



STELLENBOSCH

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Application Number: LU/16553

Our File Reference Number: Farm 183 & Farm 182, Stellenbosch Division

Your Reference Number:

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PER E-MAIL: gaarl@zufarl.com / rudolf.schroder@zufarl.com

Sir / Madam

APPLICATION IN TERMS OF SECTION 15(2)(A) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BYLAW FOR SUBDIVISION, CONSOLIDATION AND REZONING IN TERMS OF THE SAID BY-LAW ON VARIOUS PORTIONS OF FARM 183 AND FARM 182, TO FORM THE NORTHERN EXTENSION DEVELOPMENT

1. The above application refers.
2. The Municipal Planning Tribunal on 24 April 2026 resolved as follows:
3. That the following application(s) in terms of Section 15(2) of the said By-Law on various Portions of Farm 183 and Farm 182, for the Northern Extension, namely:
 - 3.1 **Subdivision** of **Farm 183** into two Portions, in terms of Section **15(2)(d)** of the said By-Law.
 - 3.1.1 **Portion A** (±57 ha) and
 - 3.1.2 **Remainder** (±203 ha consisting of various parcels)
 - 3.2 **Consolidation** of Portion 23 of Farm 183, Portion 36 of Farm 183, Remainder of Farm 182, Portion A of Farm 183 (as subdivided), Portion 1 of Farm 182, Portion 1 of Farm 183, and the Remainder of Portion 5 of Farm 183 to create the development property, in terms of Section **15(2)(e)** of said By-Law.
 - 3.3 **Rezoning** of the consolidated property from Agriculture and Rural Zone to Subdivisional Area, in terms of Section **15(2)(a)** of said By-Law, to permit the following land uses:

3.3.1	Conventional Residential Zone	Phase 6	+325x120sqm single residential stands (shared with Less Formal Zone) on +-14.3726ha
		Phase 7	+371x120sqm single residential stands (+597 units) on +-11.0546ha
		Phase 8	+460x120sqm single residential stands (shared with Less Formal Zone) on +-10.9469ha

		Phase 12	+165x120sqm single residential stands (shared with Less Formal Zone) on +-10.1832ha
3.3.2	Less Formal Residential Zone	Phase 1 Phase 6 Phase 8 Phase 12	+2500 less formal residential stands/households in the in-situ upgrading of Azania settlement +266x90sqm less formal residential stands (shared with Conventional Residential Zone) on +-14.3726ha +179x90sqm less formal residential stands (shared with Conventional Residential Zone) on +-10.9469ha +135x90sqm less formal residential stands (shared with Conventional Residential Zone) on +-10.1832ha
3.3.3	Multi-unit Residential Zone	Phase 3 Phase 6 Phase 7	+211 residential units
3.3.4	Public Open Space Zone	Phase 2, 3, 4, 6, 7, 12	+21.566ha
3.3.5	Transport Facility Zone	Phase 11	+0.6267ha
3.3.6	Mixed Use Zone	Phase 5	Commercial and +-664 multi storey residential units on +-7.5613ha
3.3.7	Education Zone	Phase 2 Phase 4	+2.060ha +4.519
3.3.8	Agriculture and Rural Zone	Remainder	+32.709ha
3.3.9	Utility Zone	Phase 7 Phase 10	+0.027ha +1.6236ha
3.3.10	Community Zone	Phase 9 Phase 12	+4.5996ha +0.400ha
3.3.11	Public Roads	Phase 15, 16, 17, 18, 19, 20, 21, 22, 23	10m and 16m public streets

as indicated on the Northern Extension Zoning and Phasing Plans, attached as **Annexure B**.

3.4 **Subdivision** of the consolidated unregistered property into **24 portions** and the Remainder and the registration of service servitudes in terms of Section **15(2)(d)** of the said By-Law to permit the implementation of the in-situ upgrade of the existing Azania informal settlement, education facilities and major utilities as indicated in Phases 1, 2, 3, 4 and 10 as well as the road portions in Phases 15, 16, 17, 18, 19 and 20.

BE APPROVED in terms of Section 60 of the said Bylaw and subject to conditions of approval.

4 The approval is subject to the following **conditions** imposed in terms of Section 66 of the said Bylaw:

4.1 The approval only applies to the application under consideration and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council or other legislation or Bylaws or Regulations that may be applicable.

4.2 The development be undertaken in accordance with the endorsed Subdivision Plan with reference F183-04-2026 and dated 09/04/2026 to create the development site and attached as **Annexure B**.

4.3 The development be undertaken in accordance with the endorsed Consolidation Plan with reference Plan No: FARM-183-04-2026 and dated 05/04/2026 to create the development site and attached as **Annexure C**.

4.4 The development be undertaken generally in accordance with the endorsed Subdivisional Area / Zoning Plan titled Northern Extension Zoning Plan Rev 3 dated 10/04/2026 and endorsed Northern Extension Phasing Plan Rev 3 dated 13/04/2026 with reference 1001438-ZUT-LL-DRG-TP-NE 000-00 and attached as **Annexure D**.

4.5 The development with inclusion of the relevant servitudes be undertaken in accordance with the endorsed Northern Extension Subdivision Plan Rev 4 with reference 1001438-ZUT-LL-DRG-TP-NE 000-00 and dated 13/04/2026 as indicated and attached as **Annexure D**. –

4.6 An electronic copy (shp, dwg, dxf) of the approved General Plan or Surveyor General diagram(s) be submitted to the GIS Manager in the Directorate Planning and Economic Development for record purposes, which plan indicates the following information in the format as determined:

- a. *Newly allocated erf numbers*
- b. *Co-ordinates*
- c. *Survey dimensions*
- d. *Street names and numbering*

4.7 Proof of such e-mail transmission being referred to in condition 2.6 must accompany any application for a Section 28 Transfer Certificate.

4.8 The consolidation of Portion 23 of Farm 183, Portion 36 of Farm 183, Remainder of Farm 182, Portion A of Farm 183 (as subdivided), Portion 1 of Farm 182, Portion 1 of Farm 183, and the Remainder of Portion 5 of Farm 183 occur prior to building plan submission and the permitted land uses may not be implemented prior to the issuing of a certificate of consolidated title and endorsement of the relevant title deed(s) by the Registrar of Deeds.

4.9 All land designated for the provision of municipal service infrastructure and amenities on the subdivision plan be transferred and registered to the Municipality as owner upon transfer of the first unit/erf in the subdivision phase, of which the cost for the surveying and transfer of such land be for the account of the applicant/developer.

4.10 The servitude rights for the bulk water pipeline and electricity power line be registered in the title deeds of the relevant properties in favour of the Municipality on registration.

- 4.11 A detailed subdivision plan for the remainder of the Subdivisional Area generally in accordance with the Zoning Plan and related Phasing Plan, inclusive of street names and street numbering, be submitted to the Municipality for approval.
- 4.12 An amended phasing plan which indicates the spatial phasing and associated timeframe of the remainder of the development may be submitted to the Municipality for approval.
- 4.13 A subdivision plan be submitted for approval for each of the phases of development, where applicable in accordance with the approved Subdivisional Area.
- 4.14 The conditions relating to infrastructure services imposed by the Directorate Infrastructure Services contained in the memorandum with reference LU/11809 and dated 10/04/2026 and attached as **Annexure F**, be complied with prior to the issuing of a Section 28 Transfer Certificate, or the approval of a building plan whichever comes first, to the satisfaction of the said department.
- 4.15 Development charges are payable in accordance with the prevailing and applicable Council Tariffs at the time of payment prior to the transfer of the first land unit or approval of any building plans, whichever occurs first to the satisfaction of the Directorate Infrastructure Services.
- 4.16 Should the full extent of permissible development rights, as approved herein-above, not be implemented initially or development is phased, a pro rata development charge will be levied in accordance with the extent to which the development rights will be implemented, provided that the remaining development charges will be levied for the remaining permissible development rights when implemented in future. Remaining development charges will be levied in accordance with the prevailing and applicable Council Tariffs at the time of payment prior to the transfer of the first land unit or approval of any building plans, whichever occurs first to the satisfaction of the Directorate Infrastructure Services.
- 4.17 A service agreement regarding the responsibilities for the provision of engineering services be entered into with the Municipality prior to the construction of any engineering services or infrastructure in terms of Section 66(3) and Section 82(4) of the said Bylaw, which service agreement includes and complies with the conditions as imposed by the Directorate Infrastructure Services in the memorandum with reference LU/11809 and dated 10/04/2026 and attached as **Annexure F**.
- 4.18 The conditions imposed by the WCG Department of Infrastructure: Transport Infrastructure Branch in their letter of comment on the BAR during the EIA public participation process with Ref: DOI/CFS/RN/LU/REZ/SUB -25/492, dated 25/03/2026, attached as **Annexure G**, be complied with to the satisfaction of the said department.
- 4.19 A detailed site development plan (SDP) as contemplated in terms of Section 16 of the Zoning Scheme Bylaw be submitted to the Municipality for each phase or precinct and be approved prior to the submission of any building plans, which SDP satisfactorily addresses, but is not necessarily limited to, all the conditions of this approval, compliance with relevant development parameters of the said Bylaw, any relevant matters relating to Section 16(4) of the said Bylaw, and specifically include the following items and matters:

- a. 3D modelling in accordance with the approved Development Guidelines with reference to condition 2.25,
- b. a landscaping plan in accordance with the approved Landscape Framework Plan with reference to condition 2.26,
- c. an engineering services report to indicate which link and internal service upgrades areas are triggered,
- d. adjacent road portions providing access to the site, although forming part of a different phase be incorporated into the relevant SDP,
- e. a traffic impact study to indicate which road upgrade items are triggered,
- f. a detailed Non-motorised Transport (NMT) plan in alignment with the Municipality's NMT network as outlined in the NMT Masterplan,
- g. adjacent and internal road layout plans to indicate provision is made for traffic-calming and management measures, NMT routes and public transport parking embayment's as well as pedestrian routes which link the development to the adjoining residential area and public roads,
- h. the pedestrian link between Kayamandi and the Northern Extension across the Watergang Stream where applicable, and
- i. a Stormwater Management Plan (SWMP) and stormwater design drawings.

4.20 The SDP for Phase 1, in addition to condition 2.20, to specifically consider and address the following matters:

- a. guiding the incremental construction and installation of structures, shelters, buildings, roads, engineering services, fire breaks etc.,
- b. a Temporary Relocation Area Plan (TRA) for residents living in the Watergang (Azania) informal settlement for the relocation of informal settlement structures within the riverine corridor,
- c. identify areas for roads and fire breaks, and demarcate an overall block layout which takes account of future movement routes and emergency access lanes and other required land uses,
- d. a plan indicating to occupiers where they are permitted to erect dwelling houses, second dwellings and shelters,
- e. identify monitoring measures to be clearly demarcated on the property (such as fencing etc.) to prevent the construction of buildings or shelters in these areas as the Municipality may require structures and shelters to be moved when they are erected within areas indicated for circulation, access, services or for fire safety purposes.

4.21 The SDP for Phases 2, 3, 4 and 12, in addition to condition 2.20, to specifically consider and address the following matters relating to the green areas / riverine corridor:

- a. a Construction Environmental Management Plan (CEMP) for the installation of services and any construction be submitted and approved by the Directorate: Community & Protection Services as part of the SDP application process, prior to the approval of any building plan and commencement of any earthworks on the property, as per the mitigation measures identified in the BAR for the applicable portions,
- b. a rehabilitation plan identifying monitoring measures to be clearly demarcated on the property (such as fencing etc.) to prevent invasion of the applicable portions, and
- c. no development or infrastructure may be placed within the 32 m watercourse buffer, except when approved by environmental authorities and supported by specialist studies' mitigation measures.

- 4.22 Any landscaping on municipal property be implemented in compliance with the Tree Management Policy to the satisfaction of the Directorate: Community and Protection Services.
- 4.23 Development Guidelines in line with the Heritage Indicators specified in the ROD from Heritage Western Cape as well as the Urban Design Framework be submitted and approved by the Development Planning Department: Heritage Resources Section prior to the registration of the first property or the submission of any building plan application.
- 4.24 The Landscape Framework Plan in line with the Heritage Indicators specified in the ROD from Heritage Western Cape as well as the Urban Design Framework be submitted and approved by the Development Planning Department: Heritage Resources Section prior to the registration of the first property or the submission of any building plan application.
- 4.25 Building plans for all new structures and for all changes of land use in the existing buildings be submitted and approved by the Municipality prior to the commencing of any building works, including the preparation of land, which will only be approved when all relevant (or qualified) conditions of approval have been complied with.
- 4.26 An application for the street naming and -numbering be submitted and approved (for each phase) by the Municipality prior to the registration of the first property or the submission of any building plan application, whichever occurs first.

5 The **reasons** for the decision are as follows:

- 5.1 The property is located within the approved urban edge, where the MSDF promotes compact settlement, strategic infill, and higher-density residential opportunities along major mobility routes to curb sprawl and improve land-use efficiency.
- 5.2 The site is located along Bird Street/R304, an MSDF-identified Activity Route with strong vehicular, public-transport, and NMT connectivity, supporting intensification in proximity to transport corridors.
- 5.3 The eastern portion of the properties form part of the Council-approved Adam Tas Corridor Precinct 10, envisaged for high-density, mixed-use intensification, positioning the site within an emerging, well-connected, mixed-use urban district.
- 5.4 The proposed residential typologies (two to four storeys) are compatible with the adjacent medium- to high-density neighbourhoods of Kayamandi, Cloeteville, and Mount Simon. The development supports the functional and spatial reasoning of existing and future land-use patterns.
- 5.5 Stellenbosch Municipality faces severe housing shortages particularly for low- to middle-income households. The proposed development provides well-located mixed use opportunities that will broaden housing typologies and tenure options, support settlement restructuring, address housing needs and enhance residential opportunities in proximity to jobs and services.
- 5.6 The proposal aligns with the spatial directives of the MSDF, SPLUMA, Western Cape PSDF, LUPA, EMF, CEF and the Municipal Housing Pipeline. It supports principles related to densification, inclusion, infrastructure optimisation, spatial justice, and compact urban form.

5.7 Stellenbosch is a priority municipal investment node within the CEF, with ongoing and planned infrastructure upgrades. The development leverages existing bulk water, sewer, stormwater, and electricity networks, planned improvements to high-capacity infrastructure, and strategic densification targets for Stellenbosch Town. The proposal supports long-term financial and operational sustainability through the efficient use of underutilised land and existing infrastructure.

6 Matters to **be noted**:

6.1 The approval granted shall not exempt the applicant from complying with any other legal prescriptions or requirements that might have a bearing on the proposed use.

6.2 The implementation process entails the following steps:

- a. Zoning: The allocated zonings in accordance with the overlay zone will vest phase-by-phase as subdivision plans are approved. If further subdivisions are required to vest the allocated zoning rights, the base zone will remain in force until the vesting of such subdivision plan.
- b. SDP & Infrastructure: An SDP must be submitted and approved for every phase. Infrastructure requirements will be confirmed with Directorate Infrastructure Services and the WGC Department of Infrastructure: Road Infrastructure.
- c. Subdivision: The Section 28 Transfer Certificate will only be issued after all required infrastructure upgrades are complete. The subdivision vests once the new land unit is registered to the owner following the issuance of a Section 28 Transfer Certificate.
- d. Building Plans: Approval of building plans can only occur after the SDP for that phase has been approved.

6.3 Any subdivision only comes into effect once all suspensive conditions or relevant legislative provisions have been complied with.

6.4 All engineering services and infrastructure required in terms of the conditions of approval and services agreement be complied with to the satisfaction of the Municipality and / or the relevant authority prior to the issuing of a Section 28 Transfer Certificate.

6.5 Sufficient on-site parking be provided in accordance with the provisions of the Zoning Scheme Bylaw and to be illustrated on the subject site development plan [if an SDP must be submitted] or building plan of development to the satisfaction of the Municipality.

6.6 All on-site parking bays be clearly demarcated on the property.

6.7 An application for the erection of advertising signs be submitted for approval to the Municipality and that all signage on the property be erected to the satisfaction of the Spatial Planning Department: Heritage Resource Management [be in line with the signage policy of the Municipality].

6.8 No directional signage be erected without the prior approval of the Provincial Roads Engineer and/or the Municipality.

6.9 Fire mitigation measures be put in place by the developer to the satisfaction of the Municipality.

- 6.10 Reasonable steps be put in place by the developer to prevent nuisance caused by dust in accordance with the National Environmental Management Act: National Dust Control Regulations.
- 6.11 Compliance with the approval and related conditions in terms of NEMA as issued by the WCG Department of Environmental Affairs and Development Planning to the satisfaction of the said department.
- 6.12 That an amended subdivision plan Rev 4 with reference 1001438-ZUT-LL-DRG-TP-NE 000-00 1001438-ZUT-LL-DRG-TP-NE 000-00 and dated 13/04/2026 for endorsement be submitted which includes the designated land uses of the zoning map
- 7 You are hereby informed in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning Bylaw of your right to appeal the above decision to the Appeal Authority within 21 days from the date of notification of the above decision. Please note that no late appeals or an extension of time for the submission of appeals are permitted in terms of Section 80(1)(a) of the said By-Law.
- 8 Appeals must be submitted by completing the required form with the prescribed information to satisfy the requirements of Section 80(2) of the said By-law, failing which the appeal will be invalid in terms of Section 81(1)(b) of the said By-Law.
- 9 **Appeals must be addressed to the Municipal Manager and submitted to his/ her designated official by means of e-mail at the following address: landuse.appeals@stellenbosch.gov.za**
- 10 Any party (applicant or other) who lodges an appeal must pay the applicable appeal fee in terms of the approved municipal tariffs and submit the proof of payment together with the appeal. The **LU** Reference number on this correspondence, or the applicable Erf/ Farm Number must be used as the reference for the payment of the appeal fee.
- 11 The appeal form and approved tariff structure and the banking details for the General Account can be accessed and viewed on the municipal website. For any enquiries the office can be contacted at landuse.appeals@stellenbosch.gov.za or 021 – 808 8684.
- 12 An applicant who lodges an appeal must also adhere to the following requirements stipulated in terms of section 80(3) to (7) of the said By-law:
- (a) Simultaneously serve the appeal on any person who commented on the application concerned and any other person as the municipality may determine.
 - (b) The notice by the applicant must invite persons to comment on the appeal within 21 days from date of notification of the appeal.
 - (c) The notice must be served in accordance with section 35 of the said legislation and in accordance with the prescripts or such additional requirements as may be determined by the Municipality.

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

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

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

Yours faithfully



FOR DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

12/6/2026.
DATE

COPIES TO:

Hannes Van Zyl

hannesvzee@gmail.com

Kobus Janse Van Rensburg

kobusvanr@gmail.com

ANNEXURES

**APPLICATION IN TERMS OF SECTION 15(2)(A) OF THE STELLENBOSCH
MUNICIPAL LAND USE PLANNING BYLAW FOR SUBDIVISION,
CONSOLIDATION AND REZONING IN TERMS OF THE SAID BY-LAW
ON VARIOUS PORTIONS OF FARM 183 AND FARM 182, TO FORM THE
NORTHERN EXTENSION DEVELOPMENT**



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ANNEXURE B

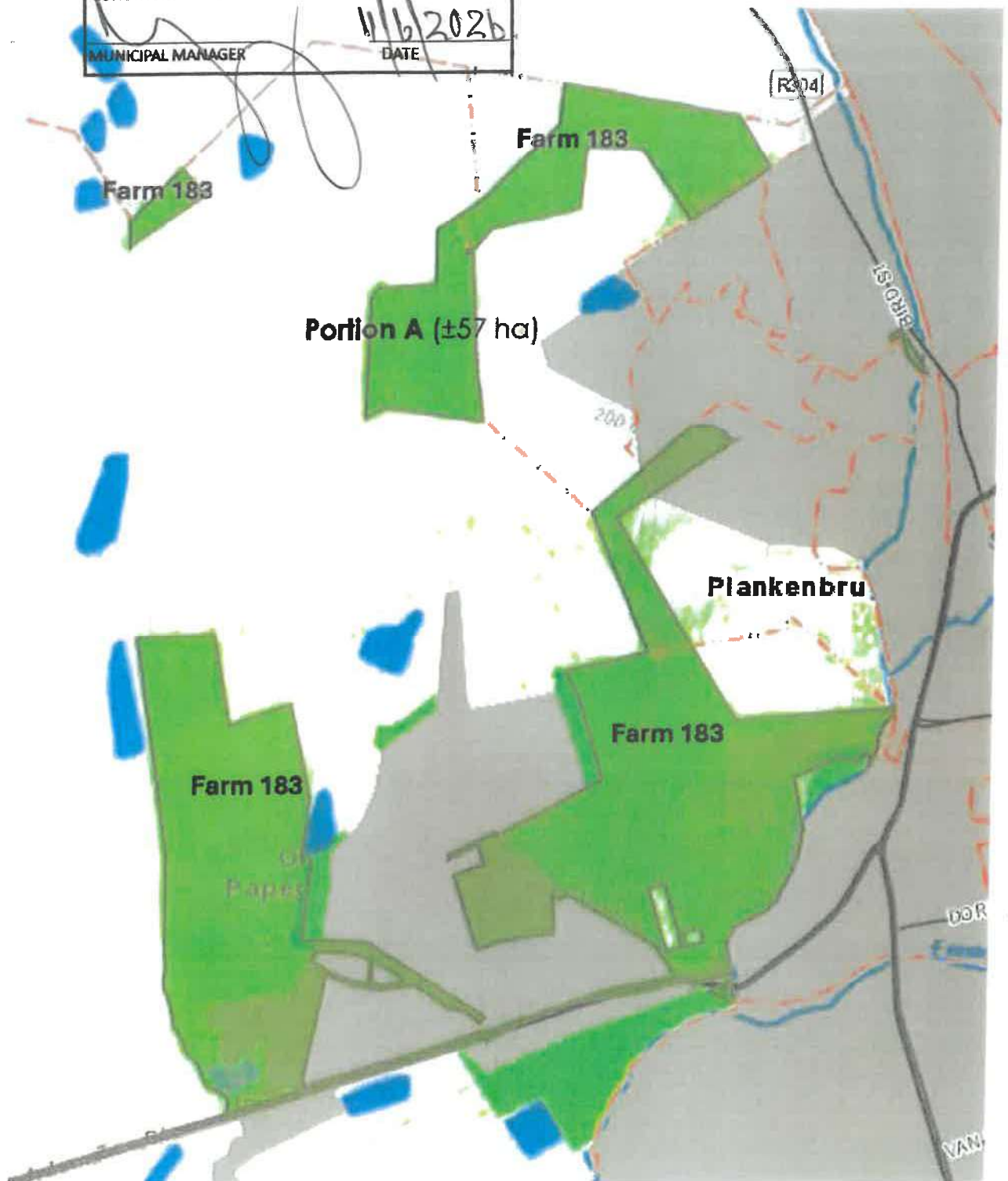
STELLENBOSCH MUNICIPALITY

THIS SUBDIVISION/CONSOLIDATION HAS BEEN APPROVED
IN TERMS OF SECTION 60 OF THE STELLENBOSCH
MUNICIPAL LAND USE PLANNING BY-LAW SUBJECT TO THE
CONDITIONS OF APPROVAL.

MUNICIPAL MANAGER

DATE

11/6/2026



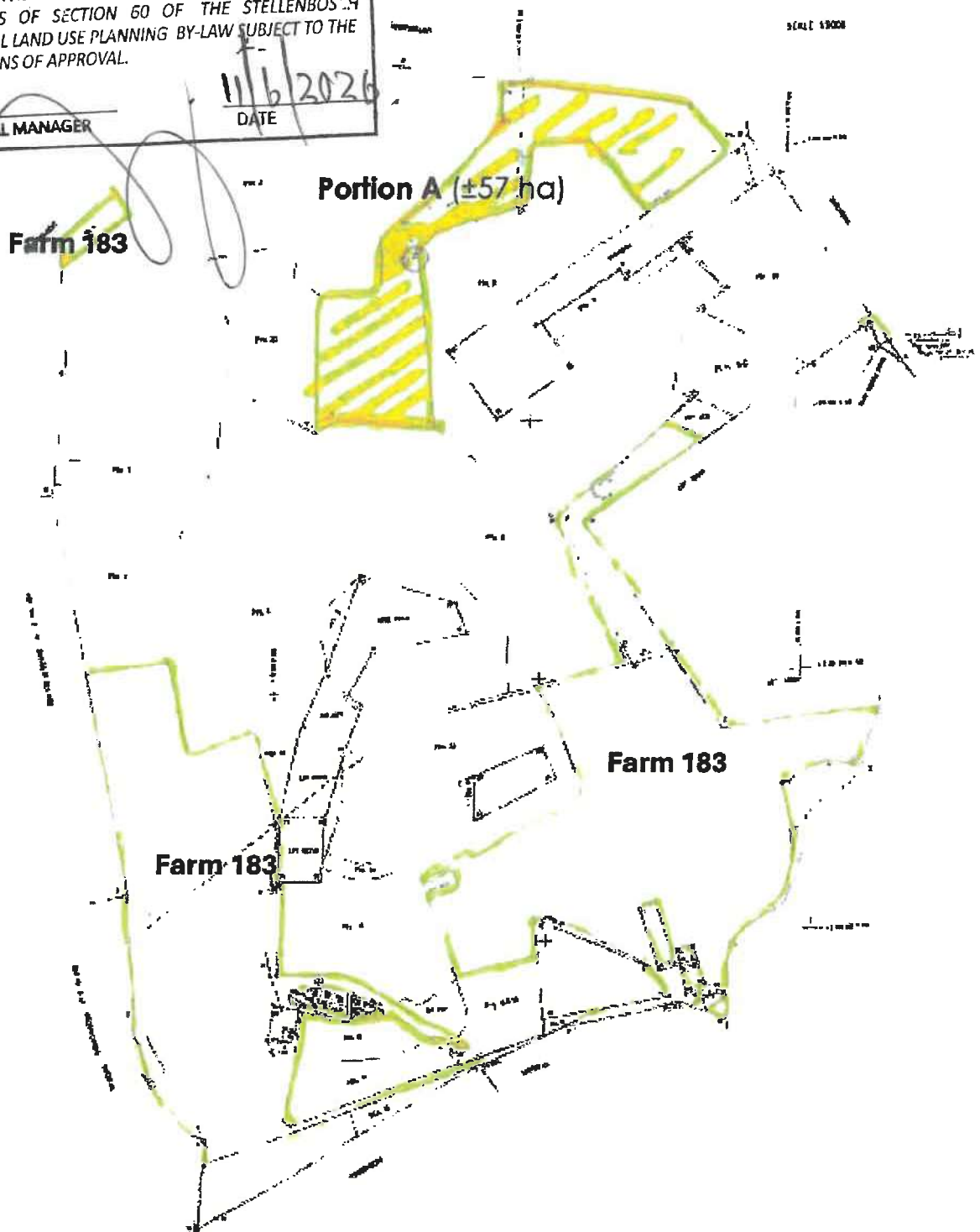
Subdivision Plan

Subdivision of Farm 183 into two Portions, Portion A (±57 ha) and Remainder (±203 ha)

Plan No: F183-04-2026

Date: 09-04-2026

STELLENBOSCH MUNICIPALITY	
THIS SUBDIVISION/CONSOLIDATION HAS BEEN APPROVED IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW SUBJECT TO THE CONDITIONS OF APPROVAL.	
MUNICIPAL MANAGER	DATE 11/6/2026



Subdivision Plan

Subdivision of Farm 183 into two Portions, Portion A (±57 ha) and Remainder (±203 ha)

Plan No: F183-04-2026

Date: 09-04-2026

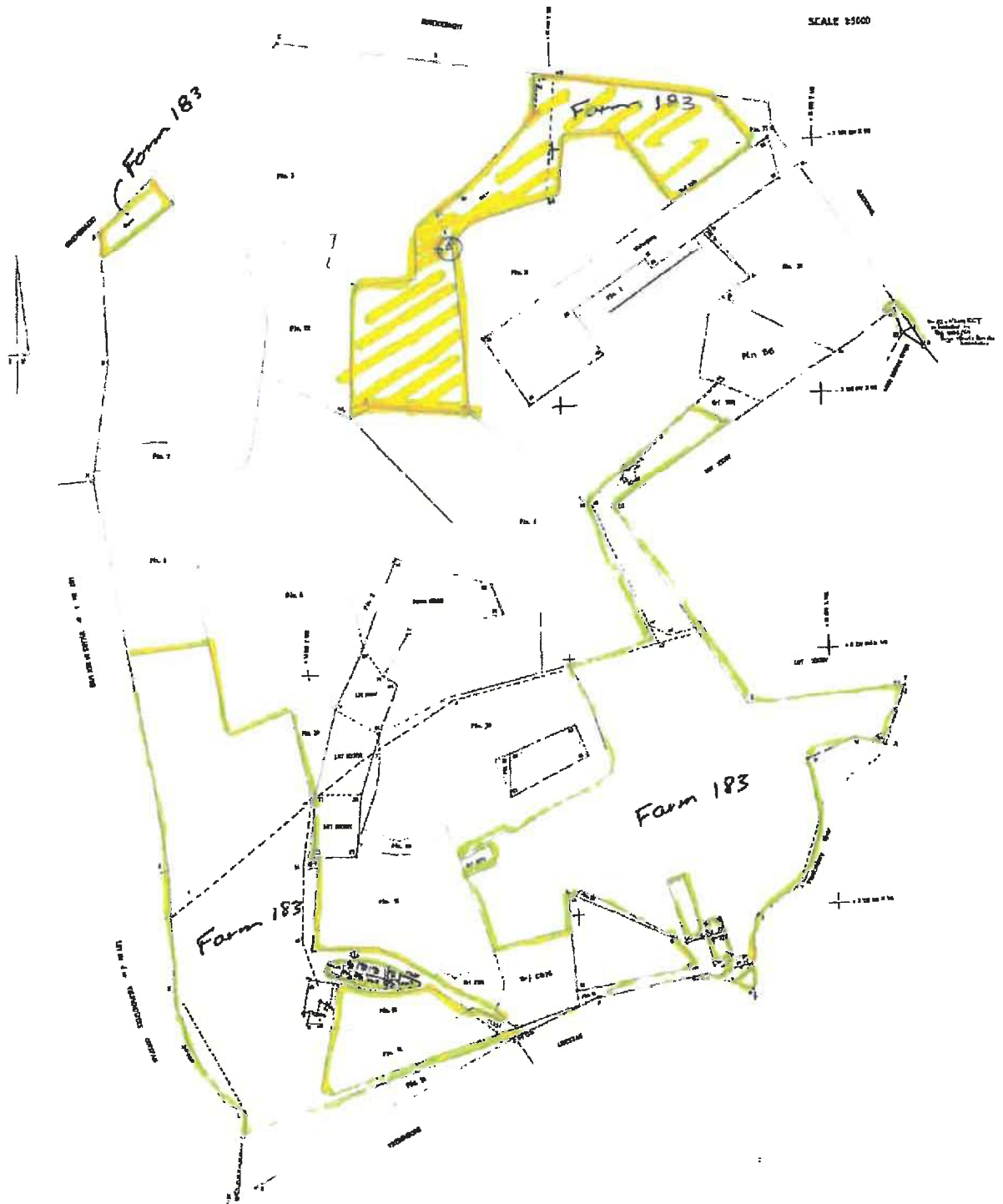
Deduction Plan 851/1907 Sheet 2

S.O. No. 851/1907

SHEET 1 of 2 sheets

Form 183 STELLERBOSCH

SCALE 1:5000





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ANNEXURE C

CONSOLIDATION PLAN

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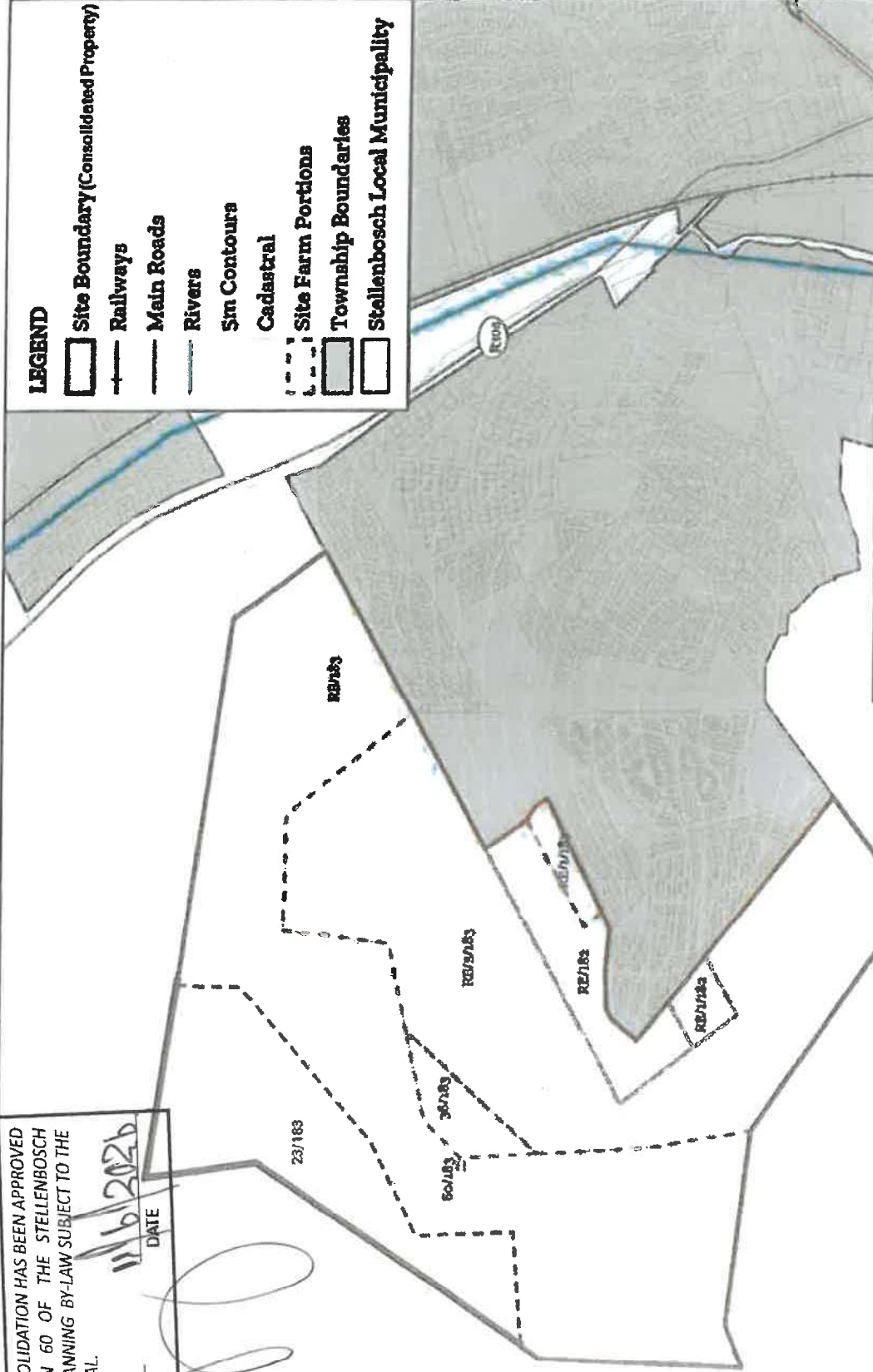
MUNICIPAL MANAGER

DATE

11/6/2026

LEGEND

- Site Boundary (Consolidated Property)
- Railways
- Main Roads
- Rivers
- 5m Contours
- Cadastral
- Site Farm Portions
- Township Boundaries
- Stellenbosch Local Municipality



Proposed consolidation of Portion 23 of Farm 183, Portion 36 of Farm 183, Remainder of Farm 182, Portion of the Remainder of Farm 183, Portion 1 of Farm 182, Portion 1 of Farm 183, and the Remainder of Portion 5 of Farm 183

Plan No: FARM-183-04-2026

Dated: 05/04/2026

Northern Extension, Stellenbosch

Consolidation

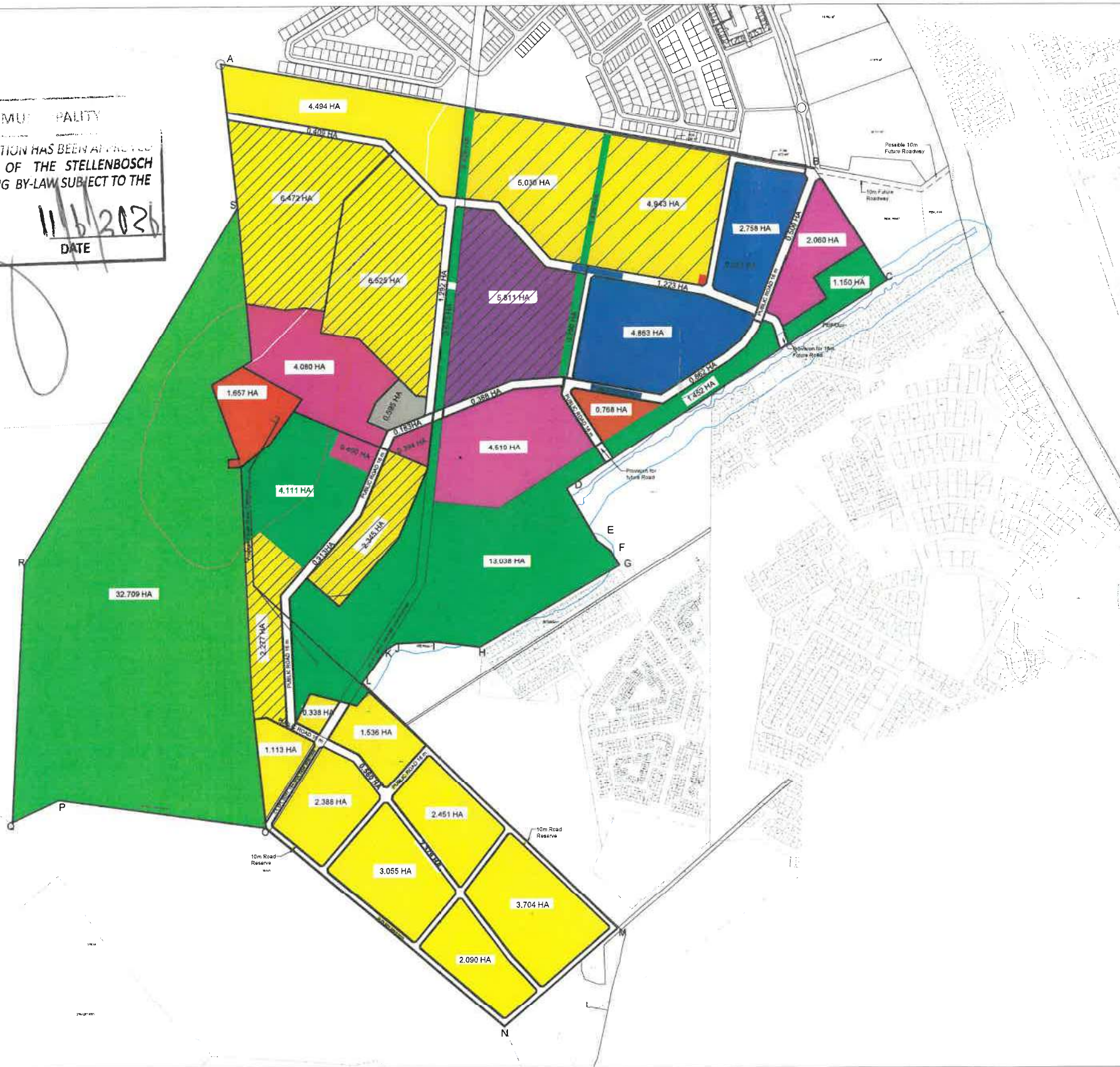


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ANNEXURE D

STELLENBOSCH MUNICIPALITY
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MUNICIPAL LAND USE PLANNING BY-LAW SUBJECT TO THE
CONDITIONS OF APPROVAL.
11/11/2026
MUNICIPAL MANAGER DATE



NUMBER	LEGEND
1	100 Year Floodline
2	Water Coarse Line
3	Servitude
4	15m Water Pressure Buffer Contour
5	Water Pipeline
6	Provision for future Road
7	16m Public Street

ERF TYPE	ZONING (STB. SCHEME)
16m Public Street	PUBLIC ROADS & PARKING ZONE
10m Public Street	PUBLIC ROADS & PARKING ZONE
Less Formal Res. Stands	LESS FORMAL RES. ZONE
Education Facility	EDUCATION ZONE
Apartments	MULTI UNIT RES. ZONE
Commercial & Apartments	MIXED USE ZONE
Single Residential	CONVENTIONAL RES. ZONE
Utility (elec & water)	UTILITY SERVICES ZONE
Community Facilities	COMMUNITY ZONE
Single Residential & Less Formal Res. Stands	LESS FORMAL RES. ZONE & CONVENTIONAL RES. ZONE
Single Residential & Apartments	CONVENTIONAL RES. ZONE & MULTI UNIT RES. ZONE
Less Formal Res. Stands & Apartments	LESS FORMAL RES. ZONE & MULTI UNIT RES. ZONE
Public Transport Interchange	TRANSPORT FACILITY ZONE
Agriculture and Hydroponics	AGRI. & RURAL ZONE
Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE

THIS FIGURE REPRESENTS PORTION 23 OF FARM 183, PORTION 36 OF FARM 183, PORTION 1 OF FARM 183, REMAINDER OF PORTION 5 OF FARM 183, PORTION OF THE REMAINDER OF FARM 183, REMAINDER OF FARM 182 AND PORTION 1 OF FARM 182, STELLENBOSCH, IN EXTENT 140.13 HA, WHICH IS TO BE REZONED TO A SUBDIVISIONAL AREA AND DEVELOPED AS INDICATED

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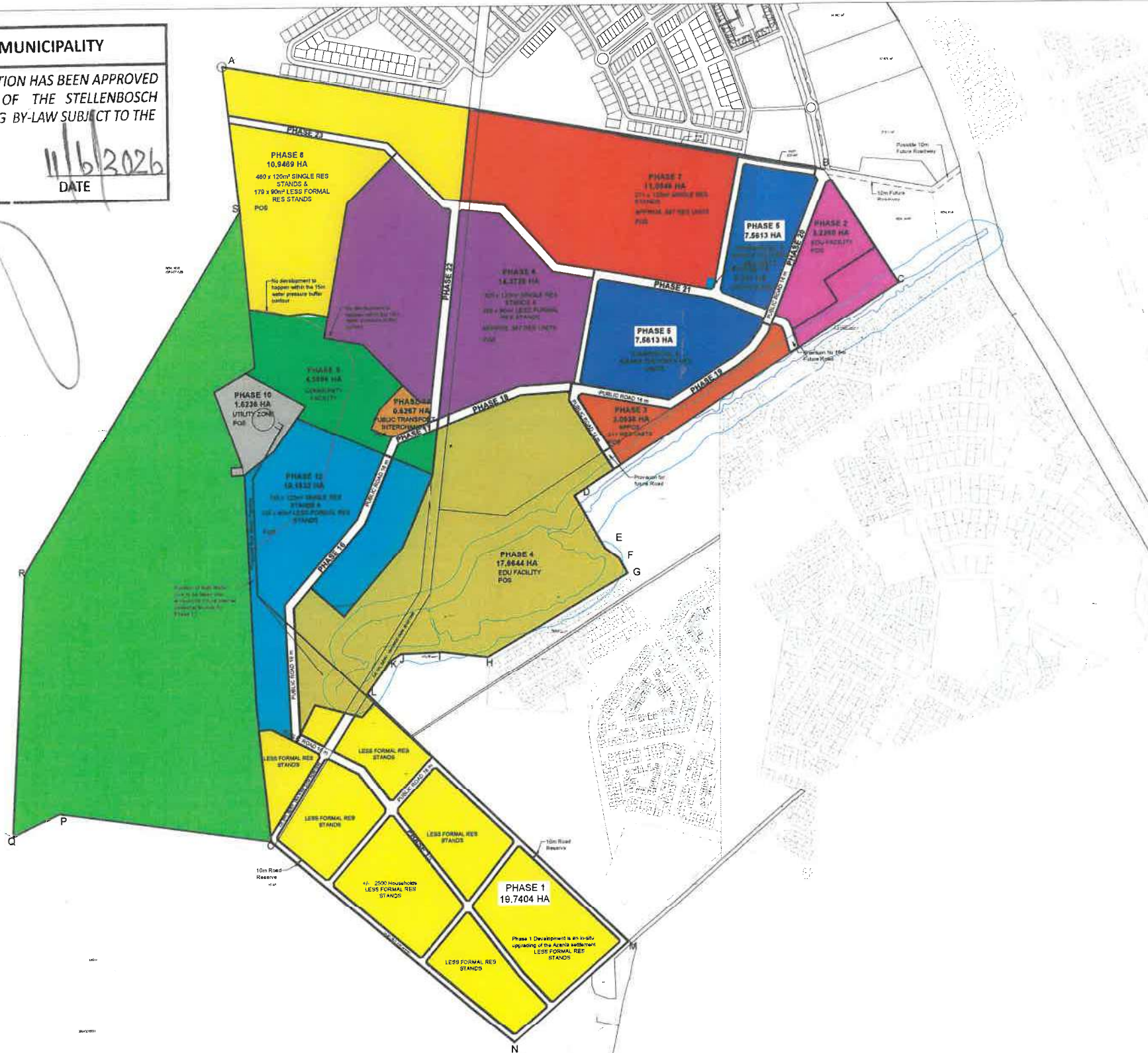
ZUTARI PROJECT NUMBER: 1001438		CLIENT	DISCLAIMER			REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY NOT FOR CONSTRUCTION	PROJECT	Portions of Farm 182 and Farm 183, Stellenbosch	
<div>ZUTARI</div> <div>IMPACT. ENGINEERED.</div>			IF CONSTRUCTION DRAWINGS ARE ISSUED UNSIGNED, THE MASTER WITH THE ORIGINAL SIGNATURE OF APPROVAL WILL BE HELD AT THE ZUTARI OFFICE OF THE APPROVER.	0	15/01/2025	First Draft		R Schröder	AS SHOWN	A2	APPROVED DATE 15/01/2025 Rudolf Schröder	TITLE	Northern Extension Zoning Plan	DRAWING No.	1001438-ZUT-LL-DRG-TP-NE-000 - 00
				1	12/11/2025	Notes and Future Road Reserve Added		R Schröder							
				2	20/11/2025	Road Widths Revised		R Schröder							
				3	10/04/2026	Changes as requested by the Municipality		R Schröder							

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DATE

MUNICIPAL MANAGER



NUMBER	LEGEND
1	100 Year Floodline
2	Water Coarse Line
3	Servitude
4	15m Water Pressure Buffer Contour
5	Water Pipeline
6	Provision for future Road
7	16m Public Street

PHASE	NOTATION	ERF TYPE	ZONING (STB SCHEME)
1		Less Formal Res. Stands	LESS FORMAL RES. ZONE
2		Education Facility	EDUCATION ZONE
2		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
3		Apartments	MULTI UNIT RES. ZONE
3		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
4		Education Facility	EDUCATION ZONE
4		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
5		Commercial & Apartments	MIXED USE ZONE
5		Single Residential	CONVENTIONAL RES. ZONE
6		Less Formal Res. Stands	LESS FORMAL RES. ZONE
6		Apartments	MULTI UNIT RES. ZONE
6		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
7		Single Residential	CONVENTIONAL RES. ZONE
7		Apartments	MULTI UNIT RES. ZONE
7		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
7		Utility (elec & water)	UTILITY SERVICES ZONE
8		Single Residential	CONVENTIONAL RES. ZONE
8		Less Formal Res. Stands	LESS FORMAL RES. ZONE
8		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
9		Community Facilities	COMMUNITY ZONE
10		Utility (elec & water)	UTILITY SERVICES ZONE
11		Public Transport Interchange	TRANSPORT FACILITY ZONE
11		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
12		Single Residential	CONVENTIONAL RES. ZONE
12		Less Formal Res. Stands	LESS FORMAL RES. ZONE
12		Soft & Hard POS & Attenuation	PUBLIC OPEN SPACE ZONE
13		Agriculture and Hydroponics	AGRI. & RURAL ZONE
14		Utility (elec & water)	UTILITY SERVICES ZONE
15		Public Road	PUBLIC ROADS & PARKING ZONE
16		Public Road	PUBLIC ROADS & PARKING ZONE
17		Public Road	PUBLIC ROADS & PARKING ZONE
18		Public Road	PUBLIC ROADS & PARKING ZONE
19		Public Road	PUBLIC ROADS & PARKING ZONE
20		Public Road	PUBLIC ROADS & PARKING ZONE
21		Public Road	PUBLIC ROADS & PARKING ZONE
22		Public Road	PUBLIC ROADS & PARKING ZONE
23		Public Road	PUBLIC ROADS & PARKING ZONE

THIS FIGURE REPRESENTS PORTION 23 OF FARM 183, PORTION 36 OF FARM 183, PORTION 1 OF FARM 183, REMAINDER OF PORTION 5 OF FARM 183, PORTION OF THE REMAINDER OF FARM 183, REMAINDER OF FARM 182 AND PORTION 1 OF FARM 182, STELLENBOSCH, IN EXTENT 140,13 HA, WHICH IS TO BE REZONED TO A SUBDIVISIONAL AREA AND DEVELOPED AS INDICATED



ZUTARI PROJECT NUMBER: 1001438

CLIENT

DISCLAIMER

IF CONSTRUCTION
DRAWINGS ARE ISSUED
UNSIGNED, THE MASTER
WITH THE ORIGINAL
SIGNATURE OF
APPROVAL WILL BE HELD
AT THE ZUTARI OFFICE
OF THE APPROVER

REV

DATE

REVISION DETAILS

0 15/01/2025 First Draft

1 12/11/2025 Notes and Future Road Reserve Added

2 20/11/2025 Road Widths Revised

3 13/04/2026 Changes as requested by the Municipality

APPROVED

R Schröder

R Schröder

R Schröder

R Schröder

SCALE

AS SHOWN

A2

PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED

DATE

15/01/2025

Rudolf Schröder

PROJECT

Portions of Farm 182 and Farm 183, Stellenbosch

TITLE

Northern Extension
Phasing Plan

DRAWING No.

1001438-ZUT-LL-DRG-TP-NE 000 - 00

1

STELLENBOSCH MUNICIPALITY

THIS SUBDIVISION/CONSOLIDATION HAS BEEN APPROVED
IN TERMS OF SECTION 60 OF THE STELLENBOSCH
MUNICIPAL LAND USE PLANNING BY-LAW SUBJECT TO THE
CONDITIONS OF APPROVAL.

11/6/2026
DATE

MUNICIPAL MANAGER



NUMBER	LEGEND
1	100 Year Floodline
2	Water Coarse Line
3	Servitude
4	15m Water Pressure Buffer Contour
5	Water Pipeline
6	Provision for future Road
7	16m Public Street

ZUTARI PROJECT NUMBER: 1001438

CLIENT

ZUTARI
IMPACT. ENGINEERED.

DISCLAIMER

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DRAWINGS ARE ISSUED
UNSIGNED, THE MASTER
WITH THE ORIGINAL
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APPROVAL WILL BE HELD
AT THE ZUTARI OFFICE
OF THE APPROVER

REV

DATE

REVISION DETAILS

0	15/01/2025	First Draft
1	12/11/2025	Notes and Future Road Reserve Added
2	20/11/2025	Road Widths Revised
3	10/04/2026	Changes as requested by the Municipality
4	13/04/2026	Further changes as requested by the Municipality

APPROVED

R Schröder
R Schröder
R Schröder
R Schröder
R Schröder

SCALE

AS SHOWN
DRAWN SH
DESIGNED AFB
REVIEWED RS

SIZE

A2

PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED
DATE 15/01/2025

Rudolf Schröder

PROJECT

TITLE

DRAWING No.

Portions of Farm 182 and Farm 183, Stellenbosch

Northern Extension
Subdivision Plan

1001438-ZUT-LL-DRG-TP-NE 000 - 00

3



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ANNEXURE F



STELLENBOSCH MUNICIPALITY
STELLENBOSCH · PNIEL · FRANSCHHOEK

MEMORANDUM

DIREKTEUR: INFRASTRUKTUURDIENSTE
DIRECTORATE: INFRASTRUCTURE SERVICES

CIVIL ENGINEERING SERVICES

To ▫ Aan:	Director: Planning + Economic Development
Att Aandag	Nicole Katts
From ▫ Van:	Director: Infrastructure Services
Date ▫ Datum:	10 April 2026
Our Ref ▫ Ons Verw:	Civil LU 2121
Town Planning Ref:	LU/11809
Re ▫ Insake:	Farms 182 and 183: Rezoning and Subdivision for the Northern Extension Integrated Mixed-Income Development

This Memo replaces our Memo dated 20 Jan 2026. This revised Memo is to bring the "Roads" conditions in alignment to the road upgrades agreed between the municipality and the provincial roads authority.

The following engineering documents were evaluated as part of this application:

- Town Planning Motivation Report by Zutari dated 2024/01/25, Revision 3;
- Northern Extension Zoning Plan and Subdivision Plan Drawing No 1001438-ZUT-LL-DRG-TP-NE 000-00 Rev 2 by Zutari, dated 20/11/2025 (as per revision details);
- Zutari e-mail dated Thu 2026/04/09 14:41 – re Northern Extension – Road upgrade conditions;
- Civil Services report by Zutari, dated 2025/10/07;
- Report on bulk water and sewer upgrades: drawings and costing, by Zutari, e-mail dated 19 June 2024 and meeting minutes summarizing the bulk upgrade requirements, by Zutari, e-mail dated Tue 2025/11/11 07:35. The Zutari report incorporates the information as per:
 - GLS report on water and sewer capacity dated 28 Nov 2023 (Revision 1);

Development Parameters (As per the Civil Services Report)

Item no	Land use description	Amount of Units		Unit	Water demand rate per day		TOTAL DEMAND AADD (kld)
		Qty	Unit-type		Rate per unit: kld per ha	Rate by Area: kld per 100 sqm	
1	Less From/ Residential Stands						
1.1	In-situ upgrade - toilet (5 households per toilet)	600	Capita	5	0.025		62.50
1.2	In-situ upgrade - tap (20 households per tap)	125	Capita	5	0.060		37.50
2	Service Site						
2.1	Standpipe	581	Unit	5	0.025		72.63
2.2	Prefabricated toilet	581	Unit	5	0.06		281.45
3	Single Residential	1321	Unit	100	0.45		594.45
4	Apartment	1195	Unit		0.30		358.50
5	Mixed Use Residential	684	Unit		0.30		199.20
6	Mixed Use Commercial	9,458.58	m²	GLA		0.65	61.48
7	Educational Facility						
7.1	Building only	5,830.38	m²	GLA		0.60	34.98
7.2	Grounds	5.89	ha		12.00		69.98
8	Community Facility	6,624.80	m²	GLA		0.40	26.50
9	Public Transport facilities	5,423.00	m²	GLA		0.30	16.27
Subtotal 1							1,798
Plus 15% losses							269
Subtotal 2							2,065

Engineering background and context:

Due to the services capacity required by this development, various infrastructure upgrades are triggered.

The approval conditions listed herewith identifies the external upgrades triggered by the entire Northern Extension development and identifies at which development thresholds these upgrades must be completed. Some of these upgrades are triggered upfront (i.e. before any of the phases can be implemented), and it is therefore important that the required budget approvals are secured to fund these items.

It is further understood that this development will be rolled out in a phased approach. For each of the phases, a Subdivision and/or Site Development Plan - "SDP" application must be submitted, to identify which link and internal services are triggered by each specific phase. Such an application should therefore also include an Engineering Services Report and Traffic Impact Study.

Azania informal settlement (Portions 1-8 on subdivision plan).

The bulk upgrades identified below will not be applicable for the in-situ formalization of the informal settlement. The impact of this settlement on the engineering services has already been absorbed in the infrastructure networks, and it is not foreseen that the formalization thereof will have a significant additional impact on the bulk services. When a development

application or an engineering services approval application is received for this area, the minimum requirements in terms of bulk service upgrades (if any), link and internal services, will be identified and will have to be implemented as part of the project.

Cost Estimates

The cost estimates below include construction costs and professional fees and exclude VAT. It must be noted that these are high-level cost estimates based on conceptual infrastructure layouts. These estimates must be refined as the project progresses through the various design stages.

In consideration of provisions related to Civil Engineering Services, the application is supported, subject to the following conditions:

Specific Conditions: These conditions must be complied with prior to subdivision clearance.

Where subdivision clearance is not applicable, these conditions must be complied with before the approval of a building plan or an occupation certificate – whichever is applicable.

1. Water

- 1.1 The following external, bulk upgrades must be installed to accommodate any development. See **Annexure: Water**.

<u>Item</u>	<u>Estimate</u>
1.1.1 Augmentation of bulk supply from Skilpadvlei reservoir (Under Construction)	
1.1.2 10 Mega-litre Kayamandi Upper Reservoir (SSW.B31) (Under Construction)	
1.1.3 3145m x 450mmØ pipe (SSW.B30)	R25m
1.1.4 150 l/s Pumpstation (SSW.B23)	R12m
Total (ex VAT)	R37m

- 1.2 For each of the individual development phases, the link pipelines and any associated infrastructure will have to be identified at SDP stage and constructed in order to connect such phase to the reservoir and external water network.

2. Sewer

- 2.1 The following external, bulk upgrades must be installed to accommodate any development. See **Annexure: Sewer**.

<u>Item</u>	<u>Estimate</u>
2.1.1 760 m x 600 mm Ø upgrade existing gravity (SSS 1.2)	R8m
2.1.2 Upgrade existing flow diversion (SSS 1.4)	R0.5m
2.1.3 185 m x 600 mm Ø upgrade existing gravity (SSS 1.5)	R2.5m
2.1.4 Upgrade existing flow diversion (SSS 1.6)	R0.5m
2.1.5 450 m x 600 mm Ø upgrade existing gravity (SSS 1.7)	R5m
Total (ex VAT)	R16.5m

- 2.2 For each of the individual development phases, the link pipelines and any associated infrastructure will have to be identified at SDP stage and constructed in order to connect such phase to the external sewer network.

3. Roads

- 3.1 The following external, bulk upgrades must be installed prior to, or in parallel with the first phase of the development. See **Annexure: Roads**:

Ref Number on "Annexure Roads"	Description	Estimated cost (ex VAT)
1A	R304 dualling between Newinbosch Access and R44	R 89 m
1A.1	R304 / Sokuqala Street intersection upgrade	
1A.2	R304 / Masitandane Road intersection	

	upgrade	
1A.3	Bridge dualling	R 92 m
Total		R 181 m

The reason why these upgrades are regarded as critical and must be upgraded before any more trips are added to the road network, is because it is needed to alleviate existing congestion on the R304 and it is required to accommodate the existing background traffic as well as the additional traffic from the new- and ongoing developments in the area. In other words, without these upgrades, the congestion on the R304 will worsen when the development traffic is added to the network.

- 3.2 The following upgrades must be installed when triggered. The triggers for these upgrades are listed below, and are based on the anticipated phasing of the development. Since the phasing might change, the triggers will be revisited when the SDPs for each of the phases are submitted for approval. Each SDP application must thus be accompanied by and updated TIA – analyzing the impact of that phase in light of the prevailing traffic conditions at the time, and recommending which upgrade items are triggered.

Civil LU 2645: Farm 182 & 183 Stellenbosch (LU-16553 TP592-2023)

Costs include professional fees and excludes VAT. Refer to **Annexure Phasing** for an illustration of the phases below.

	ROADS	DEVELOPMENT PHASE TRIGGER	TRIP GENERATION TRIGGER (CUMULATIVE TRIPS)	ESTIMATED COST (ex VAT)
1.2.1	2A - R304 dualling between the Welgevonden Boulevard and Newinbosch intersection (2A)	Portion 2 (Phases 1, 2, 10 and 6)	313 AM Peak Hour Trips or 230 PM Peak Hour Trips	R 19 m
1.2.2	3A - Extend R304 dualling beyond Welgevonden Boulevard northwards . The cost estimate is based on extending the dualling up until the R304 and Bottelary Road. 3A - Configuration change of R304 and Newinbosch intersection. 3A - Consider providing link to Welgevonden Boulevard. The cost of this link is not included.	Portion 3 (Phases 1, 2, 10, 6 and 7)	479 AM Peak Hour Trips or 397 PM Peak Hour Trips	R 124 m
1.2.3	5A - Construct the first new road link between the Northern Extension development and Kayamandi (one of the 2 links indicated). This entails a stream crossing and will require a bridge.	Portion 5 (Phases 1, 2, 10, 6, 7, 5, 8 and 3)	736 AM Peak Hour Trips or 625 PM Peak Hour Trips	R24 m
1.2.4	6A - Construct the second new road link between the Northern Extension development and Kayamandi. This entails a stream crossing and will require a bridge. 6A - Also at this point, the implementation of the greater road network plan, in particular the Western Bypass Road, will be required to accommodate the bulk demand travelling along the R304. The cost is not included for the Western Bypass.	Portion 6 (Phases 1, 2, 10, 6, 7, 5, 8, 3, 9 and 11)	761 AM Peak Hour Trips or 650 PM Peak Hour Trips	R 24 m

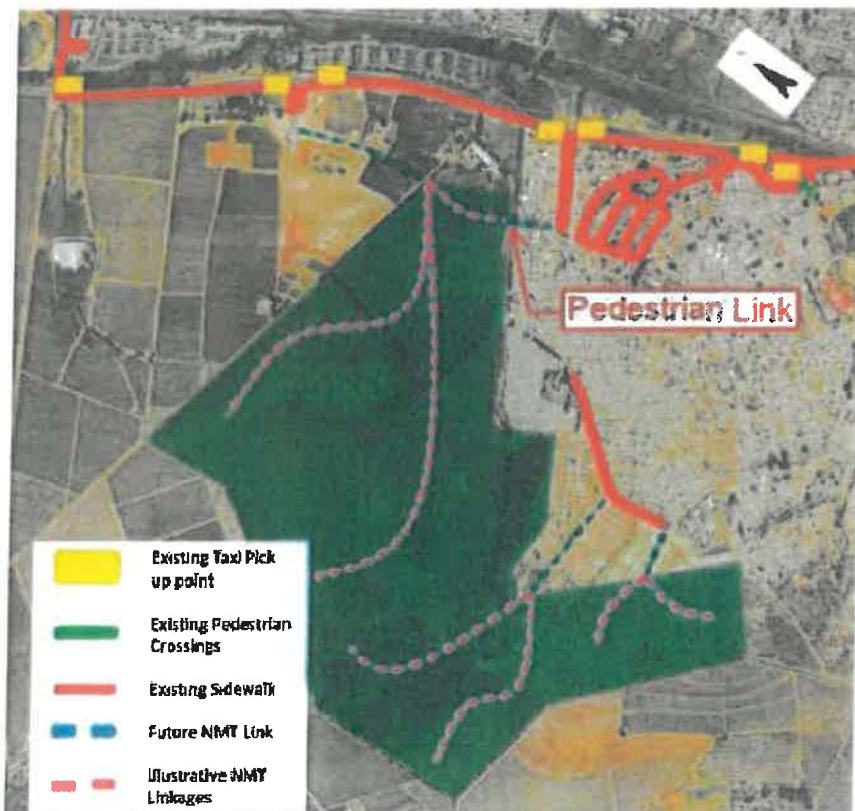
3.3 The phasing of the development is shown below and must be considered in conjunction with the above listed road upgrades. Should the phasing sequence change, the trip generation can be used to identify when and upgrade is triggered.

Phases	Portion	Development Portion	Assumed Implementation Year
10, 2 and 1	1	In-situ upgrade of existing Azania informal settlement Educational Facility Major Utilities	2029
6	2	Single Residential Units	2030
7	3	Single Residential Units	2032
5	4	Commercial and Apartments	2033
8 and 3	5	Single Residential Units Apartments	2035
9 and 11	6	Community Facility Public Transport Interchange	2036
12	7	Single Residential Units	2037
4	8	Educational Facility	2038

4. Non-motorized Transport (NMT)

- 4.1 Each SDP for the individual phases must include a detailed NMT plan that will ensure that the NMT infrastructure adequately addresses the needs of the residents, is compliant with the norms and standards applicable to such infrastructure and is aligned with the Municipality's proposed NMT network for the area as outlined in the NMT Masterplan. Any NMT items identified for implementation during the SDP approval phase, must then be completed prior to clearance of that phase.

One item that is of high importance is the construction of a pedestrian link between Kayamandi and the Northern Extension, across the Watergang Stream. This link is important especially for safe pedestrian movement to the schools and other public amenities planned in the Northern Extension. The construction of this bridge must form part of the implementation of the first phase of the Northern Extension. More details must be provided with the SDP application for the first phase.



5. Parking departure for row housing

- 5.1 The parking departure of 1 bay per dwelling in lieu of 2 bays is linked to row housing units. Row housing is not supported because it tends to create areas from which stormwater cannot freely drain. Semi-detached dwellings should rather be considered.

6. Stormwater

- 6.1 The difference between the pre- and post-development run-off must be detained on site. A Stormwater Management Plan (SWMP) and stormwater design drawings must be submitted for approval for each phase of the development. All detention ponds, inlet and outlet structures, erosion protection, the connections to the existing systems, and safety guardrails (if required), identified for each phase, must then be completed prior to transfer of the first property, or where only a building plan is submitted, prior to the occupation certificate of such building.
- 6.2 The 1:50 and 1:100 floodlines must be clearly indicated on all future development applications and/or building plans. No development will be allowed below the 1:100-year floodline.

7. Installation of Engineering Services

- 7.1 Over and above the bulk and external upgrades identified above, each newly created erf (or each building where subdivision is not applicable) must also be fully serviced its water- and sewer connections, stormwater drainage and roads/access points and all internal and link engineering services for the development must be installed by the developer and at his cost.
- 7.2 Detail engineering drawings must be submitted for approval prior to the commencement of construction. The approved drawings and municipal approval letter issued by the Municipality will constitute the "engineering services agreement" for the provision and installation of services between the municipality and the landowner / developer

8. As – Builts

- 8.1 Upon completion, a complete set of as-built drawings, as well as the asset verification information (in the case of municipal services) be submitted in a format

acceptable to the Municipality. These drawings must be signed by a professionally registered engineer.

General Conditions

9. The provision and installation of the services for the development must comply with the Design Guidelines and Minimum Standards for Civil Engineering Services as published on the municipality's website and as amended from time-to-time.
10. According to the information available at this stage, the internal services are public. Therefore, all internal services will be maintained by the Municipality. However, the ownership status will be confirmed with each SDP approval – any private developments will be responsible for the maintenance of their own services.
11. The applicability of Development Charges will be evaluated when the applications for the individual phases are received.



Tyrone King Pr Tech Eng
MANAGER: DEVELOPMENT (INFRASTRUCTURE SERVICES)

Myra Francis
SENIOR MANAGER: DEVELOPMENT SERVICES, ASSET MANAGEMENT AND
SYSTEMS & PROJECT MANAGEMENT UNIT (PMU)

Shane Chandaka
DIRECTOR: INFRASTRUCTURE SERVICES



ZUTARI
IMPACT ENGINEERED

1001436 - 0000 - DRG - CC - 100 - A

PHASE 1A: BULK WATER UPGRADES

NORTHERN EXTENSION

PRELIMINARY
NOT FOR CONSTRUCTION

DATE: 1/1/2024
BY: E. JOHNSON
CHECKED BY: E. JOHNSON
APPROVED BY: C. VAN DER WAL

PROJECT: 1001436 - 0000 - DRG - CC - 100 - A





ZUTARI
IMPACT. ENGINEERED.

PHASE 1: BULK SEWER UPGRADES

1001438 - 0000 - DRG - CC - 102 - A

PROJECT INFORMATION		PRELIMINARY		NORTHERN EXTENSION	
DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION
15/05/2024	PHASE 1: BULK SEWER UPGRADES	15/05/2024	PHASE 1: BULK SEWER UPGRADES	15/05/2024	PHASE 1: BULK SEWER UPGRADES
15/05/2024	PHASE 2: BULK SEWER UPGRADES	15/05/2024	PHASE 2: BULK SEWER UPGRADES	15/05/2024	PHASE 2: BULK SEWER UPGRADES
15/05/2024	PHASE 3: BULK SEWER UPGRADES	15/05/2024	PHASE 3: BULK SEWER UPGRADES	15/05/2024	PHASE 3: BULK SEWER UPGRADES
15/05/2024	PHASE 4: BULK SEWER UPGRADES	15/05/2024	PHASE 4: BULK SEWER UPGRADES	15/05/2024	PHASE 4: BULK SEWER UPGRADES

1. PHASE 1: BULK SEWER UPGRADES
 2. PHASE 2: BULK SEWER UPGRADES
 3. PHASE 3: BULK SEWER UPGRADES
 4. PHASE 4: BULK SEWER UPGRADES
 5. PHASE 5: BULK SEWER UPGRADES
 6. PHASE 6: BULK SEWER UPGRADES
 7. PHASE 7: BULK SEWER UPGRADES
 8. PHASE 8: BULK SEWER UPGRADES
 9. PHASE 9: BULK SEWER UPGRADES
 10. PHASE 10: BULK SEWER UPGRADES

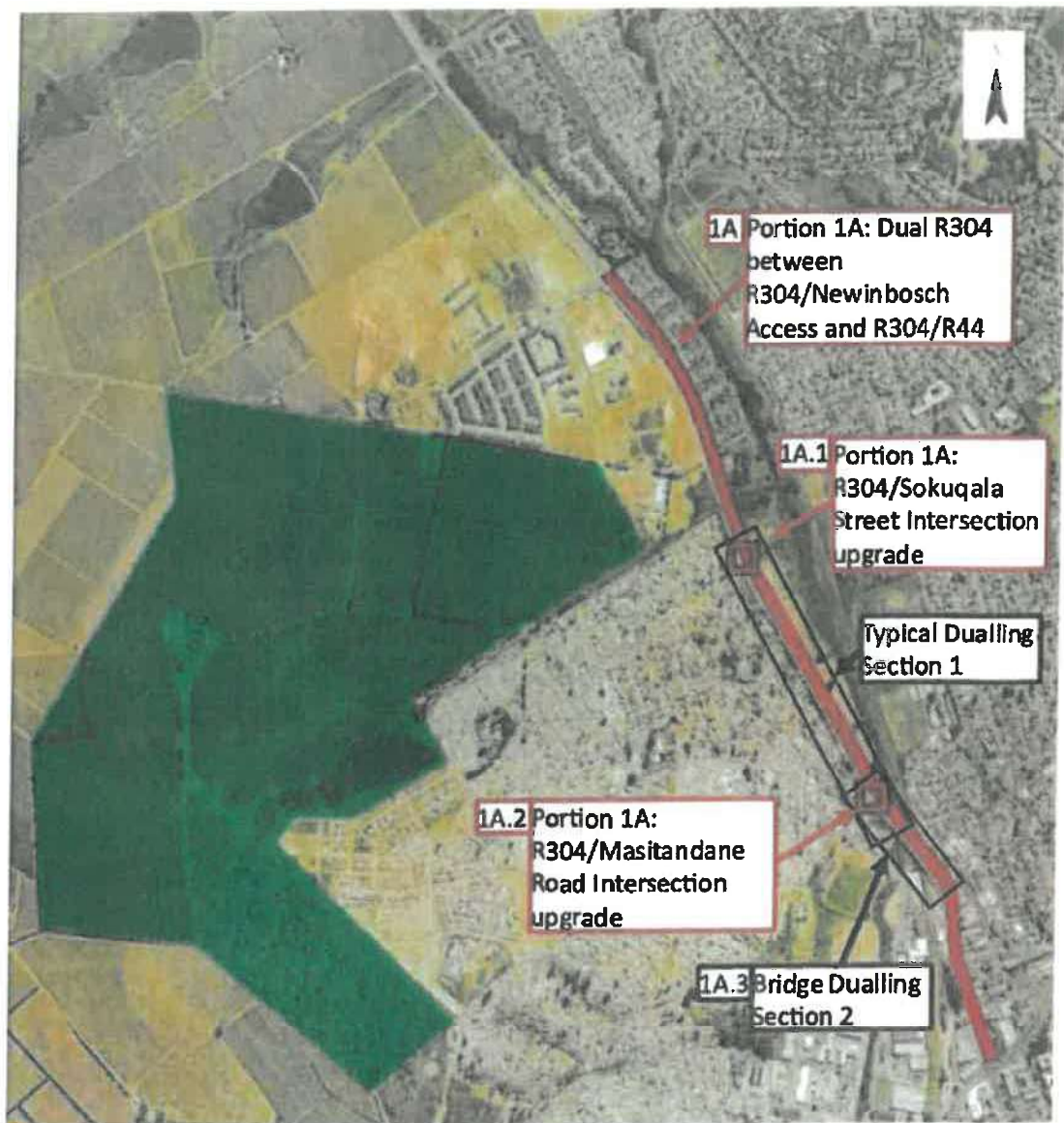


Figure 1: Portion 1A Required Road Infrastructure

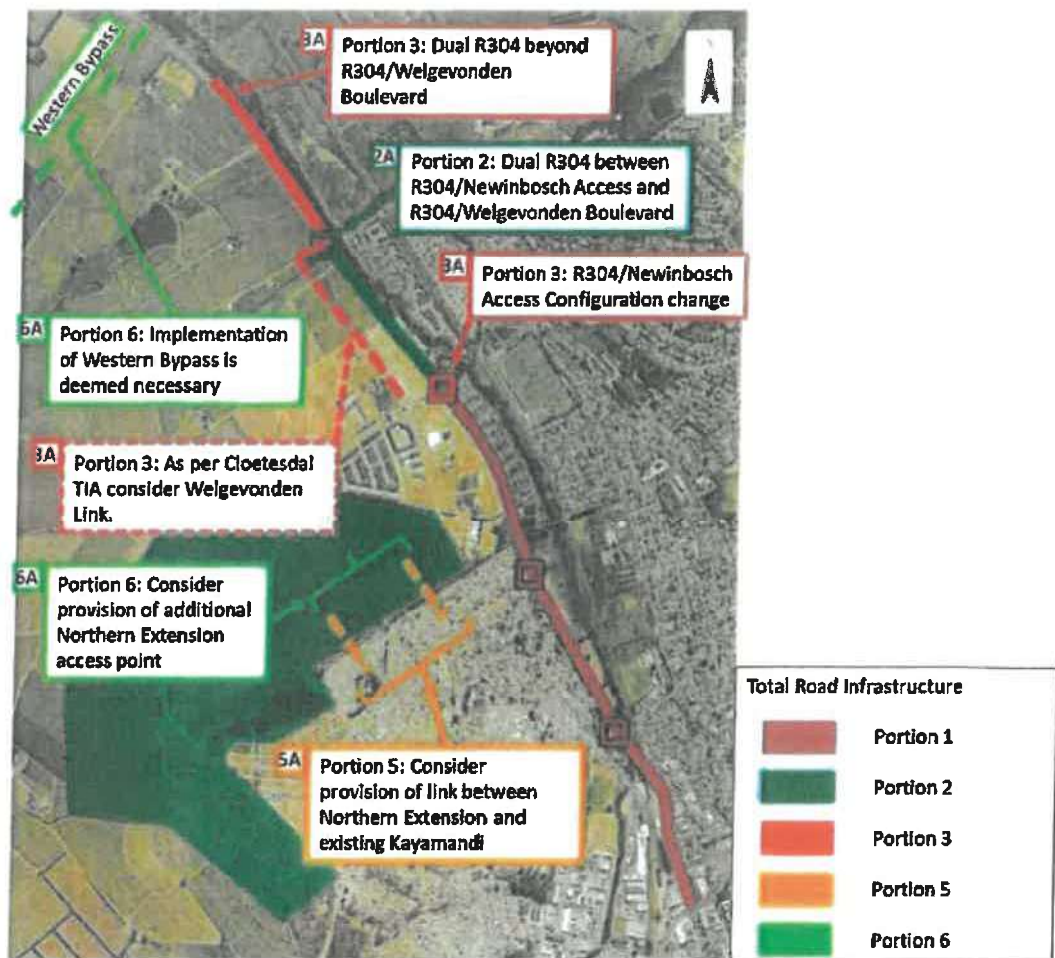


Figure 2: Total Required Road Infrastructure

Appendix E

Basic Road Infrastructure Concepts

Upgrade Trigger (Development Trips)	Description	Basic Concepts
1A - R304 Dualing between Newinbosch Access and R44		
0 AM Peak Hour trips.	It is proposed to dual the R304 between the existing R304/Newinbosch Access and R304 / R44 (Adam Tas Road) intersections to alleviate congestion on the R304 and to accommodate the growth in background traffic. This will provide 2 lanes per direction on the R304. This in turn will result in upgrades required for both the R304/Sokuqala Street and R304/Masitandane Road intersections, indicated as upgrade 1A.1 and 1A.2 respectively on Figure 1. Additionally, the bridge near the R304/Masitandane Road intersection must be widened.	1A.1: Upgrade of R304 / Sokuqala Street
0 PM Peak Hour trips		
		1A.2: Upgrade of R304 / Masitandane Road
		
Estimated Construction Cost (Excl VAT & incl Professional Fees): R 180,102,878.00		



Figure 3: Typical Dualling Section 1 of R304

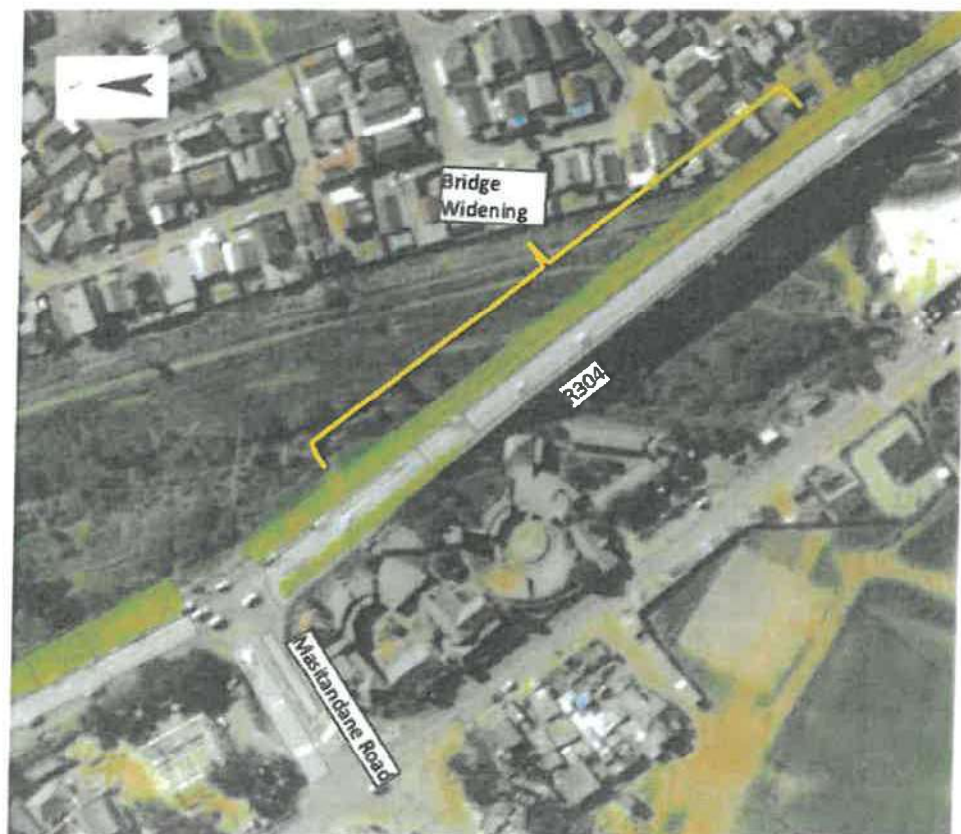
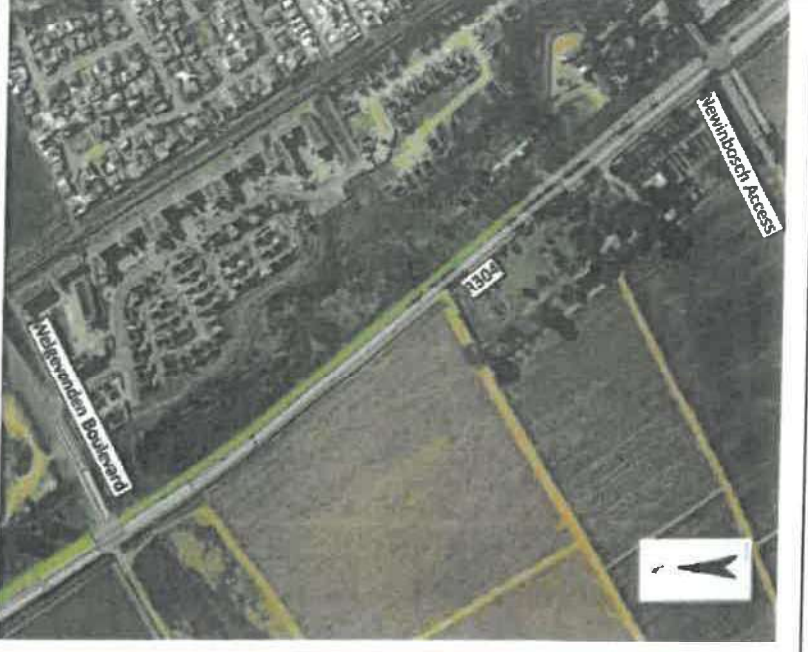
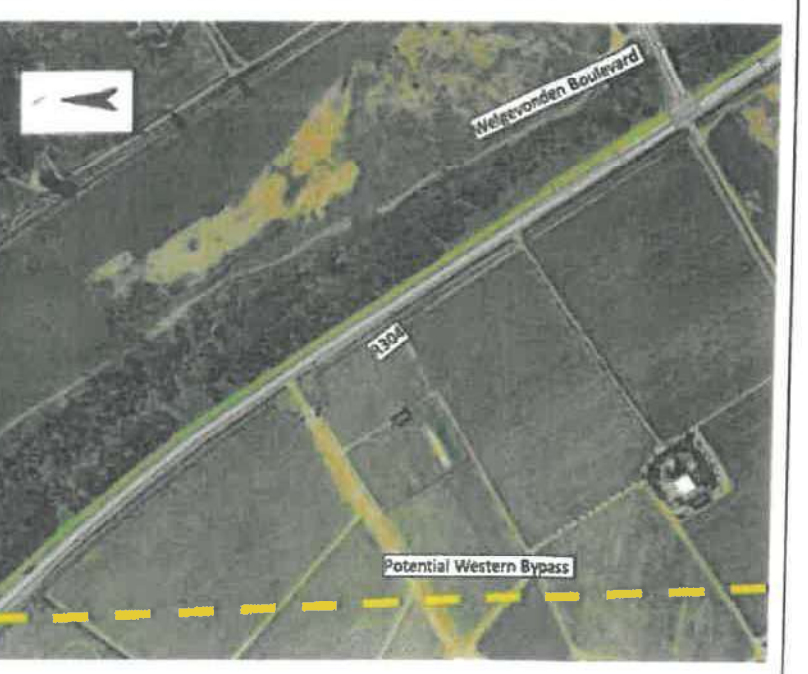
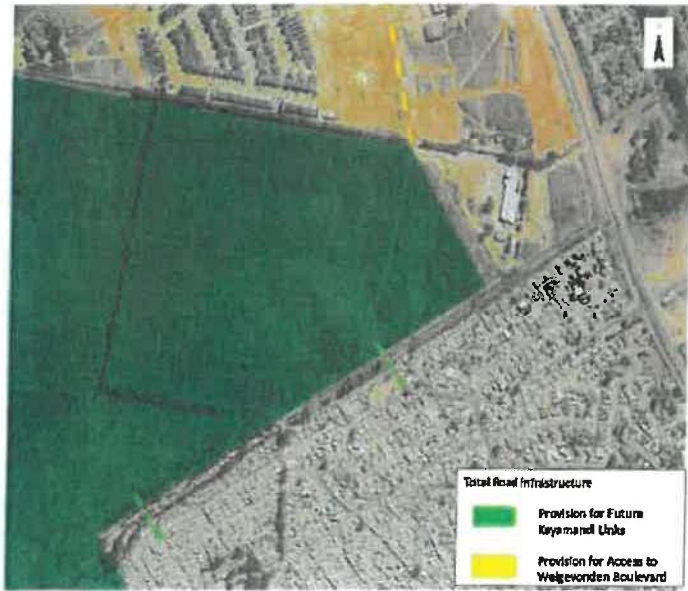


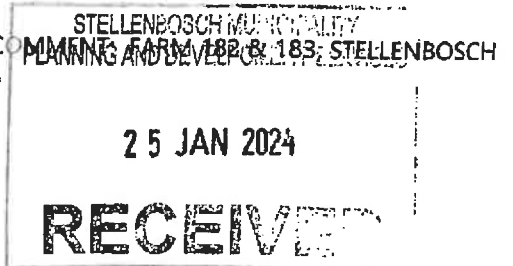
Figure 4: Bridge Dualling Section 2 of R304 (1A.3)

Upgrade Trigger (Development Trips)	Description	Basic Concepts
Portion 2 Infrastructure Upgrades		
2A - R304 Dualling between Welgevonden Boulevard and Newinbosch Access		
313 AM Peak Hour trips. 230 PM Peak Hour trips	It is proposed to completely dual the R304 between the R304/Welgevonden Boulevard and R304/Newinbosch Access intersections.	
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 18,986,605.00		
Portion 3 Infrastructure Upgrades		
3A - R304 Extended Dualling beyond Welgevonden Boulevard		
479 AM Peak Hour trips. 397 PM Peak Hour trips	<p>It is proposed to extend the dualling of the R304 beyond the Welgevonden Boulevard and R304 intersection for the traffic flowing out of Stellenbosch, however the length of the extension is uncertain.</p> <p>The extension of the dualling may have to be to the next intersection, which is the R304/Bottelary Road. Or with the link with potential Western Bypass, which may link up with the R304, approximately 800 m from R304/Welgevonden Boulevard intersection.</p> <p>The costing for this upgrade was based on the dualling extending to the R304 / Bottelary Road intersection.</p>	
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 124,046,513.00*		

Upgrade Trigger (Development Trips)	Description	Basic Concepts
Portion 5 Infrastructure Upgrades		
5A – Consideration of an Additional Access Point		
736 AM Peak Hour trips. 625 PM Peak Hour trips	<p>At this point of the development an additional access will be required to alleviate traffic on the existing R304/Newinbosch Access intersection.</p> <p>The layout of the development provides provisions for future links. Consideration should be given to utilising one of the links for providing an additional access point for the Northern Extension to the existing Kayamandi.</p>	 <p>Total Road Infrastructure Provision for Future Links</p>
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 23 407 846.00		
Portion 6 Infrastructure Upgrades		
6A – Consideration of second Additional Access Point and Greater Network Plan		
761 AM Peak Hour trips. 650 PM Peak Hour trips	<p>At this point the greater network plan will be required to accommodate the bulk demand travelling along the R304. Future plans like the Western Bypass needs to be considered at this point in time.</p> <p>Furthermore, consideration can also be given in terms of providing another access point for the Northern Extension. The layout plan provides multiple provisions for future links that provide additional access.</p> <p>The cost of the Western Bypass is not included.</p>	 <p>Total Road Infrastructure Provision for Future Kayamandi Links Provision for Access to Welgevonden Boulevard</p>
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 23 407 846.00		

Charlene Williams

From: Nicole Katts
Sent: Thursday, 25 January 2024 09:13
To: Charlene Williams
Subject: FW: LAND USE APPLICATION FOR COMMENT: FARM 182 & 183, STELLENBOSCH DIVISION - LU/16553 (TP592/2023)



From: Martin Slabber <Martin.Slabber@stellenbosch.gov.za>
Sent: Thursday, 25 January 2024 09:11
To: Nicole Katts <Nicole.Katts@stellenbosch.gov.za>; Charne Williams <Charne.Williams@stellenbosch.gov.za>; Tyrone King <Tyrone.King@stellenbosch.gov.za>; Ilze Fillies <Ilze.Fillies@stellenbosch.gov.za>; Bradley Williams <Bradley.Williams@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Barbara-Ann Henning <Barbara-Ann.Henning@stellenbosch.gov.za>; Viola Anthony <Viola.Anthony@stellenbosch.gov.za>; Ayanda Tomose <Ayanda.Tomose@stellenbosch.gov.za>
Cc: Carli Van Wyk <Carli.VanWyk@stellenbosch.gov.za>; Genevieve Zongolo <Genevieve.Zongolo@stellenbosch.gov.za>
Subject: RE: LAND USE APPLICATION FOR COMMENT: FARM 182 & 183, STELLENBOSCH DIVISION - LU/16553 (TP592/2023)

GENERAL: NONE

CONDITIONS: If any electrical services must move, remove, change or upgrade – apply via recoverable cost application, for applicants cost.

Subject to SANS 10142, 204-1-2008, energy savings and efficiency implementation and Municipal bylaws – Only existing electrical connection is available.

1. Installation of 10A electrical control units
2. Solar water heating/heat pump installation
3. Energy efficient lightning
4. Roof insulation
5. Cooking with gas fired appliances
6. Control air condition equipment with energy saving devices.
7. Preheat at least 50% of hot water with alternative energy savings devices.

TX

Groete:
Martin Slabber
Sin. Supt. Dwarsrivier Elect.
Engineering Services

FILE NR:	F 182 & 183 S
SCAN NR:	
COLLABORATOR NR:	762313

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STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ANNEXURE G



Ref: DOI/CFS/RN/LU/REZ/SUB -25/492 (Application No: 2026-01-0014)

Guillaume Nel Environmental Consultants

PO Box 2632

PAARL

7620

Attention: Ms E Visagie

Dear Madam

NOTICE OF IN PROCESS COMMENTING PUBLIC PARTICIPATION PERIOD: THE PROPOSED MIXED-USE DEVELOPMENT ON VARIOUS FARM PORTIONS IN STELLENBOSCH, KNOWN AS STELLENBOSCH NORTHERN EXTENSION

1. Reference is made to this Branch's previous correspondence, App 2026-01-0014 dated 19 January 2026, regarding the proposed Kayamandi Northern Extension and the Traffic Impact Assessment (TIA) prepared by Zutari (Pty) Ltd in support of the Environmental Authorisation application.
2. Reference is further made to the meeting held on 12 March 2026 between officials of the Western Cape Government Transport Infrastructure Branch, Stellenbosch Municipality, and the appointed professional team for the project, during which the revised access strategy and development phasing were discussed.
3. This Branch notes that the revised TIA dated 23 March 2026 no longer promotes a direct additional signalised access onto Main Road 174 (R304) as an immediate access solution. Instead, the revised assessment proposes to accommodate development traffic through the existing Newinbosch access, supplemented by additional internal link roads across the river connecting the development to the existing Kayamandi road network, potential future linkage to the Welgevonden Boulevard extension, and longer-term network interventions such as the proposed Western Bypass.
4. The Branch notes that the trip generation is significantly influenced by the assumed public transport modal split, which has been applied uniformly across the development. While this assumption is acknowledged, the derivation of the associated public transport vehicle trips is not fully substantiated, and the allocation of these trips to the road network has not been explicitly demonstrated. In this regard, the public transport component should be critically reviewed in future revisions of the Traffic Impact Assessment to ensure that the assigned road-based traffic demand is robust.

5. All references to an additional link to the R304 whether in the text or on plans are deemed to be a mistake. An example of this is that the Northern Extension Phasing Plan (Drawing number: 1001438-ZUT-LL-DRG-TP-NE 000-00-REV1) shows a future link road to the R304.
6. According to the TIA, the following improvements are required:
 - 6.1. In the initial phases (up to approximately 2030), the primary intervention comprises the implementation of the 1A upgrades, which include the dualling of the R304 between the Newinbosch access and the R44/R304 intersection. These upgrades are considered sufficient to accommodate traffic associated with the early stages of development, including Portions 1 and 2 of the Kayamandi Northern Extension.
 - 6.2. As development intensifies (circa 2030–2032), additional capacity enhancements are required through the A2 upgrades, specifically the further dualling of the R304 between the Newinbosch access and Welgevonden Boulevard. This phase ensures continuity of capacity along the corridor as traffic demand increases.
 - 6.3. Beyond 2032, with the introduction of higher development intensities including Portion 3 of the Kayamandi Northern Extension, the A3 upgrades become necessary. These include layout modifications to the R304/Newinbosch access intersection, implementation of recommendations to complete the link to the R304/Welgevonden Boulevard intersection, and additional turning capacity improvements along the corridor.
 - 6.4. In the subsequent phases (circa 2035), the A5 upgrades are introduced, requiring the provision of additional access to the Kayamandi Northern Extension to improve network permeability and distribute traffic more effectively.
 - 6.5. At full development build-out (from approximately 2036 onwards), the A6 upgrades are required. These include the implementation of the Western Bypass, which becomes critical to accommodate long-term traffic demand, as well as further consideration of additional access points to the Kayamandi Northern Extension.
 - 6.6. In summary, the upgrade strategy follows a logical progression from corridor capacity improvements (dualling of the R304), to intersection and network optimisation measures, and ultimately to the introduction of strategic network links such as the Western Bypass to support long-term growth.
 - 6.7. The table below sets out the improvements (as extracted from the TIA):

Scenario	Traffic	Infrastructure	Reference
2023			
0	2023 Traffic	None	
2029			

1 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A Upgrades:• Dual R304 between R304 / Newinbosch intersection and the R44 / R304 intersection	Table 20 and Figure 28
1 (b)	As per Scenario 1 (a) + Kayamandi Northern Extension Portion 1	1A Upgrades	Table 20
2030			
2 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A Upgrades	Table 20
2 (b)	As per Scenario 2(a) + Kayamandi Northern Extension Portion 2	1A Upgrades +A2 Upgrades:• Dualing of the R304 between the Newinbosch access and Welgevonden Boulevard	Table 26
2032			
3 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A and A2 Upgrades	Table 26
3 (b)	As per Scenario 3(a) + Kayamandi Northern Extension Portion 3	1A and A2 Upgrades +A3 Upgrades:• Layout changes to the R304 and Newinbosch Access Intersection• Consider the recommendations made by the Cloetesal TIA for completing the link to the R304 / Welgevonden Boulevard intersection• The additional right turn movement was analysed in this TIA• Dual R304 beyond the R304 / Welgevonden Boulevard	Table 31
2033			
4 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A, A2 and A3 Upgrades	Table 31
4 (b)	As per Scenario 4(a) + Kayamandi Northern Extension Portion 4	1A, A2 and A3 Upgrades	Table 31
2035			

5 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A, A2 and A3 Upgrades	Table 31
5 (b)	As per Scenario 5(a) + Kayamandi Northern Extension Portion 5	1A, A2 and A3 Upgrades +A5 Upgrades:• Provide additional access to the Kayamandi Northern Extension	Table 31 Section 13.11.1
2036			
6 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A, A2, A3 and A5 Upgrades	Table 31
6 (b)	As per Scenario 6(a) + Kayamandi Northern Extension Portion 6	1A, A2, A3 and A5 Upgrades +A6 Upgrades:• The implementation of the Western Bypass will be required• Additional access to the Kayamandi Northern Extension be considered	Table 31 Section 13.11.1 Section 13.13.1
2037			
7 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A, A2, A3, A5 and A6 Upgrades	Table 31
7 (b)	As per Scenario 7(a) + Kayamandi Northern Extension Portion 7	1A, A2, A3, A5 and A6 Upgrades	Table 31 Section 13.11.1 Section 13.13.1
2038			
8 (a)	Escalated 2023 Traffic + Newinbosch + Oakhills + Cloetesville	1A, A2, A3, A5 and A6 Upgrades	Table 31
8 (b)	As per Scenario 8(a) + Kayamandi Northern Extension Portion 8	1A, A2, A3, A5 and A6 Upgrades	Table 31 Section 13.11.1 Section 13.13.1

6.8. The TIA recommends that further updates of the TIA are required at the following stages:



Phases	Portion	Development Portion	Assumed Implementation Year	TIA Revision
10, 2 and 1	1	In-situ upgrade of existing Azania informal settlement Educational Facility Major Utilities	2029	Current TIA
6	2	Single Residential Units	2030	
7	3	Single Residential Units	2032	Required
5	4	Commercial and Apartments	2033	
8 and 3	5	Single Residential Units Apartments	2035	Required
9 and 11	6	Community Facility Public Transport Interchange	2036	Potentially
12	7	Single Residential Units	2037	
4	8	Educational Facility	2038	Required

- 6.9. It is noted that the current environmental impact assessment process exclude the two bridges over the river to form the internal connections to Kayamandi and the northern extension, as well as the proposed road link between Newinbosch's access road and the Welgevonden Boulevard extension. It is imperative that the EIA process starts well in advance of when the infrastructure is required.
- 6.10. The dualling of the R304 is required prior to this development being implemented. The TIA motivates that the dualling is as a result of background traffic and latent developments. However, the fact is that the dualling is required prior to the development starting.
- 6.11. Mention is also made of the Western Bypass towards the latter stages of the project as being a network solution which is required in the longer term. According to the traffic modelling, the reduction in through traffic on the R304 of between 40% and 50%. the link between Adam Tas Road (R310) and Techno Avenue is currently in development approval phase and earmarked for implementation in the short term. The link between Adam Tas Road (R310) and Koelenhof Road (R304) is currently in the planning phase and can be considered for implementation in the medium to long term timeframe (7 – 12 years). These sections of the Western Bypass are considered key for the future developments, not only the Northern Extension, but also for Stellenbosch as a whole.

7. Based on the revised development proposal and the information presented the Branch offers no objection, from a transport perspective, to the granting of Environmental authorisation for the proposed development, subject to the following conditions:
- 7.1. The implementation of the required road infrastructure upgrades (1A to A6), as identified in the TIA, shall be undertaken in accordance with the phasing of development and to the satisfaction of the Branch.
- 7.2. The dualling of the R304 between the Newinbosch access and the R44/R304 intersection shall be implemented prior to the commencement of the development.
- 7.3. Further updates of the Traffic Impact Assessment shall be undertaken at appropriate development trigger points (See point 6.8 above), to the satisfaction of the Branch. The public transport component should be critically reviewed in future revisions of the Traffic Impact Assessment to ensure that the assigned road-based traffic demand is robust.
- 7.4. The environmental impact assessment processes for the proposed river crossings and the road link between the Newinbosch access and Welgevonden Boulevard shall be initiated timeously by the municipality or developer to ensure that the required infrastructure can be implemented when needed.
- 7.5. The provision of additional access to the Kayamandi Northern Extension, as identified in the TIA, shall be implemented when warranted and to the satisfaction of this Branch.
- 7.6. The implementation of the Western Bypass shall be considered a critical medium to long-term requirement, and the relevant sections, including the links between Adam Tas Road (R310) and Techno Avenue, and between Adam Tas Road (R310) and Koelenhof Road (R304), shall be planned and implemented by the municipality in line with the identified development timeframes.
- 7.7. The Branch has not made provision for funding of the required road infrastructure upgrades, and all associated costs shall be for the account of the Municipality and/or the developer.

Yours Sincerely



DD FORTUIN

For DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE BRANCH

DATE: 25 MARCH 2026



ENDORSEMENTS

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DRAFT ENVIRONMENTAL IMPACT REPORT
KAYAMANDI NORTHERN EXTENSION WATER SUPPLY PIPELINE: DIVISION STELLENBOSCH
FARM NO 181
FARM NO 182
PORTION 1 OF THE FARM NO 182
FARM NO 183
PORTION 5 OF THE FARM NO 183
PORTION 23 OF THE FARM NO 183
PORTION 36 OF THE FARM NO 183
PORTION 60 OF THE FARM NO 183

Your application of November 2025 has reference.

The Stellenbosch Local Municipality propose the installation of a Medium Voltage (MV) Electrical Supply Cable to support the Kayamandi Northern Extension Bulk Water Supply Pipeline and Reservoir project. AECOM SA (Pty) Ltd. (AECOM) has been appointed to manage the Environmental Authorisation (EA) Amendment application process.

The Western Cape Department of Agriculture has no objection to the proposed application.

Please note:

- Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.
- The Department reserves the right to revise initial comments and request further information based on the information received.

Yours sincerely



Mr. CJ van der Walt

LANDUSE MANAGER: LANDUSE MANAGEMENT

2026-04-01

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