the mountains.

The development will include a sufficient amount of high-quality communal outdoor space, in the form of rooftop terraces on the fourth storey. Approximately 715m² of communal open space will be provided, which accounts for more than 41% of the total consolidated erf size.

In context of the perimeter block model proposed by the Design Guidelines the form and bulk of the building relates positively with the adjacent buildings and its interface with the street. The building adheres to the require the building to extend to a "build-to" line, which corresponds with the street boundary line to obtain a continuous street facade.

The ground floor was set back, in order to create outside living spaces overlooking the street, in line with the guidelines. To achieve privacy for residents on the ground floor, the floor and stoep level was raised, in line with the guidelines for dealing with the semi-basement. The resulting grade separation and low street boundary / balcony wall allow for a positive transition from the public street to the private residential units.

The revised application responded positively to the Urban Design Guidelines and fits well within the context of existing and proposed new buildings.

The application is therefore **SUPPORTED**.

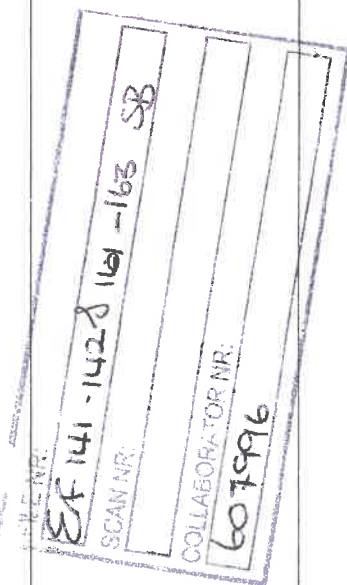
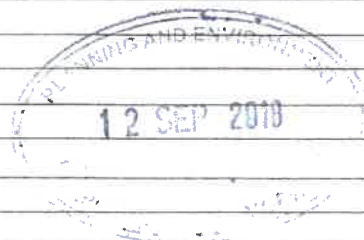
I trust that the above information will enable you to finalise the report to the MPT.



BJG DE LA BAT
MANAGER SPATIAL PLLANNING

INTERDEPARTMENTAL CIRCULATION FORM

LAER VERW/ FILE REF	Erf 141-142 & 161-163, Stellenbosch	DATUM DATE	2018-07-12
AANSOEKNOMMER/APPLICATION NUMBER		LU/7967	
MEMO AAN/ TO :			
Manager : Engineering Services			
Manager : Electrical Department			
Manager : LED (Widmark Moses)			
Manager : Fire Services			
Manager : Chief Financial Officer			
Manager: Spatial Planning / Heritage / Environment / Signage			
Manager: Health Department (Winelands Health)			
Manager: Building Development			
> Manager: Community Services – Albert van der Merwe /			
Application	<ol style="list-style-type: none"> 1. Application is made in terms of Section 15(2)(e) of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015 for the Consolidation of Erven 141, 142, 163, 164 & 165, Stellenbosch to form a land unit of $\pm 5218m^2$. 2. Application is made in terms of Section 15(2)(a) of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015 for the rezoning of the consolidated property from Single Residential to General Residential for the construction of block of flats. 3. Application is made in terms of Section 15(2)(b) of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015 for a departure to: a) Relax the street building lines (Dennesig & Paul Kruger Streets) from 7,6m to 3,5m and common building lines (adjacent to Erven 140, 143, 162 & 166) from 4,6m to 4,5m to accommodate the main building; b) Relax the street building lines (Dennesig & Paul Kruger Streets) from 7,6m to 0m for the refuse buildings; c) To relax the common building line (adjacent to Erf 140) from 4,6m to 3,5m for a passage; d) To relax the street building lines (Dennesig and Paul Kruger Street) from 7,6m to 3,5m and common building lines (adjacent to Erven 140, 143, 162 & 166) from 4,6m to 0m for purposes of a basement; e) To exceed the permissible coverage from 25% to 55%; f) To exceed the permissible floor factor from 0.75 to 1.33 g) To relax the requirement for recreational space from 25% to 24% h) To permit an extra (5th) storey. 4. Approval of Site Development Plan Nr SDP001 (dated 31 May 2018); Q4202-D-201/202/203/204/205/206/207 (dated 21 May 2018) and Q4202-D-301 (dated 30 May 2018). 5. Application is made in terms of Section 15(2)(f) of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015 for the complete removal of the restrictive title deed conditions listed under the relevant title deeds. The conditions to be removed is listed below (also see conveyancer certificates): Erf 141 – T14889/98 – Clause B(c); C(a)(b)(c)(d) Erf 142 – T105912/98 – Clause B(c); C(a)(b)(c)(d) Erf 163 – T72846/97 – Clause (b)3; Clause(d)(b); (d)(f); (d)(d); (d)(c) Erf 164 – T16275/2017 – Clause B(3); C(b)(f)(d)(c) Erf 165 – T88203/2001 – Clause B(3); D(b)(f)(d)(c) 6. Application in terms of Clause 13 of the bylaw relating to the control of boundary walls and fences (Provincial Gazette 6671, 30 October 2009) on the consolidated properties to: (a) allow for the maximum height of the boundary wall from 2,1m to 2.8m along the entire perimeter of the site (the height of the wall is 2,4m with electrical fencing of 0,45m); and (b) to allow for constructing a street boundary wall with solid sections to visually screen vehicles parked on the property. 		
Adres / Address	5 & 7 Paul Kruger Road, Stellenbosch		
Aansoek Datum Application Date	2018-06-14		
Aansoeker Applicant	Dennis Moss Partnership		



Aangeheg vind u tersaaklike dokumentasie in verband met bogenoemde aansoek. Ten einde my in staat te stel om die aansoek aan die besluitnemingsowerheid vir oorweging voor te lê, word u versoek om my skriftelik van u kommentaar, indien enige, te voorsien. Onderskei asseblief tussen algemene kommentaar op die meriete van die aansoek en enige voorwaardes wat u departement wil opleë indien die aansoek goedgekeur word.

Attached please find the relevant documentation regarding the abovementioned application. Kindly furnish me with your written comment, if any, in order to enable me to submit the application to the decision making authority for consideration. Please differentiate between general comment on the merits of the application and any conditions that your department wishes to impose should the application be approved.

Geliewe die memorandum per hand aan my terug te besorg voor of op: **2018-08-13**
Please hand deliver the memorandum to me on or before : **2018-08-13**

N Petersen

For DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

ALGEMENE KOMMENTAAR / GENERAL COMMENT:

NO WORK TO BE CONDUCTED WITHIN 3M OF ANY TREES -
3M TREE PROTECTION FENCE TO BE PLACED AROUND ALL
TREES ON MUNICIPAL PROPERTY. CONTACT THE URBAN GREENING
OFFICIAL FOR ANY DIVIATIONS.

VOORWAARDES/CONDITIONS :

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 **HANDTEKENING / SIGNATURE**

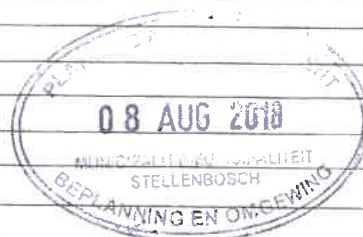
6/09/18
DATUM / DATE

INTERDEPARTMENTAL CIRCULATION FORM

LêER VERW/ FILE REF	Erf 141-142 & 161-163, Stellenbosch	DATUM DATE	2018-07-12
AANSOEKNUMMER/APPLICATION NUMBER	LU/7967		
MEMO AAN/ TO :			
Manager : Engineering Services > Manager : Electrical Department Manager : LED (Widmark Moses) Manager : Fire Services Manager : Chief Financial Officer Manager: Spatial Planning / Heritage / Environment / Signage Manager: Health Department (Winelands Health) Manager: Building Development Manager: Community Services – Albert van der Merwe			
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Aansoek Datum Application Date	2018-06-14		
Aansoeker Applicant	Dennis Moss Partnership		

Erf 141-142 & 161-163 SB

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For DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

ALGEMENE KOMMENTAAR / GENERAL COMMENT:

.....

.....

.....

.....

VOORWAARDES/CONDITIONS :

.....

.....

.....

.....
HANDTEKENING / SIGNATURE

.....
DATUM / DATE

ELETRICITY SERVICES: CONDITIONS OF APPROVAL

GENERAL COMMENT: erf 141-142 & 161-163

1. The electrical consulting engineer responsible for the development shall schedule an appointment with Manager Electricity Services (Engineering Services) before commencing with the construction of the development. As well as to discuss new power requirements if required.

2. Development Bulk Levy Contributions are payable.

CONDITIONS

3. The development's specifications must be submitted to Stellenbosch Municipality (Engineering Services) for approval. i.e.

- a) The design of the electrical distribution system
- b) The location of substations(s) and related equipment.

4. A separate distribution board/s shall be provided for municipal switchgear and metering. (Shall be accessible & lockable). Pre-paid metering systems shall be installed in domestic dwellings.

5. 24-hour access to the location of the substation, metering panel and main distribution board is required by Technical Services.

Metering room should be away from refuse room as discuss with architect.

6. Appropriate caution shall be taken during construction, to prevent damage to existing service cables and electrical equipment in the vicinity, should damage occur, the applicant will be liable for the cost involved for repairing damages.

7. On completion of the development, Stellenbosch Municipality (Technical Services) together with the electrical consulting engineer and electrical contractor will conduct a take-over inspection.

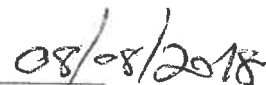
8. No electricity supply will be switched on (energised) if the Development contributions, take-over Inspection and Certificate(s) of Compliance are outstanding.

9. All new developments and upgrades of supplies to existing projects are subject to **SANS 10400-XA** energy savings and efficiency implementations such as:

- Solar water Heating or Heat Pumps in Dwellings
- Energy efficient lighting systems
- Roof insulation with right R-value calculations .
- Cooking with gas
- In large building developments;
 - Control Air condition equipment tied to alternative efficiency systems
 - Preheat at least 50% of water with alternative energy saving sources
 - All hot water pipes to be clad with insulation with R-value of 1
 - Provide a professional engineer's certificate to proof that energy saving measures is not feasible.



Signature

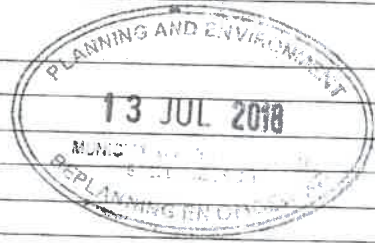
Date

INTERDEPARTMENTAL CIRCULATION FORM

LêER VERW/ FILE REF	Erf 141-142 & 161-163, Stellenbosch	DATUM DATE	2018-07-12
AANSOEKNOMMER/APPLICATION NUMBER	LU/7967		
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Adres / Address	5 & 7 Paul Kruger Road, Stellenbosch		
Aansoek Datum Application Date	2018-06-14		
Aansoeker Applicant	Dennis Moss Partnership		

E 141-142 SB

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Aangeheg vind u tersaaklike dokumentasie in verband met bogenoemde aansoek. Ten einde my in staat te stel om die aansoek aan die besluitnemingsowerheid vir oorweging voor te lê, word u versoek om my skriftelik van u kommentaar, indien enige, te voorsien. Onderskei asseblief tussen algemene kommentaar op die meriete van die aansoek en enige voorwaardes wat u departement wil opleë indien die aansoek goedgekeur word.

Attached please find the relevant documentation regarding the abovementioned application. Kindly furnish me with your written comment, if any, in order to enable me to submit the application to the decision making authority for consideration. Please differentiate between general comment on the merits of the application and any conditions that your department wishes to impose should the application be approved.

Geliewe die memorandum per hand aan my terug te besorg voor of op: **2018-08-13**

Please hand deliver the memorandum to me on or before : **2018-08-13**

N Petersen

For DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

ALGEMENE KOMMENTAAR / GENERAL COMMENT:

The building must comply with SANS 10400 - Part 5: Facility for disabled persons

VOORWAARDES/CONDITIONS :

HANDTEKENING / SIGNATURE

DATUM / DATE



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ANNEXURE I

Applicant response to comments



DENNIS MOSS PARTNERSHIP

INTERDISCIPLINARY SUSTAINABILITY CONSULTANTS

Architects • Urban & Regional Planners • Landscape Architects
Environmental Planners • Urban Designers

Our Ref: Q4202
Date: 16 October 2018

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

APPLICATION FOR CONSOLIDATION, REZONING, DEPARTURE, SITE DEVELOPMENT PLAN, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND BY-LAW RELATING TO THE CONTROL OF BOUNDARY WALLS AND FENCES: ERF 141 & 142, 163-165, PAUL KRUGER ROAD, STELLENBOSCH

The above-mentioned application on erf 141 & 142, 163-165, Stellenbosch refers.

The commenting period for said application yielded five (10) comments/objections.

It is the intention of this correspondence to respond to the major issues as collated from the comments/objections.

- This is an amalgamated comments and responses report incorporating those comments received in response to notice of the application published on 26 July 2018.
- The list of categories, as per the comments/objections are as follows:

- | | |
|------------------------------------|--------------------------------|
| 1 Excessive departures | 2 Inappropriate massing |
| 3 Integrated Development Plan | 4 Parking |
| 5 Increased traffic | 6 Privacy |
| 7 Heritage value of the area | 8 Reduction in property values |
| 9 Provision of alternative housing | 10 Effect on the water table |
| 11 Positive effect of development | |

CHRONOLOGICAL LIST OF I&APS

DATE OF SUBMISSIONS	COMMENTATOR
7 August 2018	Mr AB Hamman [ABH]
11 August 2018	Stellenbosch Ratepayers' Association [SRA]
23 August 2018	Stellenbosch Interest Group [SIG]
24 August 2018	Mr Ernst Roodt [ER]
24 August 2018	Meglis (Pty) Ltd. [M]



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Dennis Moss Planners & Architects (Pty) Ltd. Reg. No. 2003/007711/07
Directors: DF Moss, URP (SA) BA M (URP) M SAPI • GC de Klerk, URP (SA) B Econ M (URP) M SAPI • M Le Roux-Cloete, Pr Arch, BAS, B Arch (UCT), MArch, CIA • JMH Lockay, Pr S Arch, T MArch
Associates: WJ Tijmens, Ing (NED) FILASA (Landscape Architect) • SW vd Merwe, Pr Sci Nat, NHD (Nature Conservation) SACNASP

25 August 2018	Mr Ian Moodie [IM]
27 September 2018	Me Hillary van der Vyver [HV]
5 October 2018	Mr Riel Meynardt [RM]
9 October 2018	Mr Stephen Scott [SS]
9 October 2018	Mr Christiaan Dippenaar [CD]

COMMENTS AND RESPONSE REPORT		
NO.	COMMENT	RESPONSE
1	EXCESSIVE DEPARTURES	
1.1	<p>[M (24/08/2018)] Zoning scheme regulations has a specific purpose and are formulated and implemented for a reason. This includes the conservation of the value of buildings and other properties in the area and to encourage the most appropriate use/development of the land. The character of an area is mainly determined by what is allowed in the zoning scheme regulations and extreme deviation from these regulations could have far reaching negative effects, especially when decisions on future developments have to be made.</p> <p>It is acknowledged that – in certain site-specific circumstances - Council could consider certain minor departures from these regulations to allow practical solutions for the use of space. As a result, other buildings in the area has, e.g. been allowed limited departures from the regulations. Caution was however taken to ensure that most of the regulations pertaining to massing were adhered to.</p> <p>In this instance, there are no specific reason why the proposal should deviate from both the floor factor and height. It will set a dangerous precedent for future proposals, should these departures be favorably considered. The combined impact of further development could therefore have far reaching negative results for the area.</p>	<p>As a point of departure it should be pointed out that the commentator has, himself, submitted a land use planning application to enable a proposed development on its properties diagonally across Paul Kruger Road from the subject property, yet he found it necessary to object against another development in the area.</p> <p>This leads one to believe that the objector wants to have the sole opportunity to develop a property in the area and does not allow the same courtesy to other owners. This is a prime example of a NIMBY attitude towards development.</p> <p>Notwithstanding the above, the Dennesig area has already entered a transition period. Where the area was previously dominated by single residential dwellings, the Municipality has recognized that it needs to densify and intensify in order to make the best use of its resources, and to break down apartheid spatial planning patterns. As such, the area has been identified in the Integrated Development Plan (IDP) as a <u>primary densification area</u>.</p> <p>Whilst the IDP and SDF may spatially indicate these densification areas, the applicable zoning scheme is still the old scheme that was approved by the Administrator in June 1979.</p> <p>Therefore in order to ensure that any development advances the policies and strategies of the Council, selective meetings were set up with the relevant planning officials to determine the parameters for the proposed development.</p> <p>After having discussed the proposals with the officials it was inevitable that some of the existing parameters would have had to be relaxed. It is therefore contended that the departures applied for in this application, are insignificant in nature and without it, the proposed development would not be advancing municipal policy, as approved.</p>
1.2	<p>[ER (24/08/2018)] More substantive reasoning to be given for the proposed deviation of floor factor and height. The number of units is deemed too excessive and unrealistic particularly given the parking assumptions.</p>	<p>Refer to response in # 1.1 above.</p> <p>In addition to the above, the applicant has discussed the parking requirements with the Engineering Services department of Stellenbosch Municipality</p>

		who has accepted the vehicle, motorcycle and bicycle mix as appropriate, as provided for in the draft Stellenbosch Municipality Zoning Scheme By-Law.
1.3	<p>[SRA (11/08/2018)] Consideration has been given to the existing environmental amenity of the area between Die Laan and Van Riebeeck Street in relation to the impact that the current proposal would have on the future environmental amenity of the Dennesig area. The conclusion reached is that, permitting practically double the floor factor in Dennesig (1.33), compared to Die Laan (0.75), will have a negative long-term impact on the environmental amenity of Dennesig.</p>	<p>Special consideration has also been given to the environmental qualities of the development site and the surrounding area. The buildings on site have, purposefully, been moved to create a 'soft' green courtyard at the back of the buildings.</p> <p>The question has to be asked how the objector manages to draw a correlation between the proposed floor factor and the environmental amenity which is purposefully being protected.</p> <p>Rather than finding fault with the proposed scheme it is contended that such considerations should rather become the norm and standard which future developments should be measured against.</p>
2	INAPPROPRIATE MASSING	
2.1	<p>[M (24/08/2018)] The proposed increase in floor factor and number of storeys will have a direct impact on the buildings' size and massing as it sets the maximum volume or envelope in which a building(s) can be developed.</p> <p>Although the design elements of the proposed building are well thought through with alternative height levels, the design/massing/height is probably more appropriate for a property located on a busy street front. The location of this proposal, however, is a residential area characterised by small intimate streets, where the focus is more on the building and its relationship to the sidewalk and street(s) and the associated importance to "human" scale.</p> <p>The scale of the proposed buildings will completely overshadow the human scale as experienced from passers-by and can create a tunnel effect – especially if this precedent is continued through similar developments in the area. This furthermore emphasise the concern to deviate from the By-Law relating to the Control of Boundary Walls and Fences, which could have a direct impact on the interpretation of the scale of the building and accordingly the streetscape.</p> <p>In considering the degree of fit of the proposed building with the character of the surrounding area, it is also important to take into account the relationship between the proposed building and the size of adjacent structures. In this case the proposed building (basement parking plus 5 storeys) entirely overshadow not only the adjacent buildings but also the other block of flats (which mainly consists of ground floor parking plus 3 storeys residential) recently approved in the area.</p>	<p>The points raised by the objector are misplaced. The proposed development was purposefully designed to comply with the design informants and place-making principles included in the <i>Conservation Strategy of the Historic Core of Stellenbosch</i> (KrugerRoos, 1997).</p> <p>The principles of the policy which were applied in the proposed development are included under Chapter 7.5 of the application. The most notable of principles include the following:</p> <ul style="list-style-type: none"> • <i>Streets enclosed by buildings</i> – the new building define the street boundary. • <i>Buildings and street interface</i> – the design makes provision for interaction between the building and the street. • <i>Parking</i> – parking is mostly moved away from the street façade. <p>The deviation from the By-Law relating to the Control of Boundary Walls and Fences is also more technical in nature than what the deviations imply. Inevitably solid sections are required along the street frontage to allow for <i>inter alia</i> the refuse rooms. Such deviation would not create a tunnel-effect, as the objector suggests.</p> <p>It is contended that the proposed building will provide passive surveillance of the public realm and create a comfortable interface between the building and the adjacent public space (refer to Figure 4 of the application).</p> <p>As for the scale of the building, an elevation of the proposed building in relation to the apartment complex immediately west of the subject property (currently under construction) has been included as part of the application. From this elevation any</p>

	<p>Strong emphasis is made to the fact that this proposal should be dealt with and considered through applying similar decision-making criteria as was implemented with previously approved developments.</p> <p>The form of the building is also a direct relation to the neighborhood context. Aspects such as the importance of existing patterns, future planning vision for the area and neighborhood scale form part of the neighborhood context and should be taken into account when taking a decision if the building fits in with the area. In this instance the proposed building, due to its massive scale, does not fit into the existing neighborhood patterns, neighborhood scale. The future planning vision for this area also requires a mix with non-residential facilities if a building is six storeys.</p>	<p>reasonable commentator would come to the conclusion that the proposed building does not overshadow the adjacent property. The same applies to the building to the south and further along Dennesig Road, which is also almost similar in height.</p> <p>It is important for the objector to understand the future planning vision for the area as determined by Council. Of particular relevance and importance to this application is the municipal strategy for the Dennesig area highlighted in the recently-approved Integrated Development Plan. This strategy identifies the <i>Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities.</i></p>
2.2	<p>[SRA (11/08/2018)] While densification remains an important objective the proposed floor factor of 1.33 is excessive. An in-depth debate is accordingly necessary to determine whether the floor factor should be limited to the prescribed factor (existing and proposed zoning scheme regulations) of 0.75 and the permissible coverage to 25%. As indicated in several previous submissions by the SRA, the provision of housing in Stellenbosch is skewed because of the high demand for student accommodation. The Weides is a good example of what should not be permitted to happen. One would hope that the adverse experience in the Weides will not be repeated in Dennesig. As the Council has yet to approve the rezoning of erven in Dennesig from single residential to general residential, it will be possible to avoid the negative consequences of inordinately high densities (provided there is a will to do so).</p>	<p>The Stellenbosch Municipality has the authority to apply more (or less) stringent land use parameters to a specific area. Through the process of finalizing the draft Stellenbosch Municipality Zoning Scheme By-Law, specific overlay zones can be created to achieve a specific goal in a specific area. The general public will also have an opportunity to comment on the proposed zoning scheme once a final draft has been formulated.</p> <p>Until such time, the proponent must work with the policies and guidelines that are currently in place. Such policies and guideline for the Dennesig area currently allows for multi-storey buildings to be erected in this primary densification area.</p>
3	INTEGRATED DEVELOPMENT PLAN	
3.1	<p>[M (24/08/2018)] As per the applicant's motivation, the IDP identified <i>"Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities."</i></p> <p>The reference to non-residential facilities implies a zoning which will be more appropriate to accommodate these non-residential uses and would not be compatible with General Residential Zone. Furthermore, these non-residential facilities are more</p>	<p>The objector's interpretation of the statement on the densification of the Dennesig Area is correct.</p> <p>Whilst the IDP described the intent of Council as it relates to the densification of the area – effectively, the 'what' – the further discussions with the respective municipal departments determined 'how' such developments should be undertaken and 'where' the land uses should be located.</p> <p>To this end it was agreed with the officials that the development should primarily be kept to four storeys while the odd fifth storey, to accentuate features or create visual focal points, could be considered.</p>

	<p>likely to be found on the periphery of the intensification area along the major routes (accessible), with the pure residential uses concentrated in the core of the area. It is also unclear if the proposal adheres to the performance criteria referred to. The applicant's statement that the proposal adheres to the IDP is therefore misleading.</p> <p>The IDP's recommendation furthermore does not give property owners in this area the right to build 6 storeys, but merely that consideration could be given based on performance criteria.</p>	
3.2	<p>[SIG (23/08/2018)] Although a few high-density developments have been approved (and completed) in the area to date, they are situated on the periphery of the suburb. The approval of Application LU/7967 will thus signal the demise of the historic suburb of Dennesig from within. The SIG is not objecting to densification as such. What is being objected to is ill-conceived densification plans that would negatively affect the historic landscape of Stellenbosch.</p>	<p>The objector, effectively, questions the ability of Council to perform its Constitutional mandate of land use planning. The decision to identify the Dennesig Area as a densification area would not have been taken lightly and without public participation. It would have been thoroughly considered and debated.</p> <p>This application should not be used as a scapegoat for any disputes or grievances that the objector might have with regard to the decision. The objector should therefore take up the matter directly with the responsible officials.</p>
4	PARKING	
4.1	<p>[M (24/08/2018)] We are concerned about the number of actual parking bays which are provided (25 bays proposed to be converted to bicycle and motorcycle bays) for the following reasons:</p> <ol style="list-style-type: none"> The number of visitors' parking bays is reduced, and it is a concern that visitors who can't find parking inside the development will have to park in the road reserve. This will not only lead to traffic congestion but can draw the wrong elements into the area as cars parked in the street (unsecure) are easy targets by criminals. There is no guarantee that the units will only be occupied by students with the result of lower motor vehicle use. The two bedroom units lend itself for young families who might have the need for more than one safe parking bay on-site. 	<p>According to the Stellenbosch Zoning Scheme Regulations, parking needs to be provided at a ratio of 1.5 bays per unit for one- and two-bedroom units and at 1.25 bays per unit for bachelor or studio apartments. The total parking requirement for the proposed development is as follows:</p> <ul style="list-style-type: none"> 91 x 1.5 = 136.5 bays for the one- and two bedroom units, and 54 x 1.25 = 67.5 bays for the bachelor units. <p>Total requirement = 204 parking bays.</p> <p>The Site Development Plans show that 179 bays will be provided in the basement level and surface parking area.</p> <p>In accordance with the draft Stellenbosch Integrated Zoning Scheme (IZS), provision is made for bicycles and motorcycles parking bays in lieu of vehicular bays. The exact number of bays were carefully considered and discussed with the municipality, as required by the IZS.</p> <p>The shortfall of 25 vehicle parking bays are compensated for by the provision of 132 bicycle bays (the equivalent of 22 vehicle bays) and 12 motorcycle bays (the equivalent of 3 vehicle bays). Sufficient parking will therefore be provided on site.</p>
4.2	[ER (24/08/2018)] Deviation of the proposed	Refer to response in # 4.1 above.

	minimum parking requirements is deemed ill-conceived and unrealistic and is not to be supported. This to be reconsidered and motivated with substantive proof and arguments. Failure which the bulk and height of the development need to be reduced to be in line with minimum parking ratio requirements.	
4.3	[RM (09/10/2018)] The development as such is not problematic, but the parking provision is too little. It must be enforced that the proponent must comply with the full parking requirement of 204 vehicular parking bays. Bicycle and motorcycle parking can additionally be provided, if desired.	Refer to response in # 4.1 above.
5	INCREASED TRAFFIC	
5.1	[M (24/08/2018)] The recommendations made by DECA consulting with regards to upgrade of intersections and the implementation of sidewalks are supported and should be imposed as conditions of approval. The Stellenbosch Municipality should also take note and take responsibility for the proposed non-motorised transport improvement plan, especially since this area is earmarked for high density development in future.	<p>The proponent has no objection against the recommendations made by DECA (traffic engineers) being taken up as conditions of approval.</p> <p>Similarly, the proponent will assist the municipality as far as it can in the drafting of a non-motorised transport improvement plan for the area.</p>
5.2	[ABH (7/08/2018)] Both Dennesig and Paul Kruger Streets are currently beautiful tree-lined, quiet residential streets. Should the proposed development go ahead, it will cause an enormous increase in traffic to this area. Higher traffic volumes will also increase noise and air pollution. The traffic increase is a direct threat to children and other pedestrians using these streets.	<p>Whilst it is accepted that the proposed development will generate additional vehicular trips to the area (29 in the AM peak and 44 in the PM peak), it is inaccurate to state that it will cause an enormous increase in traffic.</p> <p>The proposed development will make use of an access/egress in both Dennesig and Paul Kruger Roads, respectively, thereby spreading the traffic across a larger area.</p> <p>Furthermore, the development will contribute to the non-motorised transport plan of the municipality through the addition of several bicycle bays and the extension of the sidewalks along the access roads.</p> <p>Finally, both Dennesig and Paul Kruger Roads are cul-de-sacs. As a result these streets are relatively quiet by nature with no through-traffic.</p>
5.3	[ER (24/08/2018)] Direct traffic volumes as a direct result of this proposed development will have an adverse effect on the immediate and wider traffic network. Further to the above parking issue raised, the proposed upgrades to support non-motorized transport should be made a condition of approval.	Refer to response in # 5.1 above.
5.4	[IM (25/08/2018)] I do not have any objection to the proposed development as it appears to be in keeping with various other developments in the area and will bring capital injection and hopefully more residential units will bring a revitalization to this area.	The proponent supports the view of the commentator and will assist the municipality as far as it can.

	<p>My comment is that with the increase in residents in this and other similar developments in the area, there should be more provision made for the increase in traffic that this will bring. This is dealt with under section 6.1 of the Rezoning and associated application document, labelled Traffic Impact Statement.</p> <p>The TIA notes that there will be a moderate traffic impact, but with the current dire traffic situation in Stellenbosch any impact needs to be mitigated, let alone a moderate one. The Municipality will, through this development, be getting increased rates from the increase in number of units.</p> <p>There is a suggestion that a non-motorised transport improvement plan for the area be drawn up, with which I entirely agree. With the increasing population in this part of Stellenbosch, the cycle path initiative implemented towards the upper end of Merriman Avenue should be extended down to the R44 and also implemented along Bird Street. Converting to non-motorised and pedestrian transport will help reduce some of the pressure that vehicle numbers bring. The more effective policing of traffic around the Merriman Ave / Bird Street intersection will also greatly assist.</p>	
6	PRIVACY	
6.1	<p>[ABH (7/08/2018)] If the proposed development is to go ahead, it would have major negative effects on the living circumstances of residents of the remaining single residential properties in Paul Kruger, Dennesig and Hofman Streets. A development, as proposed, opposite or next to a single residential house, seriously violates the privacy of occupants of the residential houses.</p> <p>Occupants living on the upper levels of the proposed block of flats, can easily look right into rooms and backyards of residential properties adjacent to or across the street from the flats. This is a violation of people's rights to privacy at their homes, as per the Bill of Rights of our Constitution.</p>	<p>The objector aims to champion the cause of privacy to residential dwellings in the area. The objector's own property is four erven east of the proposed development, therefore this comment cannot be aimed at protecting his own rights. Yet, the owners of the properties neighbouring the project site has not submitted a comment relating to this concern – or for that matter, any comment at all.</p> <p>It is worth noting that the objector has submitted exactly the same comment on the proposed development of erven 132-134. This fact, alone, leads one to believe that there are other factors at play in the objection.</p> <p>Notwithstanding this, the proposed building is orientated in such a manner that the individual apartments will predominantly have views towards the north and south. The northerly views are across the internal courtyard and the Plumbago complex while southerly views are also across the courtyard but also towards the Melrose Square complex and the municipal park. The odd units that are orientated towards the west will front onto The Den development (erven 161 & 162) and a future apartment complex on erven 139 & 140.</p> <p>The proposed building is therefore located in an area</p>

		<p>which is, to a large degree, already converted from single residential uses to general residential uses. Moreover, whilst the street building lines are reduced, the common building lines are largely retained (4.5m in lieu of the required 4.6m).</p> <p>It is therefore contended that no privacy will be lost as a result of the proposed development.</p>
7	HERITAGE VALUE OF THE AREA	
7.1	<p>[ABH (7/08/2018)] The residences on erven 141, 142, 163, 164 and 165 are all character-filled old homes dating from the 1930's and 1940's. Similar character-filled residences in Stellenbosch are found only in the Mostertsdrift area, and are selling at much higher prices. I am of the opinion that these residences should be renovated and preserved as part of our architectural heritage. This statement is in line with municipal and city policies of other towns and cities, where old established residential areas are restored and preserved and finally become very popular areas to live in.</p> <p>A heritage Impact Assessment was done for the Dennesig area in 2017 by the heritage specialist, Me Bridget O'Donoghue. According to that assessment, erven 163, 164 and 169 in Dennesig Street were found to be conservation worthy and were graded as such.</p>	<p>During September 2018, Cindy Postlethwayt, a professional heritage practitioner with additional input from Lize Malan, prepared a Heritage Impact Assessment (HIA) for the proposed development in terms of Section 38 of the National Heritage Resources Act, 25 of 1999.</p> <p>Amongst other, this HIA included an assessment of the existing structures. The HIA found that all of the existing dwellings have undergone some remodeling and that, in most cases, most of the original fabric has been lost.</p> <p>The HIA furthermore found that erven 164 and 165 represent relatively intact Cape Dutch Revival style houses which could possibly be graded IIIC on the grounds of remaining intrinsic significance. Notwithstanding, the HIA carefully considered the proposal to demolish these (and the other) structures given that they retain a level of intrinsic significance. The report states; <i>The main structure on erf 165 is more intact, although in poor condition. The building on erf 164 has been considerably more altered. Neither are unique or rare, they both have mostly standard design and fittings of the period, with each having two front gables which add interest and a slightly greater degree of architectural merit than is common in this area.</i></p> <p><i>However, in the absence of a context of any heritage significance, and with no heritage overlay zone to enforce protection of the area, it is difficult to argue for their retention, particularly given the full extent of demolitions already approved by HWC in the immediate surrounds. On balance, there is no reason to consider these buildings heritage resources in this context. Demolition thereof is therefore supported.</i></p>
7.2	<p>[SIG (23/08/2018)] Although the suburb is typically middle class, this does not mean that it is not worthy of preservation. Dennesig represents a layer of history in Stellenbosch between two world wars with a mixture of Cape Dutch, Victorian, Arts and Crafts as well as Art Deco architecture. Regrettably, the recent HWC approved Stellenbosch Heritage Inventory did not include this part of Stellenbosch in the Heritage Protection Overlay Zone. The Stellenbosch Interest Group (SIG) believes this is a major oversight by the</p>	<p>The above-mentioned HIA elaborates on the history of the area. It also summarizes the development trend in the early 2000s that saw the introduction of several high density sectional title developments in the area.</p> <p>The HIA state that <i>it has been argued that the Dennesig area has no surviving heritage significance as a context, since all but a few of the structures in the entire area are identified as Not Conservation</i></p>

	consultants, the municipality, and HWC.	<p><i>Worthy. Those that are graded, or proposed to be graded IIIC are identified as such not for their contribution to context so much as retaining some intrinsic heritage significance. Moreover, the development and proposed development of multi-storey apartments across most of the area renders any attempt to view the remaining small core as a heritage-sensitive context meaningless. It must follow then that in respect of this development parcel there are no justifiable heritage-related informants.</i></p> <p>Having regard for the changing landscape, HWC set a precedent in the approval of the demolition and re-development of 8, 10 and 12 Paul Kruger Street in which the following is minuted (IACom 11 April 2018):</p> <ul style="list-style-type: none"> • <i>"It was noted that the site, whilst located within the Stellenbosch historic core (Author note: This is in fact incorrect), can no longer be considered as a sensitive context;</i> • <i>The proposal is located in a precinct of Stellenbosch where precedent has already been set in respect of similar scaled development, and the Committee is aware of other proposals where demolition has already been approved and redevelopment is imminent."</i> <p>The objector calls into question the decision made by Stellenbosch Municipality and Heritage Western Cape, as the competent authority for heritage-related matters in the Western Cape to exclude this part of Stellenbosch from the Heritage Protection Overlay Zone.</p> <p>These parties were actively involved in the preparation of the Heritage Inventory and have carefully considered all the facts before the report was approved.</p> <p>The objectors should therefore not use this platform to voice its disappointment with a statutory document. Any disputes that the objectors might have with the decision by HWC on this matter should therefore be taken up with them directly.</p>
7.3	[SIG (23/08/2018)] Insofar as application LU/7967 is concerned, the SIG is opposed to the demolition of the historic houses. Instead, the SIG proposes that infill densification be approved whereby the existing houses are retained and that, where possible, higher density apartments are constructed.	Refer to response in # 7.1 above.
7.4	[SRA (11/08/2018)] Although the SRA is aware that developers are anxious to obtain planning approval as rapidly as possible, the SRA is of the view that this should not happen at the expense of the environmental amenity of Stellenbosch. In this respect it is noted from the application that approval has yet to be obtained from Heritage Western Cape	<p>From a town planning point of view, there is no statutory requirement that prevents a decision to be taken on the land use planning process while the process in terms of the National Heritage Resources Act, 25 of 1999 is still ongoing.</p> <p>In addition, the recommendations from the HIA to</p>

	<p>(HWC), for the demolition of the dwellings on the above-mentioned Erven. At this point in time the approval by HWC for the demolition of the dwellings on Erven 132 – 134 in Paul Kruger Street (opposite this site) is also the subject of an appeal. It accordingly appears to be prudent to first obtain the approval of HWC before proceeding with the rezoning and ancillary applications.</p>	<p>Heritage Western Cape are that the project, as submitted, as well as the intended demolitions be approved.</p>
7.5	<p>[HV (27/09/2018)] I think many are aware that the character of Stellenbosch has to be safeguarded and further building on the scale you envisage might be termed 'another block of concrete ' in an already overbuilt environment – and Stellenbosch is not just an ordinary town; it is unique and it is our duty to maintain its character in every way we can.</p>	<p>Refer to response in # 2.1 above.</p>
8	REDUCTION IN PROPERTY VALUES	
8.1	<p>[ABH (7/08/2018)] Currently there are two blocks of flats on the southern side of Dennesig Street, and one block of flats on the northern side of Paul Kruger Street. I am totally against the spreading of such developments to a character-filled, quiet single residential area. Homeowners in the Dennesig Area, as in other areas, yearly spend lots of money on the maintenance and improvements of their properties and gardens. A development as planned will have a negative effect on property values in the area.</p>	<p>The developer has a proven track record in Stellenbosch and further afield. Those who are familiar with their developments will know that the company is known for their quality developments. The developer is not in the business of developing sub-standard housing.</p> <p>Following a desktop search of the sectional title units available in the area, the surrounding sectional title developments are valued between R790 000 and R1 549 000. The average selling price of similar units in the area is slightly less than R1.2m.</p> <p>The proposed residential apartments will be sold in excess of R1 500 000. For this price, residents will receive state of the art commodities and modern conveniences. The individual units will be finished with quality fittings and landscape features. The building will also be designed to be aesthetically pleasing in a timeless contemporary manner.</p> <p>The landscaping of the property would further enhance the qualitative environment. Tree planting will ensue along the road verge and internal courtyard.</p> <p>The argument that the proposed development will have a negative impact on property values is therefore completely out of order.</p> <p>It stands to reason that developments such as the proposed will have a positive impact on the neighbouring land prices. The proposed apartments will also present a much better offering than many of the existing sectional title developments in the area (except The Den, which the proponent is currently constructing). Any notion that the proposed development will reduce the property values of the area is therefore unsubstantiated and not fact based. Having regard for a qualitative development such as</p>

		the proposed, it is very likely that the property values of the surrounding area might, in fact, increase.
9	PROVISION OF ALTERNATIVE HOUSING	
9.1	<p>[SIG (23/08/2018)] Stellenbosch has one of the highest segregation indexes in the country. As per current policy and governance directives - which is largely based on a neoliberal mentality dictated by the private sector (developers) acting as the de facto/shadow local authority- there is absolutely no room for integrating young working professionals and those that fall in the GAP housing category (i.e. the aspirant middle-class). Similarly, there is no mention of any social housing opportunities for low-middle income groups in society. These three groups are the type of persons one particularly needs to spatially integrate into the urban fabric, where places of opportunity and accessibility exist (because they can pay for basic services, etc.) because they will be socially mobile inclined. One would have assumed that by now Stellenbosch Municipality would realize that by "closing down" large chunks of the city's residential spaces for student accommodation, they are creating segregated spaces, reinforcing segregation and exclusion (indirectly still race-based): spaces that are for between a third and a quarter of the year not inhabited because of university vacations. Surely, development plans, such as application LU/7967, should incorporate a social housing or GAP housing component. Is it not high time that by-laws should be formulated to ensure that this happens?</p>	<p>The objector is, once again, venting his frustration with municipal policy by applying it to the proposed development.</p> <p>It is not the responsibility of the developer to provide GAP housing to the community and it is naïve of the objector to expect that a private developer must buy expensive property in order to develop social housing.</p> <p>The study area also does not form part of a strategic site identified by the municipality for GAP/inclusionary housing, nor has the issue of GAP housing ever been put forward by the municipality for the specific site at either of the pre-submission meetings.</p> <p>It is therefore irrational to expect a private developer to buy land at market-related prices and with money lent by a financial institution, only to develop it for purposes which will never result in a positive return on investment.</p>
9.2	<p>[SRA (11/08/2018)] Most, if not all, newly built flats in and around Stellenbosch are occupied by students. The design of these units is aimed at providing a minimum amount of space at a maximum rental. (The units are therefore designed for student accommodation). There is, however, also a need for alternative housing options, for first time home buyers, young working persons and the middle-income group. Student flats are not "densification" in the true sense of the word. Students occupy these units for only eight months of the year. The safety and security risks are largely increased during the four months of the year that students are not in Stellenbosch. This period is also a loss to the local economy. The Dennesig area was/is the ideal solution for the categories of accommodation not provided for at present. Council has a facilitation role and needs to ensure sustainable development for the benefit of the broader community and environment. The present trend is not sustainable at all. Permitting "overdevelopment" increases land prices and renders sound urban design and development very difficult if not impossible. Without a proper development plan and innovative urban design, opportunities will be lost. Present development approvals also have a</p>	<p>The proposal at hand aims to address the housing backlog in Stellenbosch town by providing well-located housing units for first-time home buyers, young working professionals and small families.</p> <p>The proposal will meet the current needs of the Stellenbosch town as a whole as it aims to introduce residential units at higher densities which are well-located, serviceable and which do not impact negatively on the surrounding properties. The proposal also steers away from the recent trend in Stellenbosch to provide only small, student accommodation that is only occupied for eight months of the year. The proposal provides a mix of housing options which includes larger units aimed at permanent residents.</p> <p>The application under consideration should therefore be considered as sensible densification. The proposal will also have a positive impact on existing traffic volumes as the development site is within walking distance from the CBD and the University campus, which reduces the need to use private vehicles.</p> <p>In terms of the design, the new building aims to</p>

	negative impact on the character and attractiveness of Stellenbosch – our only hope for sustainable long-term stability.	redress the erosion of the historic qualities found throughout town by means of the introduction of a contemporary building which complements historic place-making principles.
9.3	[HV (27/09/2018)] I think the question many will pose is, simply, 'Is the building of another 135 further units in Stellenbosch necessary?' If one considers that there are already a large number of units in other complexes which have not always been readily filled, is further (mainly student) accommodation justified?	Refer to response in # 9.2 above.
10	EFFECT ON THE WATER TABLE	
10.1	[SRA (11/08/2018)] A further objection to the application concerns the proposed provision of a parking basement covering 70% of the site. The provision of basement parking has the unfortunate effect of lowering the water table, which in turn has a major negative impact on the surrounding vegetation and street trees (unless the developer can prove that the groundwater can be put back in the ecological system – watering of trees, greywater use etc.). A more sustainable development might be to provide ground floor parking with residential accommodation on floors 1 – 3. This approach has been used most successfully in other parts of Stellenbosch, including Die Laan	<p>Whilst a basement is indeed planned for the development, careful consideration was given to the existing mature trees and their root structure. The basement therefore does not cover the entire property and leaves sufficient space for these mature trees.</p> <p>The basement is being designed in such a manner to intercept all stormwater and seepage groundwater. This water will be stored in tanks on site and will be reintroduced as part of the greywater system to be used for irrigation purposes.</p>
11	POSITIVE EFFECT OF DEVELOPMENT	
11.1	[CD (09/10/2018)] I am the owner of Unit 5 and I have no objection - in fact I am very much in favour of such developments in that very area as it will help shifting the student accommodation west of Bird street, which may have a positive effect on the value of the Boschenpark units.	Noted
11.2	[SS (11/08/2018)] My personal opinion is that the proposed development looks fine and apart from increasing traffic will in all probability have little impact on Boschen Park and the area and should contribute to enhanced security in the area. Should the Trustees of the Body Corporate of Boschen Park have a differing view and recommend objection please advise accordingly.	<p>Noted</p> <p>Also refer to response in #5 above with regard to traffic.</p>

Kind regards.



JL VOLSCHENK
DENNIS MOSS PARTNERSHIP

ANNEXURE J

Dennesig Neighbourhood Design Guidelines.

To save paper and printing costs the Dennessig Neighbourhood Development Guidelines are attached as an appendix of the application for erf 184 which also forms part of this agenda