

MINUTES: STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL 24 APRIL 2026

MINUTES OF THE STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL MEETING HELD ON FRIDAY, 24th OF APRIL 2026 AT THE STELLENBOSCH COUNCIL CHAMBERS, STELLENBOSCH MUNICIPALITY, PLEIN STREET, STELLENBOSCH FROM 10H00-15H00

**Ref. no. 3/4/5/2/40
2026-04-24**

Chairperson

Mrs H Crooijmans-Lemmer

Deputy-Chairperson

Mr P van Zyl

External Members

Mrs C Havenga

Mr D Leo

Mr S Boshoff

Internal Members

Mr A Barnes: Director - Planning and Economic Development

Mr J Benjamin: Senior Manager – Development Planning

Mrs M Francis: Senior Manager - Infrastructure Planning, Development, and Implementation

Mr A van der Merwe: Senior Manager - Community Services

Technical Advisor

Mr K Munro: Director Development Management - Department Environmental Affairs and Development Planning

Councillor

Ms T Kumm: Ward 8 and Mayoral Committee Member: Planning, Local Economic Development & Tourism

Officials

Mr S Carstens: Senior Manager: Development Management

Mrs O Vergotine: Administrative Officer

Mrs A Hardouin : Administrative Officer

Mr P April: Senior Town Planner

Mrs L Engelbrecht: Senior Town Planner

Mr G Goosen: Senior Town Planner

Mrs C Hauptfleisch: Senior Spatial Planner

Mr L van Stavel: Manager: Housing Development

Mr S October: Programme Manager - Housing Development

Mr T King: Manager: Development – Infrastructure Services

Visitors

Armandt Van Straven

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Observers

Mr B Choche – Matlosana Municipality - Director: Planning & Human Settlements

Mr TR Shibiti – Matlosana Municipality - Town Planner

Mr M Dambha – Matlosana Municipality - Assistant Town Planner

Mrs J Davis – Matlosana Municipality - MPT Administrative Officer

Mr N Dassie - Matlosana Municipality – Town Planner

Ms G.O Mekgwe - Matlosana Municipality - Town Planner

ITEM	SUBJECT
SMPT 01/04/24	OPENING AND WELCOME
	Chairperson Crooijmans-Lemmer welcomed all present. The Chairperson also welcomed all the Staff members of Matlosana Municipality who attended the meeting as observers.
SMPT 02/04/24	LEAVE OF ABSENCE
	Mrs C Kriel: Manager: Land Use Management
SMPT 03/04/24	DISCLOSURE OF INTERESTS
	Chairperson Crooijmans- Lemmer recused herself and withdrew from the venue for Item 2 on the agenda.
SMPT 04/04/24	MINUTES OF THE PREVIOUS MEETING DATED 24 APRIL 2026
	The minutes of the previous meeting was noted.
	MATTERS FOR CONSIDERATION
SMPT 05/04/24	APPLICATION FOR REZONING TO SUBDIVISIONAL AREA & SUBDIVISION: FARM NO. 1307/2 AND FARM NO. 1307/3 (TO BE CONSOLIDATED), STELLENBOSCH DIVISION Discussion: <ul style="list-style-type: none">a. Chairperson Crooijmans-Lemmer handed over to Mrs L Engelbrecht to give a brief introduction of the application that served before the Tribunal.b. The members observed that the applicant did not respond to the concerns raised by the MPT during its meeting held on 27 February 2026.

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	<p>c. The primary concern lies in the spatial logic of the layout and a comprehensive plan for the development of the entire land unit, including provision for a social facility, which will be required for consideration in exchange for the additional development bulk.</p> <p>d. TV3 only holds power of attorney from the developer seeking to acquire and develop the residential portion of the subject property. Accordingly, the request must be directed to the registered owner of the total property to address the MPT's enquiries.</p> <p>e. A condition was imposed requiring Portion B, which was earmarked for social housing as approved in January 2015, to be transferred to the Municipality free of charge. However, this matter is considered problematic as it is not referenced within the report and appears only as a standalone condition. It is therefore essential that it be properly incorporated into the report, and that a copy of the relevant agreement be included as part of the submission.</p> <p>f. It was also suggested that the Administration refer the application to the Senior Manager: Community Services for comment and to provide an indication of the needs of the local community in the area.</p> <p>That the application BE REFERRED BACK to the developer/applicant, in order to address the matters and concerns that was raised by the MPT adequately and satisfactorily.</p> <p>1. Noting the following matters:</p> <p>1.1. The concerns raised by the MPT of 27 February 2026 have not been addressed satisfactorily.</p> <p>1.2. There is general support for the proposed increase density of the development.</p> <p>1.3. The proposed revised access and egress on Polkadraai Road appear acceptable.</p> <p>1.4. However, the following items need to be explored with the Applicant / Developer and registered Landowner.</p> <p>1.4.1. The integrated future development of the Vloottenburg precinct and the subject land holding as a whole, including considering an appropriate future for holdings currently listed as Portion A and Portion B as part of the implementation of the development.</p> <p>1.4.2. This should consider the broader community needs, for example increased affordable or social housing, communal sport fields, public open space etc.</p> <p>It should be noted that it is the second time the item has been referred back to the developer/applicant by the MPT.</p>
<p>SMPT 06/04/24</p>	<p>APPLICATION IN TERMS OF SECTION 15(2)(a) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BYLAW FOR REZONING TO SUBDIVISIONAL AREA: FARM NO. 81/2 & FARM NO. 81/9, STELLENBOSCH DIVISION</p> <p>Discussion:</p> <p>a. Chairperson Mrs. H. Crooijmans-Lemmer recused herself from the chambers due to her affiliation with GAPP Architects and Urban Designers who prepared the conceptual plans for the development.</p> <p>b. Vice-chairperson Pieter van Zyl handed over to Mrs L Engelbrecht to give a brief introduction of the application that served before the Tribunal.</p>

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- c. Vice-chairperson Pieter van Zyl requested a summary of the term social housing as shared by the Housing Development Department, as well as the approach adopted by that Department to initiate the development.
- d. Members of the Tribunal requested clarification regarding the proposed development and its intended target market. In response, Mr van Stavel, the Manager: Integrated Human Settlement: Housing Development, advised that the proposed development constitutes Social Housing, as regulated in terms of Act No. 16 of 2008. The Social Housing Programme seeks to enhance quality of life through the provision of affordable rental accommodation, with an emphasis on social integration, proximity to economic opportunities, and access to public transport and employment nodes.
- e. The programme caters for households earning between R1 850 and R22 000 per month, thereby providing an affordable rental option within this income bracket. The development and ongoing management of Social Housing projects are undertaken by accredited Social Housing Institutions (SHIs) and/or Other Delivery Agents (ODAs). Prospective tenants are required to meet prescribed eligibility criteria, as governed by the Social Housing Act (No. 16 of 2008) and regulated by the Social Housing Regulatory Authority (SHRA).
- f. It was further indicated that the proposed development is intended to adhere to development quality and building standards comparable to those of private sector developments. The programme is significantly subsidised by Government, thereby ensuring that the units are constructed to appropriate quality standards and benefit from a high level of ongoing management and maintenance.
- g. It is noted that Environmental Authorisation has not yet been received; however, the various specialist studies were submitted to the Environmental Planning Section for comment. They confirmed that their previous comment issued in 2025 remain unchanged. The only outstanding concern relates to how the landscaping of the Plankenburg River will be addressed.
- h. The subject property forms the northern gateway entrance to the town; however, no Visual Impact Assessment was submitted as part of the application. This is considered a vital and a critical omission. When entering Stellenbosch, the mountain backdrop contributes significantly to the visual character and sense of place of the town. The proposed 4-storey buildings would obstruct and significantly impact these views along the full length of the site.
- i. A condition should be imposed that the site may not be used as a receptacle for social or inclusionary housing contributions from other private sector developments. The landholding should not become a destination for meeting the inclusionary housing obligations of other developments.
- j. There are design concerns; however, these can be addressed at a later stage through an urban design and landscape framework to support the Site Development Plan, including consideration of visual impact and related aspects. The Tribunal would like to be involved in the future Site Development Plan process.

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- k. The item lacks certain information, particularly the EA, title deed, etc. However, this application is only for rezoning to a Subdivisional Area and does not itself create development rights. Such rights will only be established through the subsequent subdivision application. Any outstanding information will be provided when the subdivision application is submitted in future.
- l. A general recommendation is to impose two additional conditions. Firstly, the housing opportunities created through this application may not be used as an alternative off-site mechanism to meet inclusionary housing obligations under the inclusionary housing policy. In other words, property owners may not transfer or offset their inclusionary housing requirements to this site. Secondly, the housing opportunities established through this application may not be used for student housing as per the provisions of the inclusionary housing policy.
- m. It was also suggested that a condition be imposed requesting that an Urban Design Framework, including a Visual Impact Assessment, is required. As the property is located adjacent to the Scenic Route Overlay Zone, these documents must be submitted to the Conservation Advisory Committee for approval together with the Subdivisional and Site Development Plans.
- n. The river is currently in a poor condition, and there is an opportunity to improve it through active recreation design instead of a standard park with only grass and basic play equipment. The area should include more structured landscaping and hard recreational facilities. This must be reflected in the landscaping plan, which should clearly set out how the area will be used for recreation.
- o. The MPT would like to review the Urban Design Framework and the Visual Impact Study, rather than the detailed Site Development Plan. Management indicated that this should be addressed at the level of the Subdivisional Plan by including the necessary details and considering them as part of the subdivision application. Any further detail or implementation matters can then be dealt with during the Site Development Plan stage, with a focus on compliance.

UNANIMOUSLY RESOLVED:

- 1. That the application in terms of Section 15(2)(a) of the Stellenbosch Municipality Land Use Planning By-Law, 2024 for the:
 - 1.1 **Rezoning** of Farm No. 81/2, Stellenbosch Division from **Agriculture and Rural Zone** to **Subdivisional Area** in terms of the said Bylaw to allow for the following uses:
 - (a) **Multi-Unit Residential Zone** erf (Portion A), and $\pm 2,47$ ha in extent, for flats.
 - (b) **Multi-Unit Residential Zone** erf (Portion B), and $\pm 3,55$ ha in extent, for flats.
 - (c) **Public Road and Parking Zone** erf (Portion C), and $\pm 3,44$ ha in extent, for public road purposes,
 - (d) **Public Road and Parking Zone** erf (Portion D), and $\pm 0,63$ ha in extent, for public road purposes.

(e) **Public Open Space** erf (Portion E), and $\pm 6,55$ ha in extent, for public open space purposes.

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

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

2.1 The approval only applies to the proposal under consideration, attached as **ANNEXURE B** and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council or other legislation or Bylaws or Regulations that may be applicable.

2.2 The development be undertaken generally in accordance with the Subdivisional Area Plan as referenced **Proposed Concept/Phasing Plan for Subdivisional Area Drawing No. 202408-RE. PTN2&9_F.81-REV3, dated 26 February 2026, and drawn by Nkanivo Development Consultants** and attached as **ANNEXURE B**.

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

2.4 A detailed Subdivision Plan, inclusive of street names and numbering, and a phasing plan, as well as a Consolidation Plan for the consolidation of Farm No. 81/9 and Portion C, shall be submitted for approval, and the subdivision plan shall provide for a 5,0m wide sewer line servitude along the western boundary of the site (abutting the R304), to be registered in favour of the Municipality in order to protect the existing bulk sewer line. The following studies should be taken into consideration and be submitted as part of the application for subdivision:

2.4.1 Visual impact study

2.4.2 Urban/ Spatial Design Framework

2.4.3 Landscape Framework

2.4.4 Vehicular / Non-motorised Framework

2.5 A detailed Site Development Plan as contemplated in terms of Section 16 of the Zoning Scheme Bylaw be submitted to the Municipality and be approved prior to the submission of any building plans, which site development plan 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. The following matters should also be addressed as part of the site development plan:

2.5.1 A Landscaping Plan for the development that also includes a replanting plan for the matured pine trees to be removed and those to be planted in accordance with the provisions in the ATC guidelines, be submitted for approval.

2.5.2 The development be guided by the findings and recommendations of a visual impact assessment addressing the preservation of key views and vistas, as well as appropriate design and landscaping measures.

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- 2.5.3 The design for the development adheres to the Adam Tas Corridor Urban Design Guidelines, considering height controls (1-4 storeys), massing articulation and roof forms, and material and colour palette sensitive to the scenic-route context.
- 2.6 The conditions imposed by the **Manager: Electrical Services** as contained in their memo dated 11 April 2025, attached as **ANNEXURE E**, be complied with.
- 2.7 The conditions imposed by **Department: Community Services (Environmental Planner)** as contained in their memo dated 24 April 2025, attached as **ANNEXURE F**, be complied with.
- 2.8 The conditions imposed by **Directorate: Infrastructure Services** as contained in their memo dated 12 March 2026, attached as **ANNEXURE G**, be complied with.
- 2.9 Any conditions stated by the **Department of Infrastructure** (Provincial Roads Engineer) be considered with the subdivision application and be complied with.
- 2.10 The development must be carried out in accordance with an Environmental Management Plan (EMP), which must be finalised and approved before any building plans are approved. The developer or owner is responsible for remedying, to the satisfaction of the Directorate: Community & Protection Services, any environmental damage resulting from non-compliance with the EMP.
- 2.11 No development or infrastructure be placed within the 15m watercourse buffer, except when supported by specialist studies and approved by environmental authorities.
- 2.12 The water quality and risk to potential residents must be confirmed and rehabilitated and integrated as part of the Green-Blue Infrastructure Network as the Plankenburg River is currently severely polluted and regarded as a health risk.
- 2.13 The land use activities may not create any undue noise or be a nuisance to the neighbourhood and that precautionary measures be taken to avoid environmental noise pollution in terms of the Western Cape Noise Control Regulations, 2013, PN. 200/2013 made in terms of Section 25 of the Environmental Conservation Act, 1989 (Act No 73 of 1989).
- 2.14 The subject property may not be utilised for the purpose to offset inclusionary housing requirements attached to any other property/ development in the Stellenbosch Municipal area.
- 2.15 The residential units of the subject development may not be used for student housing accommodation.
- 2.16 The approval will lapse if not exercised within ten (10) years from date of final notification.

3. The reasons for the above decision are as follows:

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	<p>3.1 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 urban sprawl and improve land use efficiently.</p> <p>3.2 The site is located along Bird Street/R304, an Activity Route with strong vehicular, public transport and NMT connectivity, supporting intensification in proximity to transport corridors.</p> <p>3.3 The properties are situated between ATC Precincts 9 and 10, both envisaged for high-density, mixed-use intensification, positioning the site within an emerging, well-connected, mixed-use urban district.</p> <p>3.4 The proposed residential typologies (one to four storeys) are compatible with the adjacent medium- to high- neighbourhoods of Kayamandi, Cloeteville and Mount Simon.</p> <p>4. Matters to be noted:</p> <p>4.1 The necessary authorization/permission in terms of NEMA needs to be obtained from the Department of Environmental Affairs and Development Planning.</p>
<p>SMPT 07/04/24</p>	<p>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</p> <p>Discussion:</p> <p>a. Chairperson Crooijmans-Lemmer handed over to Mr R Fooy to give a brief introduction of the application that served before the Tribunal.</p> <p>b. Mr R Fooy after his introduction handed over to Ms. C Hauptfleisch to address the spatial assessment. Ms. Hauptfleisch noted that the spatial assessment was included in the item and the conclusion, findings, and recommendations sufficiently covered the reasons for the partial support from Spatial Planning. Ms. Hauptfleisch reiterated and highlighted again the support for the housing projects and its alignment to the MSDf. Notes were made as to the reasons for the partial support as it relates to outstanding specialist studies, comments received from Provincial Departments, and authorisations in terms of NEMA, Heritage, etc. which can lead to the amendment of the layout and detailed site development plans. The discussion confirmed that the item deals with the first step in the Package of Plans approval approach and the detailed planning in the next planning processes can address the further detailed planning required and also ensuring that it addresses the relevant authorisations and external comments.</p> <p>c. Members of the Tribunal expressed concern regarding the prolonged period taken to compile and submit the application, particularly in the context of the existing housing shortage in Stellenbosch.</p>

- d. The necessary authorization/permission in terms of NEMA need to be obtained from the **Department of Environmental Affairs and Development Planning**.

UNANIMOUSLY RESOLVED:

1. 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:
 - 1.1 **Subdivision** of **Farm 183** into two Portions, in terms of Section **15(2)(d)** of the said By-Law.
 - 1.1.1 **Portion A** (±57 ha) and
 - 1.1.2 **Remainder** (±203 ha consisting of various parcels)
 - 1.2 **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.
 - 1.3 **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:

1.3.1	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
1.3.2	Less Formal Residential Zone	Phase 1	+2500 less formal residential stands/households in the in-situ upgrading of Azania settlement
		Phase 6	+266x90sqm less formal residential stands (shared with Conventional Residential Zone) on +-14.3726ha
		Phase 8	+179x90sqm less formal residential stands (shared with Conventional Residential Zone) on +-10.9469ha

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		Phase 12	+135x90sqm less formal residential stands (shared with Conventional Residential Zone) on +-10.1832ha
1.3.3	Multi-unit Residential Zone	Phase 3 Phase 6 Phase 7	+211 residential units
1.3.4	Public Open Space Zone	Phase 2, 3, 4, 6, 7, 12	+21.566ha
1.3.5	Transport Facility Zone	Phase 11	+0.6267ha
1.3.6	Mixed Use Zone	Phase 5	Commercial and +-664 multi storey residential units on +-7.5613ha
1.3.7	Education Zone	Phase 2 Phase 4	+2.060ha +-4.519
1.3.8	Agriculture and Rural Zone	Remainder	+32.709ha
1.3.9	Utility Zone	Phase 7 Phase 10	+0.027ha +-1.6236ha
1.3.10	Community Zone	Phase 9 Phase 12	+4.5996ha +-0.400ha
1.3.11	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**.

1.4 **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.

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

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

- 2.2 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**.
- 2.3 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**.
- 2.4 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**.
- 2.5 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**.
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- 2.6 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*
- 2.7 Proof of such e-mail transmission being referred to in condition 2.6 must accompany any application for a Section 28 Transfer Certificate.
- 2.8 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.
- 2.9 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.
- 2.10 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.

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	<p>2.11 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.</p> <p>2.12 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.</p> <p>2.13 A subdivision plan be submitted for approval for each of the phases of development, where applicable in accordance with the approved Subdivisional Area.</p> <p>2.14 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.</p> <p>2.15 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.</p> <p>2.16 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.</p> <p>2.17 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.</p> <p>2.18 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.</p> <p>2.19 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</p>
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	<p>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:</p> <ul style="list-style-type: none"> 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. <p>2.20 The SDP for Phase 1, in addition to condition 2.20, to specifically consider and address the following matters:</p> <ul style="list-style-type: none"> 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. <p>2.21 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:</p> <ul style="list-style-type: none"> 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
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	<p>property, as per the mitigation measures identified in the BAR for the applicable portions,</p> <ul style="list-style-type: none"> 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. <p>2.22 Any landscaping on municipal property be implemented in compliance with the Tree Management Policy to the satisfaction of the Directorate: Community and Protection Services.</p> <p>2.23 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.</p> <p>2.24 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.</p> <p>2.25 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.</p> <p>2.26 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.</p> <p>3 The reasons for the decision are as follows:</p> <p>3.1 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.</p> <p>3.2 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.</p> <p>3.3 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.</p>
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- 3.4 The proposed residential typologies (two to four storeys) are compatible with the adjacent medium- to high-density neighbourhoods of Kayamandi, Cloetesville, and Mount Simon. The development supports the functional and spatial reasoning of existing and future land-use patterns.
- 3.5 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.
- 3.6 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.
- 3.7 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.

4 Matters to be noted:

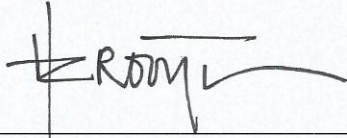
- 4.1 The approval granted shall not exempt the applicant from complying with any other legal prescriptions or requirements that might have a bearing on the proposed use.
- 4.2 The implementation process entails the following steps:
- a. Zoning: The allocated zonings in accordance with the overlay zone 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.
- 4.3 Any subdivision only comes into effect once all suspensive conditions or relevant legislative provisions have been complied with.
- 4.4 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.

MINUTES: STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL 24 APRIL 2026

	<p>4.5 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.</p> <p>4.6 All on-site parking bays be clearly demarcated on the property.</p> <p>4.7 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].</p> <p>4.8 No directional signage be erected without the prior approval of the Provincial Roads Engineer and/or the Municipality.</p> <p>4.9 Fire mitigation measures be put in place by the developer to the satisfaction of the Municipality.</p> <p>4.10 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.</p> <p>4.11 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.</p> <p>4.12 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</p>
SMPT 08/04/24	OTHER MATTERS
8.1	PLANNING POLICIES (REVIEWED OR APPROVED BY COUNCIL)
	<ol style="list-style-type: none"> 1. The Capital Expenditure Framework was advertised for public comment - to be submitted by 28 April 2026. 2. A final workshop with the Franschhoek Rate Payers Association will take place on 6 May for finalisation of the Zoning Scheme Bylaw. 3. The list of received/proposed amendments to the MSDP to be submitted to Council will be shared with the MPT once compiled.
8.2	APPEALS RECEIVED AGAINST MPT DECISION
	<ol style="list-style-type: none"> 1. Appeal received on 31 March 2026 <ul style="list-style-type: none"> • Farm 140/3 Kylemore - Tourist accommodation establishment, Kylemore 2. No new appeals were received in April 2026
8.3	GENERAL

MINUTES: STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL 24 APRIL 2026

- | | |
|--|--|
| | <ol style="list-style-type: none">1. DFU, will serve in the next week or two, will go to the BAC for approval.2. It was mentioned that the Planning and Economic Development Department won the award for the ATC as the best planning project in the Country.3. Chairperson Crooijmans-Lemmer thanked the members and representatives from City of Matlosana. |
|--|--|



Mrs H Crooijmans-Lemmer (excluding item 2 on the agenda)
CHAIRPERSON: MUNICIPAL PLANNING TRIBUNAL



Mr P van Zyl
DEPUTY-CHAIRPERSON: MUNICIPAL PLANNING TRIBUNAL

ANNEXURES

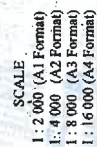
**APPLICATION IN TERMS OF SECTION 15(2)(a) OF THE STELLENBOSCH
MUNICIPAL LAND USE PLANNING BYLAW FOR REZONING TO
SUBDIVISIONAL AREA: FARM NO. 81/2 & FARM NO. 81/9,
STELLENBOSCH DIVISION**

ANNEXURE B

**APPLICATION IN TERMS OF SECTION 15(2)(a) OF THE STELLENBOSCH MUNICIPAL LAND
USE PLANNING BYLAW FOR REZONING TO SUBDIVISIONAL AREA:**

FARM NO. 81/2 & FARM NO. 81/9, STELLENBOSCH DIVISION

SUBDIVISIONAL AREA PLAN



NOTES:

- Represents the Parent Farm
- Represents the Proposed Portions
- Represents the River

CLIENT: STELLENBOSCH MUNICIPALITY

CONSULTANTS	NEANTO DEVELOPMENT CONSULTANTS	NAME	SAMUEL CHAURE	SIGNATURE	
DESIGNED:	ON-PAULE MOORE	<p>THESE DOCUMENTS REMPLISSANT LA PRESENTE FORMULE SONT LA PROPRIETE DE NEANTO DEVELOPMENT CONSULTANTS LTD AND THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED AND NOT FOR PUBLICATION OR FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF NEANTO DEVELOPMENT CONSULTANTS LTD.</p>			
CHECKED:	SAMUEL CHAURE	<p>FOR THE USE OF THE PRODUCTIVITY AND THE EFFICIENCY OF THE PROJECT TEAM</p>			
DRAWING NO:	2024-08-23 PPH245				
DATE:	26/02/2025				

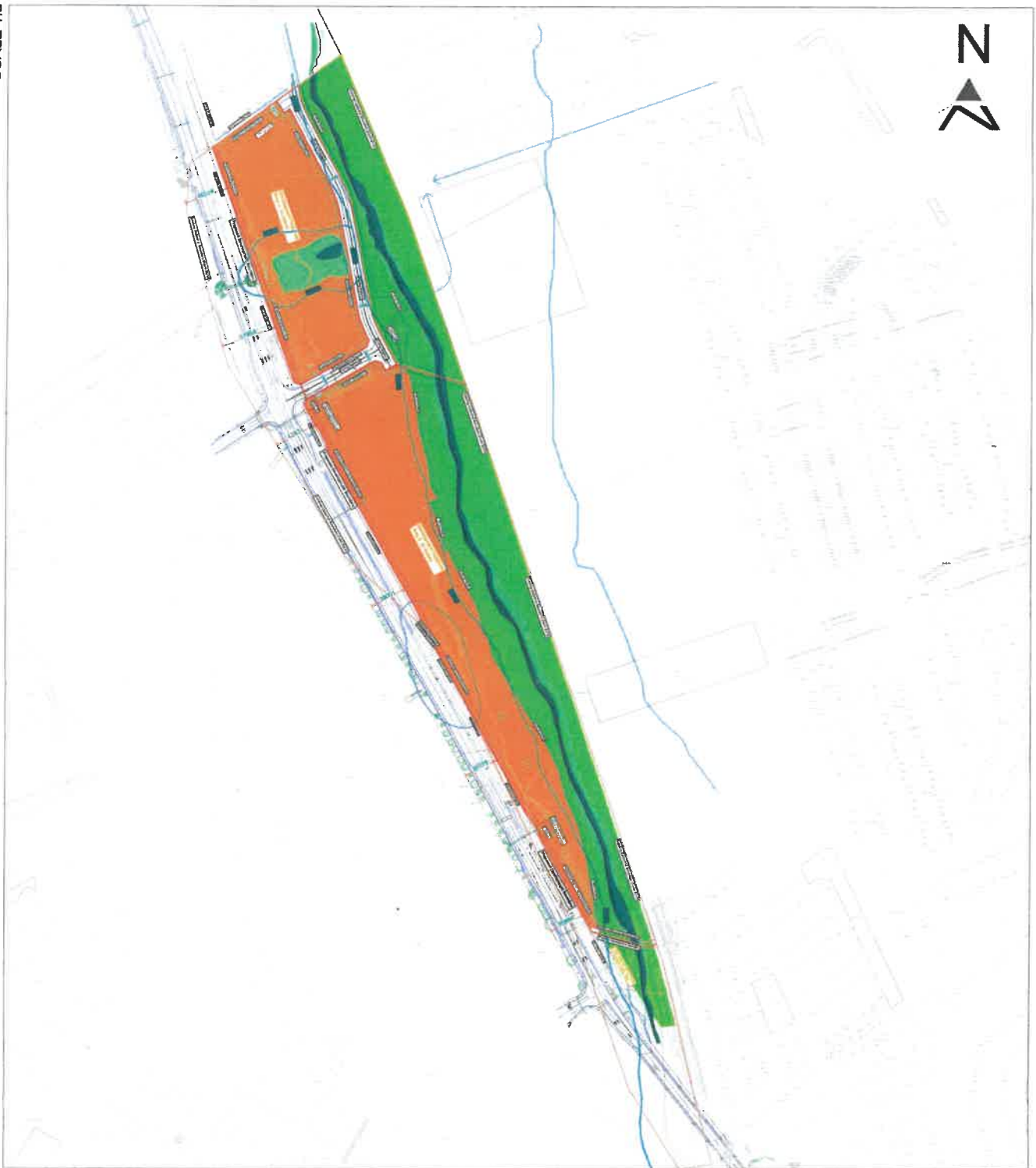
COMPILED BY:



TEL: 012 007 7445
eMail: info@hondamotors.co.uk

PROPOSED ZONING LAYOUT PLAN
STELLENBOSCH MUNICIPALITY ■ ZONING SCHEME BY-LAW ■ 2023

SCALE 1:2



**CLOETESDAL
FARM NO. 81**

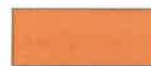
REMAINDER OF PORTION 2 &
PORTION 9

REFERENCE

Portion Boundary 

PROPOSED USE ZONE

MULTI-UNIT
RESIDENTIAL
ZONE



PUBLIC OPEN
SPACE ZONE



PUBLIC ROAD
& PARKING
ZONE



APPROVED BY (DEPARTMENT)

DATE

STELLENBOSCH MUNICIPALITY

ANNEXURE E

**APPLICATION IN TERMS OF SECTION 15(2)(a) OF THE STELLENBOSCH MUNICIPAL LAND
USE PLANNING BYLAW FOR REZONING TO SUBDIVISIONAL AREA:**

FARM NO. 81/2 & FARM NO. 81/9, STELLENBOSCH DIVISION

COMMENT FROM THE MANAGER:
ELECTRICAL SERVICES

ELETRICITY SERVICES: CONDITIONS OF APPROVAL
Farm 81/2 and 9 Stellenbosch - LU/18098 - TP917/2024

GENERAL COMMENT:

1. Recommended for approval

CONDITIONS

2. The electrical consulting engineer responsible for the development shall schedule an appointment with Manager Electricity Services (Infrastructure Services) before commencing with the construction of the development. As well as to discuss new power requirements if required.

3. The development's specifications must be submitted to Stellenbosch Municipality (Infrastructure 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).

5. Metering panel box to build in boundary wall.

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 (Electrical 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 building
- Energy efficient lighting systems
- Roof insulation with right R-value.
- In large building developments;
- Control Air condition equipment tied to alternative efficiency systems
- Preheat at least 50% of hot water with alternative energy saving sources
- All new 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.

10. If connecting a generator or solar panels for backup, the generator or solar panels needs to comply to SANS10142



Signature

11/04/2025

Date

ANNEXURE F

**APPLICATION IN TERMS OF SECTION 15(2)(a) OF THE STELLENBOSCH MUNICIPAL LAND
USE PLANNING BYLAW FOR REZONING TO SUBDIVISIONAL AREA:**

FARM NO. 81/2 & FARM NO. 81/9, STELLENBOSCH DIVISION

COMMENT FROM THE DEPARTMENT:
COMMUNITY SERVICES
(ENVIRONMENTAL PLANNER)

INTEROFFICE MEMORANDUM



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

DEPARTMENT: COMMUNITY SERVICES

Stellenbosch Municipality, 123 Merriman Avenue, Stellenbosch, 7599

To:	Administrative Officer: Land Use Management Nicole Katts	From:	Senior Environmental Planner: Schalk van der Merwe
CC:	Manager: Environmental Management Tammy Leibrandt	Date:	24 April 2025
Re:	LAND USE APPLICATION: FARM 81/2 AND 9, STELLENBOSCH - LU/18098		

The above application refers. It is noted that the relevant application process to acquire an Environmental Authorization in terms of the National Environmental Management Act (NEMA, Act 107 of 1998) Environmental Impact Assessment (EIA) Regulations, to allow for the implementation of the proposed development, is at a relatively early stage. A decision on the above land use application may be delayed as relevant information in the form of specialist studies and Environmental Assessment Practitioner report, as it pertains to the assessment of the above development, is being generated during the NEMA process.

At this stage, from an environmental planning point of view, this department has no objection to the application on condition that:

1. The detailed development proposal includes hard landscaping measures between the development and the Plankenbrug River that will ensure the safety of occupants, especially children, and visitors to the proposed development;
2. The EIA, conducted in terms of NEMA, include the above measures for assessment;
3. Activities on site, during construction and thereafter, comply with the Western Cape Noise Control Regulations;
4. During construction the owner, developer or agent acting on his/her behalf, take all reasonable steps to prevent nuisance caused by dust in accordance with the National Dust Control Regulations; and
5. Any removal of trees be dealt with in accordance with the Stellenbosch Tree Management Policy.

S VD MERWE
SENIOR ENVIRONMENTAL PLANNER
COMMUNITY SERVICES

ANNEXURE G

**APPLICATION IN TERMS OF SECTION 15(2)(a) OF THE STELLENBOSCH MUNICIPAL LAND
USE PLANNING BYLAW FOR REZONING TO SUBDIVISIONAL AREA:**

FARM NO. 81/2 & FARM NO. 81/9, STELLENBOSCH DIVISION

COMMENT FROM THE DIRECTORATE:
INFRASTRUCTURE SERVICES



STELLENBOSCH MUNICIPALITY
STELLENBOSCH-PNIEL-FRANSCHHOEK

MEMORANDUM

DIREKTORAAT: INFRASTRUKTUURDIENSTE
DIRECTORATE: INFRASTRUCTURE SERVICES

CIVIL ENGINEERING SERVICES

To ▫ Aan:	Director: Planning + Economic Development
Att Aandag:	Nicole Katts
From ▫ Van:	Manager: Development (Infrastructure Services)
Author ▫ Skrywer:	Tyrone King
Date ▫ Datum:	12 March 2026
Our Ref ▫ Ons Verw:	Civil LU 2868
Town Planning Ref:	LU/18098 – TP 917/2024
Re ▫ Insake:	Farm 81/2 & 9, Stellenbosch: Application is made in terms of the Stellenbosch Municipal Land Use Planning Bylaw, 2023 on Farm No. 81/2 & Farm No. 81/9, Stellenbosch Division for: 1. The rezoning of the said property from Agriculture and Rural Zone to Subdivisional Area in terms of Section 15(2)(a) of the said Bylaw to allow for the following uses: a) 2 x Multi-Unit Residential Zone portions to enable the development of social housing units; b) 1 x Public Open Space; and c) 1 x Public Road and Parking Zone.

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

- Proposed Zoning Layout Plan – Cloetesdal Farm No 81 Remainder of Portion 2 & Portion 9 (See attached)
- Civil engineering services report by Civilconsult dated September 2025
- TIA by Delta dated April 2025

Background: These approval conditions only focuses on the rezoning of the subject property and states the bulk external upgrades triggered by the development. It is expected that the following step will be the submission of an internal subdivision plan and/or an SDP. Additional conditions may be set at that point in time, when more details regarding the engineering services, especially the internal services and connection points, are available. Comments on the internal road and building layout, parking etc will be provided when the detail SDP's are received for comment.

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 any **Occupation Certificates** being issued, unless specifically stated otherwise below.

The upgrades listed below are critical in terms of providing the capacity needed by this social housing project. Many of these upgrades have significant funding implications and these should be planned and budgeted for pro-actively, to ensure that they are completed in advance of the units being occupied.

1. Water

1.1 The following upgrades must be installed to create capacity:

- 1.1.1 The new Kayamandi reservoir must be completed (construction is underway)
- 1.1.2 SSW16.3: upgrade required: 160mm Ø pipeline
- 1.1.3 SSW15.12: upgrade required: 160mm Ø pipeline
- 1.1.4 SSW15.13: upgrade required: 200mm Ø pipeline
- 1.1.5 SSW15.7: upgrade required: 160mm Ø pipeline



- 1.2 A bulk water meter conforming to the specifications of the Directorate: Infrastructure Services must be installed, the municipal account for the said meter must be activated and the consumer deposit must be paid.

2. Sewer

- 2.1 The following upgrades must be installed to create capacity:

- 2.1.1 SSS26.1: 160mm Ø new gravity main
- 2.1.2 SSS27.3: 400mm Ø new gravity main. While this item primarily services upstream Kayamandi developments, it should be implemented if it falls within the site boundary
- 2.1.3 SSS1.2: upgrade required: 600mm Ø
- 2.1.4 SSS1.4: upgrade existing flow diversion
- 2.1.5 SSS1.5: upgrade required: 600mm Ø
- 2.1.6 SSS1.6: upgrade existing flow diversion
- 2.1.7 SSS1.7: upgrade required: 600mm Ø



- 2.2 Sewer pumpstations must be avoided – please take this into account for the detail design.

3. Roads

- 3.1 The following external, bulk upgrades must be installed. These are the same items required for the Northern Extension development, located across the R304 and is required to accommodate the existing background traffic as well as the additional traffic from the new- and ongoing developments in the area. See **Annexure: Roads:**

<u>Item + (Reference number on Annexure: Roads)</u>	<u>Estimate</u>
3.1.1 R304 / Welgevonden Boulevard intersection upgrade (1A.1)	R17m
3.1.2 R304 Dualling between Newinbosch Access and R44 (1A.2)	
and including:	
R304 / Sokuqala Street intersection upgrade (1A.2.1)	
R304 / Masitandane Road intersection upgrade (1A.2.2)	
Bridge widening	R180m
Total (ex VAT)	R197m

- 3.2 The pedestrian sidewalks along the R304 must be extended to seamlessly connect with the existing sidewalks along the R304 - see below.

(Blue = existing sidewalk; Yellow = new sidewalk required)



Figure 11-1: Existing and Proposed Pedestrian walkways

- 3.3 Any conditions stated by the Provincial Roads Engineer must be complied with.

4. Stormwater

- 4.1 The engineering report proposes that the stormwater generated be discharged directly into the Plankenburg river. Further details must be provided at engineering drawing approval stage. Additional conditions may also be set at that stage.

Adequate erosion mitigation measures must be provided at the discharge points. Discharge points must be positioned above the 1:100-year floodline of the Plankeburg river.

All stormwater management infrastructure, inlet and outlet structures and erosion protection must be completed to municipal standards before an Occupation Certificate is issued.

5. Solid Waste

- 5.1 Refuse removal infrastructure such as a refuse truck embayment and a refuse room must be clearly indicated on the SDP drawings, engineering drawings and building plans. These infrastructure items must be completed before an Occupation Certificate is issued. See criteria below:

- Refuse rooms compliant with municipal standards, are to be provided for all premises other than single residential erven. 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
- A refuse truck embayment 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.

6. Servitudes

- 6.1 The 5m sewer line servitude along the western boundary of the site (along the R304) must be registered – in order to protect the existing bulk sewer line.

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 to water- and sewer connections, stormwater drainage and roads/access points. All internal and link engineering services for the development must be installed by the developer at his cost.
- 7.2 Detail engineering drawings must be submitted for approval prior to the commencement of construction. The engineering drawings approval letter issued by the Municipality will constitute the "engineering services agreement" for the provision and installation of services between the municipality and the land owner / developer, as stated in the municipality's land-use planning by-law.

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.

<u>General Conditions</u>

9. The implementation of the development wrt the provision of civil engineering services, must comply with the "*General guidelines and standard practices for the provision of civil engineering services for new developments*" as published on the municipality's website and as amended from time-to-time.
10. The design of the civil engineering 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.

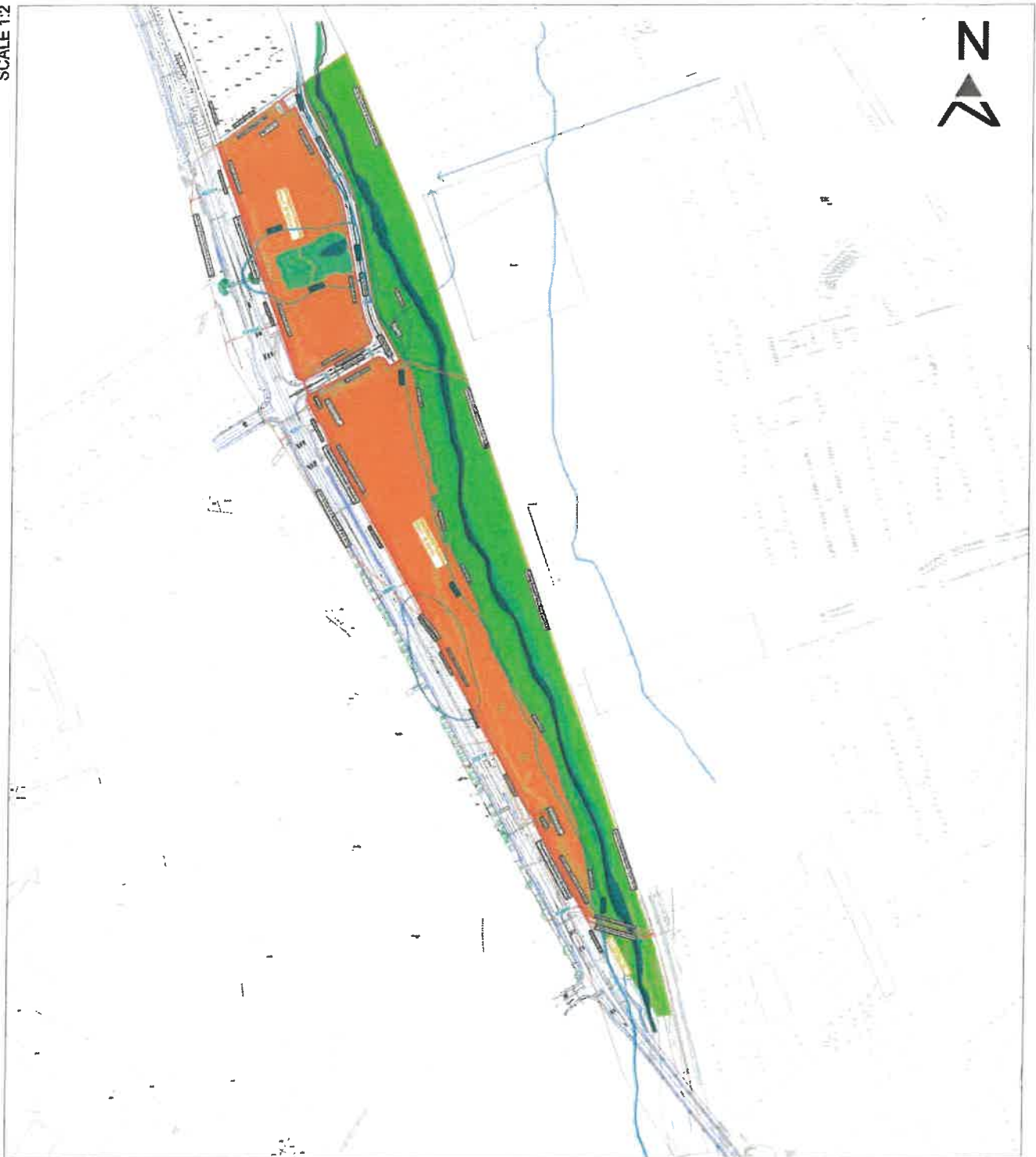
11. The internal services (inside the property boundary) will be maintained by the **managing agent of the social housing complex**. The external services (outside the property boundary) will be maintained by the **Municipality**.
12. The Developer will be held liable for any damage to municipal infrastructure, 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, prior to transfer of the first property or approval of any building plans or occupation certificate, whichever occurs first.
13. The developer will be held liable for any nuisance, health or other risk to the public, caused as a direct result of the development of the subject property. 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)

PROPOSED ZONING LAYOUT PLAN
STELLENBOSCH MUNICIPALITY ■ ZONING SCHEME BY-LAW ■ 2023

SCALE 1:2



CLOETESDAL FARM NO. 81

REMAINDER OF PORTION 2 &
PORTION 9

REFERENCE

Portion Boundary ———

PROPOSED USE ZONE

MULTI-UNIT
RESIDENTIAL
ZONE



PUBLIC OPEN
SPACE ZONE



PUBLIC ROAD
& PARKING
ZONE



APPROVED BY (DEPARTMENT)

DATE

STELLENBOSCH MUNICIPALITY

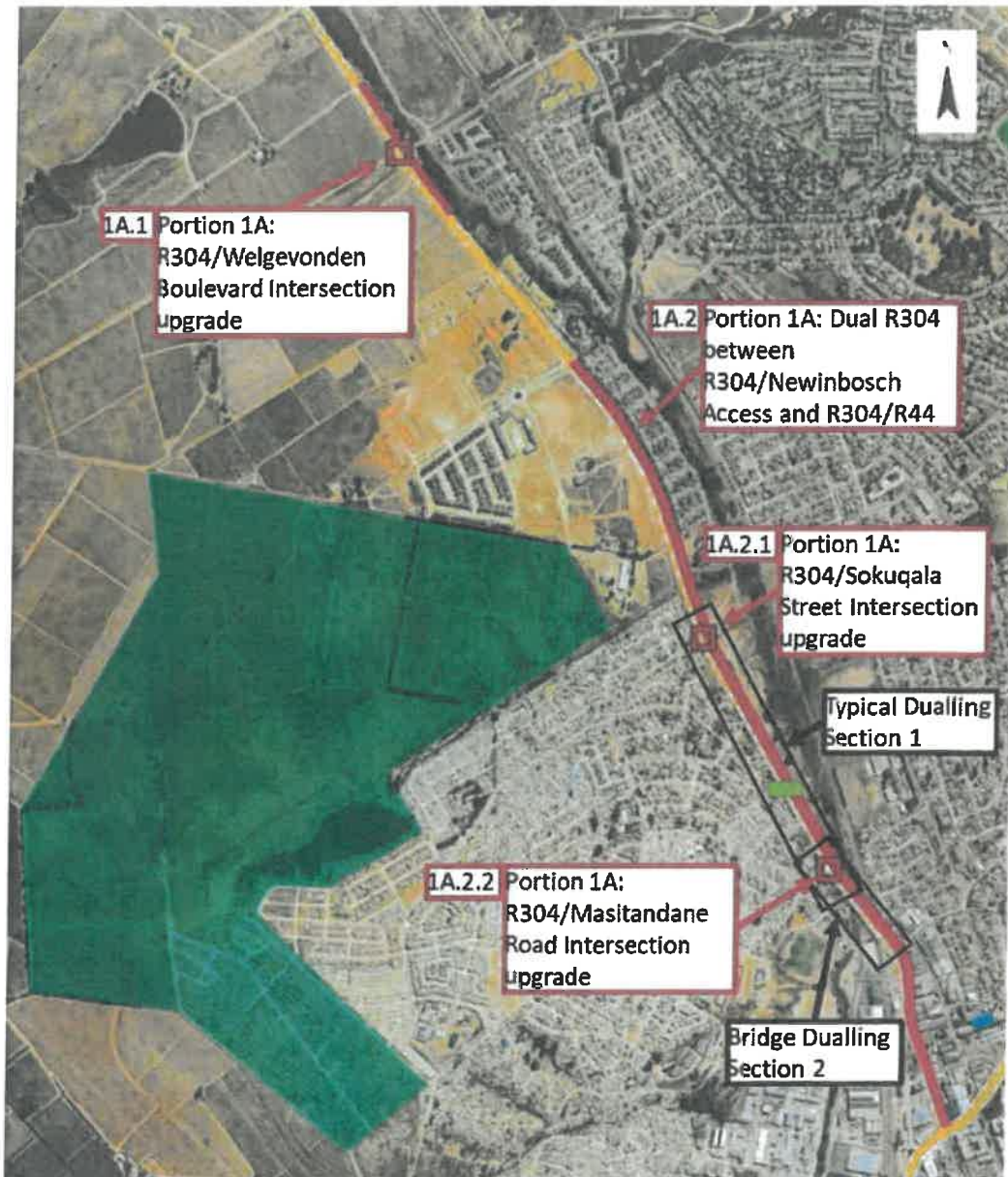


Figure 30: Portion 1A Required Road Infrastructure

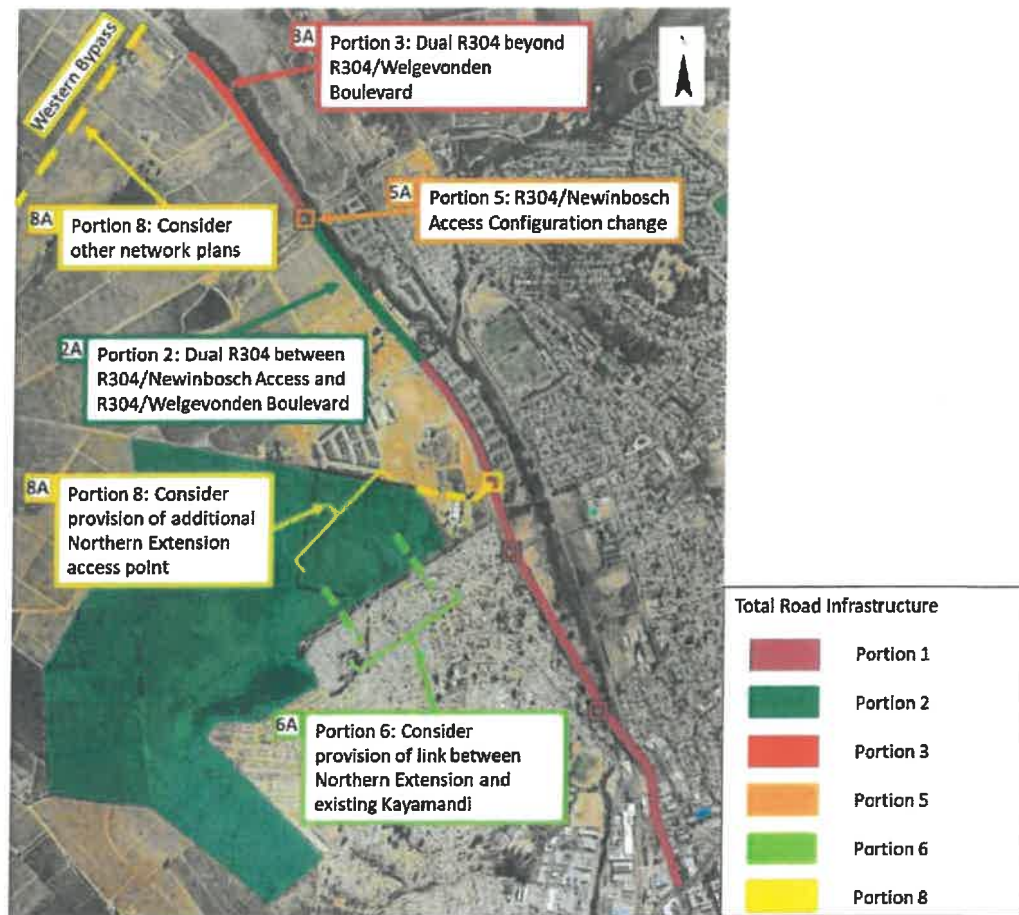
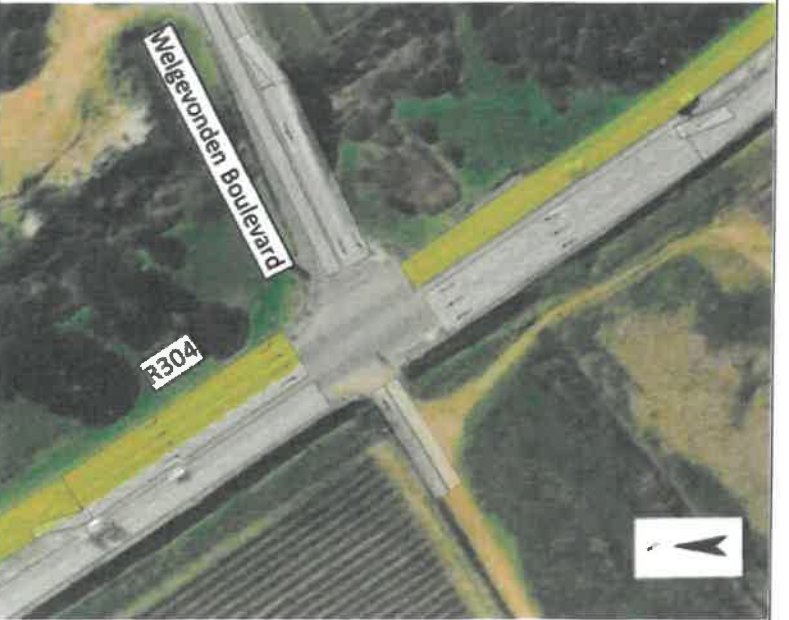


Figure 31: Total Required Road Infrastructure

Appendix E

Basic Road Infrastructure Concepts

Upgrade Trigger (Development Trips)	Description	Basic Concepts
Portion 1 Infrastructure Upgrades		
A1.1 - R304 / Welgevonden Boulevard Intersection Upgrade		
<p>0 AM Peak Hour trips.</p> <p>0 PM Peak Hour trips.</p>	<p>It is proposed to upgrade the R304/Welgevonden Boulevard intersection.</p> <p>It is proposed to widen the intersection by providing additional through lanes for both directions of travel leading up to the intersection. After which the R304 will continue as a single lane per direction.</p> <p>Turning lanes will also be provided for both the right turn moves and a turning lane for the left turning movement for vehicles traveling into Stellenbosch.</p>	 
<p>Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 16 990 595.00</p>		

Upgrade Trigger (Development Trips)	Description	Basic Concepts
		A1.2 - R304 Dualling between Newinbosch Access and R44
0 AM Peak Hour trips.	It is proposed to dual the R304	A1.2.1 – Upgrade of R304 / Sokuqala Street
0 PM Peak Hour trips	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 A1.2.1 and A1.2.2 respectively on Figure 30.	
	Additionally, the bridge near the R304/Masitandane Road intersection must be widened.	
		A1.2.2 – Upgrade of R304 / Masitandane Road
		
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 178 221 530.00		



Figure 38: Typical Dualling Section 1 of R304

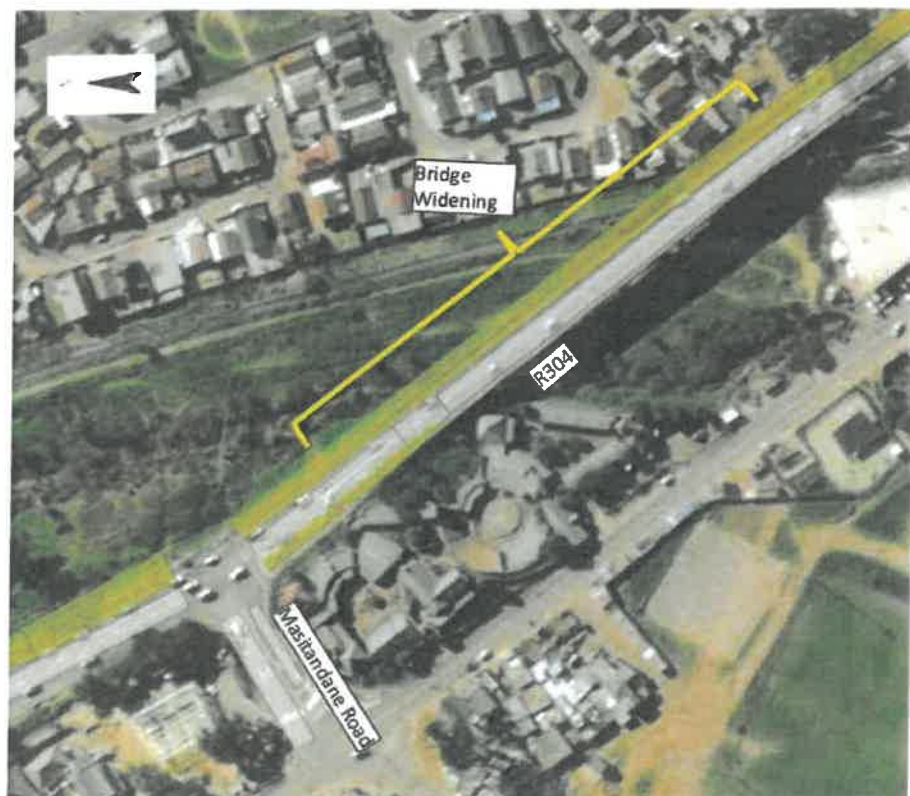


Figure 39: Bridge Dualling Section 2 of R304

Upgrade Trigger (Development Trips)	Description	Basic Concepts
Portion 2 Infrastructure Upgrades		
A2 - R304 Dualling between Welgevonden Boulevard and Newinbosch Access		
311 AM Peak Hour trips. 230 PM Peak Hour trips	<p>It is proposed to completely dual the R304 between the R304/Welgevonden Boulevard and R304/Newinbosch Access intersections.</p>	
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 10 829 508.00		
Portion 3 Infrastructure Upgrades		
A3 - R304 Extended Dualling beyond Welgevonden Boulevard		
478 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 planned link with the potential Western Bypass link.</p>	
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 18 000 415.00*		

Upgrade Trigger (Development Trips)	Description	Basic Concepts
Portion 6 Infrastructure Upgrades		
A6 – Consideration of an Additional Access Point		
761 AM Peak Hour trips. 650 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>	
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 23 407 846.00		
Portion 8 Infrastructure Upgrades		
A8 – Consideration of second Additional Access Point and Greater Network Plan		
942 AM Peak Hour trips. 754 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>	
Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 34 010 379.76		

Louisa Engelbrecht

From: Lester Vanstavel
Sent: Monday, 30 March 2026 13:09
To: Louisa Engelbrecht
Cc: Chrizelle Kriel; Shaun October
Subject: REQUEST FOR THE MPT TO CONSIDER THE REZONING APPLICATION FOR FARM 81/2 AND FARM 81/9

Dear Louisa

MOTIVATION: REQUEST FOR THE MUNICIPAL PLANNING TRIBUNAL (MPT) TO CONSIDER THE REZONING APPLICATION FOR FARM 81/2 AND FARM 81/9, STELLENBOSCH, FOR THE SOCIAL HOUSING DEVELOPMENT, PENDING THE OUTSTANDING COMMENT FROM THE WESTERN CAPE DEPARTMENT OF INFRASTRUCTURE

This motivation serves to formally request that the Land Use Management Department consider the submission of the rezoning application to the Municipal Planning Tribunal (MPT) for approval, notwithstanding the outstanding comment from the competent authority, the Provincial Department of Infrastructure.

The subject application was circulated for comments as part of the public participation process that took place for 30 days between the 10th of April 2025 – 12th of May 2025. However, it has been approximately one year since the comments were requested. Despite multiple follow-ups, comments from the Provincial Department of Infrastructure (PDol) were only received on 16 March 2026—approximately one year later—significantly delaying the application process.

Kindly see the attached recent correspondence from the competent authority below.

The delay in obtaining the required comment is primarily attributed to the following:

- Pending approval of the proposed dualling of the R304;
- Delays in the approval of the Northern Extension housing development (only approved on 26 March 2026); and
- Limited availability of detailed information due to the outstanding approval of the final Site Development Plan (SDP) on Farm 81/2 and 81/9.

To mitigate further delays, it is recommended that Land Use Management proceed to submit the rezoning land development application to MPT for consideration. This submission would acknowledge the outstanding PDol comment, which can be incorporated once received and when the Site Development Plan is submitted for approval.

Kindly see below, recent correspondence received on 16 March 2026 from the Provincial Department of Infrastructure stating that the Department support the development in principle.

From: Berend du Preez <berend@wscap.gov.za>
 Sent: Wednesday, 18 March 2026 10:21
 To: per@stb.co.za
 Cc: Vanessa Stoffels <Vanessa.Stoffels@westerncape.gov.za>
 Subject: RE: Application for the rezoning of a property - App No: 2025-04-0072

HP Corabelle.

My sincere apologies for the late response.

We are currently finalising the development conditions. Since the Newinbosch development has already implemented various road infrastructure projects, we need to assess how this development might have shared those requirements. Did the applicant submit the land use change application concurrently with the EA application?

Please be assured that we will prioritise our comments on the land use application as soon as it is referred to this branch. In the meantime, we propose sending an email regarding the EA stating that we support the development in principle that formal conditions for the development will be detailed in our subsequent comments on the land use change application.

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

Kind regards | Vriendelike groete

Berend du Preez PE Eng
 On behalf of:
 Chief Engineer: Road Use Management
 Chief Directorate Road Planning
 Transport Infrastructure Branch
 Department of Infrastructure
 Western Cape Government

1st Floor, 9 Dorp Street, Cape Town

Tel: +27 21 483 6996
 Mobile: +27 83 701 2299
 Email: berend@wscap.gov.za
 Website: www.westerncape.gov.za

Your favourable consideration of this request will be highly appreciated.



Kind regards,
Lester van Stavel
 Manager: Housing Development
 Integrated Human Settlements
 Stellenbosch Municipality

T: +27 21 808 8462
 NPK building, 2nd Floor, corner
 of Ryneveld – and Van Riebeeck
 Street, Stellenbosch, 7600
www.stellenbosch.gov.za



ANNEXURES

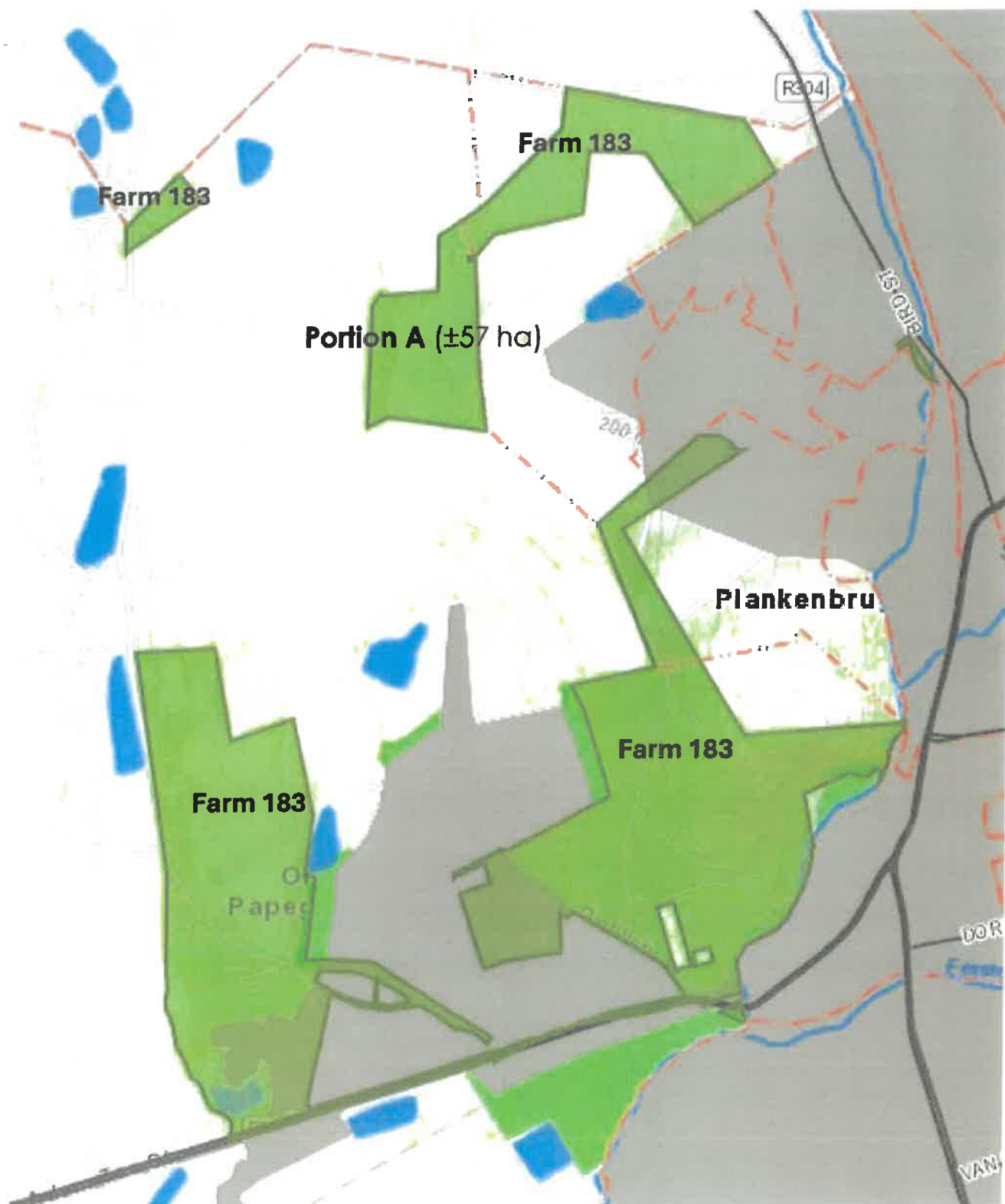
**APPLICATION IN TERMS OF SECTION 15(2)(A) OF THE STELLENBOSCH
MUNICIPAL LAND USE PLANNING BYLAW FOR SUBDIVISION,
CONSOLIDATION AND REZONING IN TERMS OF THE SAID BY-LAW
ON VARIOUS PORTIONS OF FARM 183 AND FARM 182, TO FORM THE
NORTHERN EXTENSION DEVELOPMENT**



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ANNEXURE B

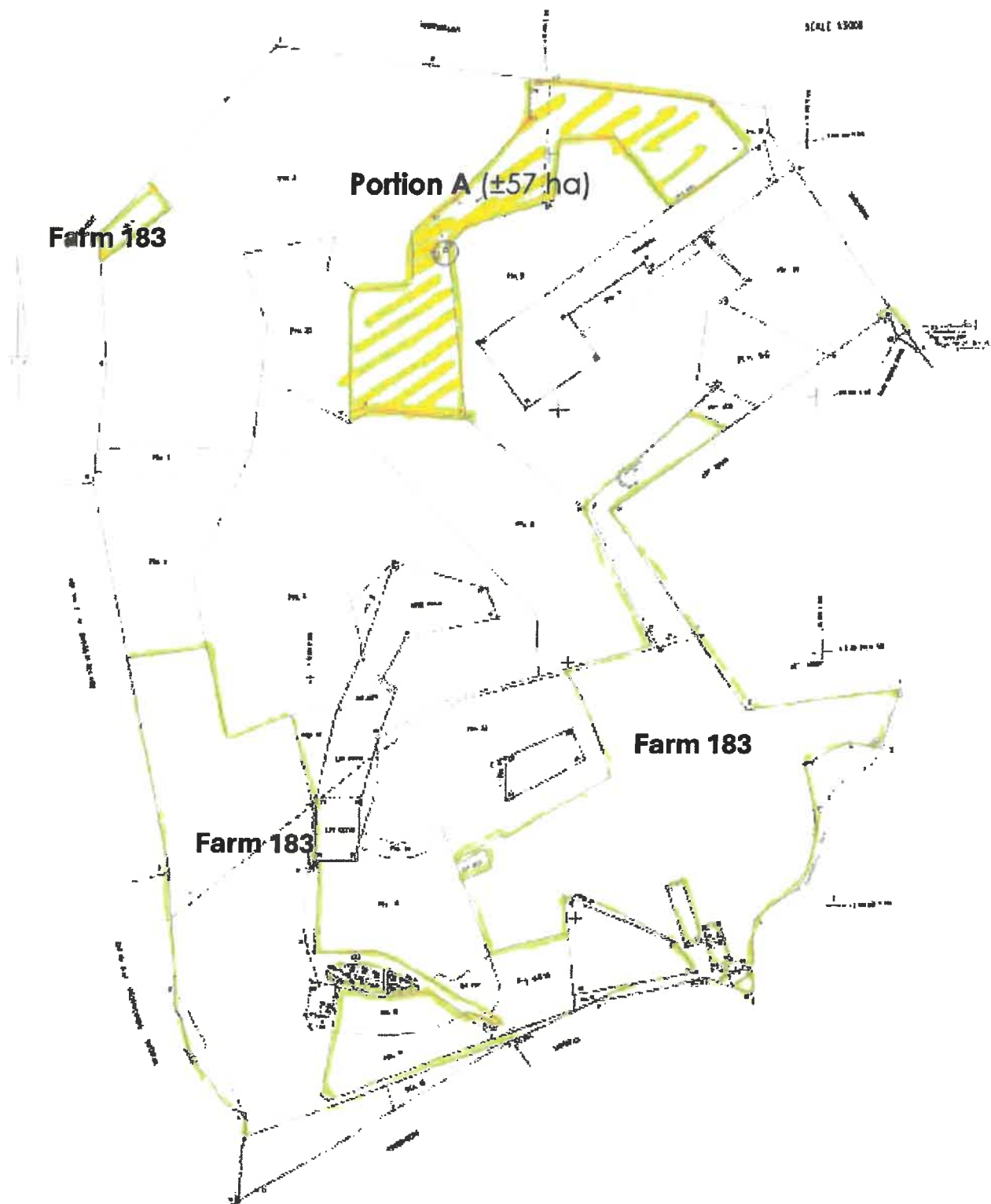


Subdivision Plan

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

Plan No: F183-04-2026

Date: 09-04-2026



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

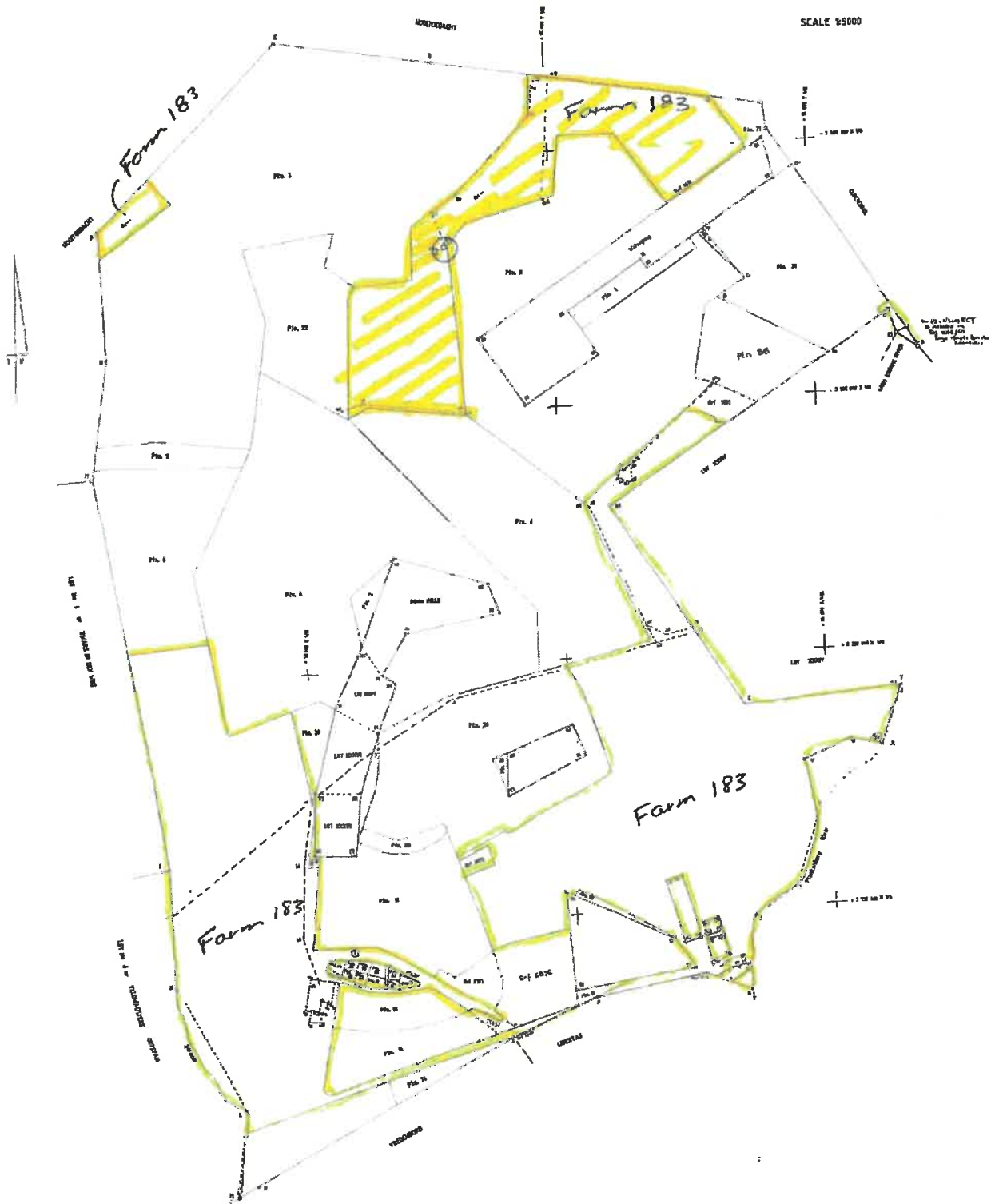
Deduction Plan 851/1907 Sheet 2

S.O. No. 851/1907

SHEET 1 of 2 sheets

Farm 183 STELLENBOSCH

SCALE 1:5000



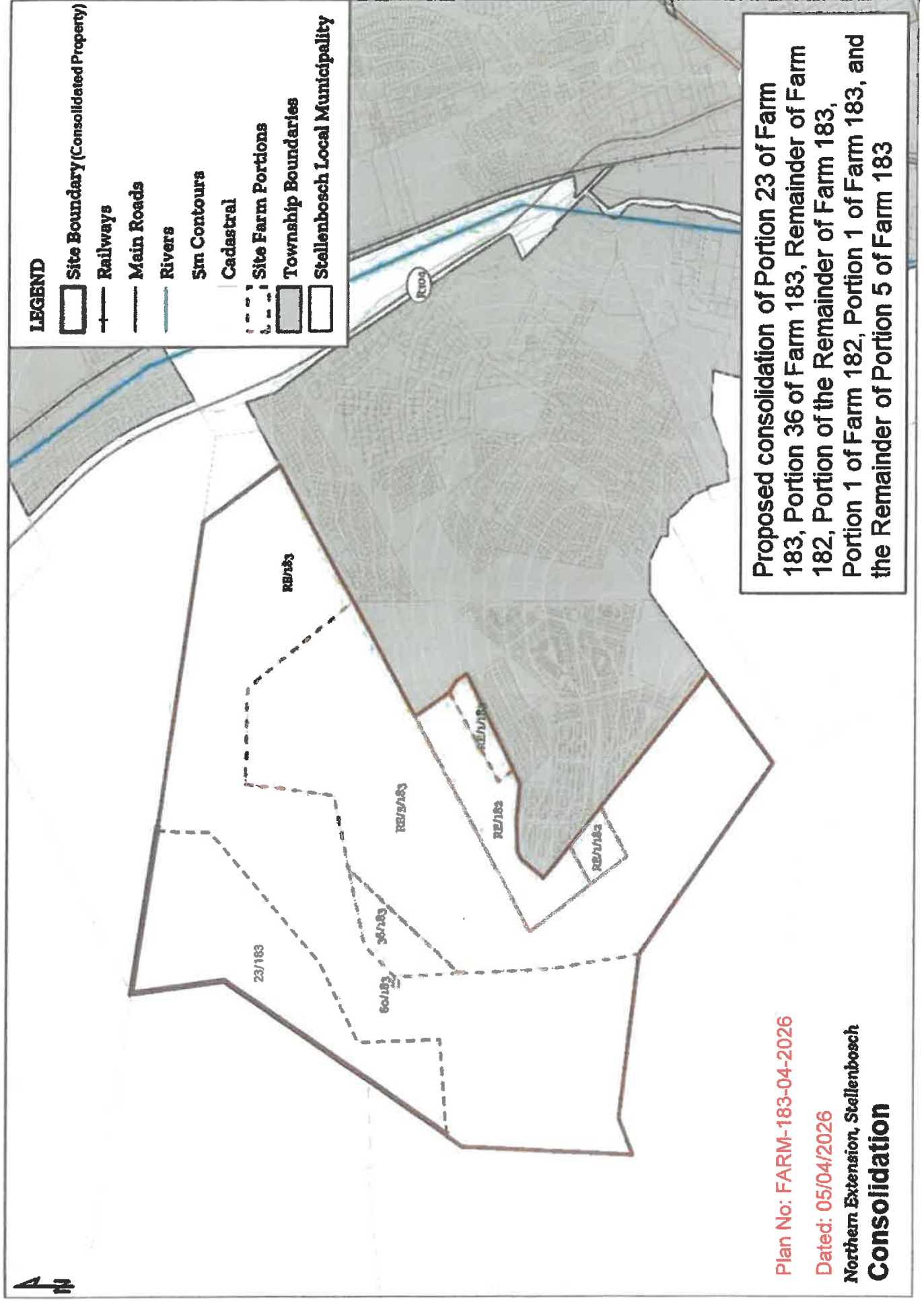


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ANNEXURE C

CONSOLIDATION PLAN





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ANNEXURE D



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

PHASE	NOTION	ERF TYPE	ZONING (USE SCHEME)
1		Less Formal Res. Stands	LESS FORMAL RES. ZONE
2		Education Facility	EDUCATION ZONE
3		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
4		Apartment	MULTI UNIT RES. ZONE
5		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
6		Education Facility	EDUCATION ZONE
7		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
8		Commercial & Apartments	MIXED USE ZONE
9		Single Residential	CONVENTIONAL RES. ZONE
10		Less Formal Res. Stands	LESS FORMAL RES. ZONE
11		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
12		Single Residential	CONVENTIONAL RES. ZONE
13		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
14		Utility, Juke & water	UTILITY SERVICES ZONE
15		Public Transport Infrastructure	TRANSPORT FACILITY ZONE
16		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
17		Less Formal Res. Stands	LESS FORMAL RES. ZONE
18		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
19		Community Facilities	COMMUNITY ZONE
20		Utility, Juke & water	UTILITY SERVICES ZONE
21		Public Transport Infrastructure	TRANSPORT FACILITY ZONE
22		Sort & Hard POS & Alienation	PUBLIC OPEN SPACE ZONE
23		Public Road	PUBLIC ROADS & PARKING ZONE

PROJECT

Portions of Farm 182 and Farm 183, Stellenbosch

PRELIMINARY

NOT FOR CONSTRUCTION

SCALE

AS SHOWN

APPROVED

R. Schipper

REVISED

RS

DATE

15/05/2024

DATE

15/05/2024

DESIGNED

RS

APPROVED

RS

REVISION DETAILS

REV. NO.

REV. DATE

REV. DESCRIPTION

1

15/05/2024

Initial Design

2

20/05/2024

Revised Design

3

18/06/2024

Changes as requested by the Municipality

DISCLAIMER

IF CONSTRUCTION OF THE PROJECT IS UNDERTAKEN WITHOUT THE APPROVAL OF THE MUNICIPALITY, THE MUNICIPALITY WILL BE HELD RESPONSIBLE FOR ANY DAMAGE TO THE PROJECT.

CLIENT

ZUTARI

PROJECT NUMBER

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

PROJECT TITLE

Portions of Farm 182 and Farm 183, Stellenbosch

PROJECT NUMBER

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

PROJECT TITLE

Portions of Farm 182 and Farm 183, Stellenbosch

PROJECT NUMBER

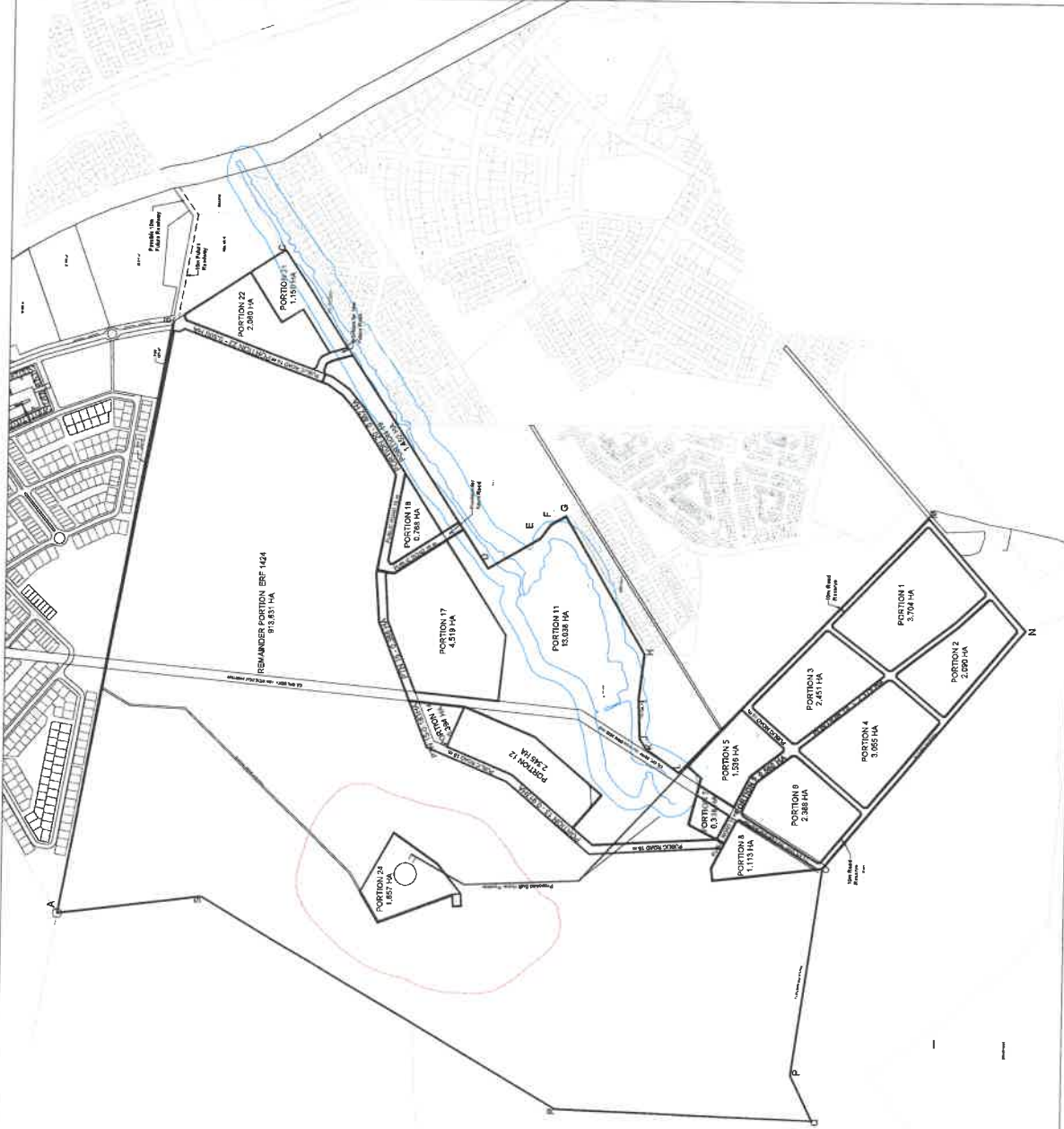
1001438-ZUT-LL-DRG-TP-NE-000-00

PROJECT TITLE

Portions of Farm 182 and Farm 183, Stellenbosch

ZUTARI
IMPACT, ENGINEERED.

NUMBER	LEGEND
1	100 Year Floodline
2	Water Course 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-TP-NE-000-00		CLIENT: 1001438-ZUT-LL-DRG-TP-NE-000-00	
ZUTARI IMPACT. ENGINEERED.		PROJECT: Portions of Farm 182 and Farm 183, Stellenbosch TITLE: Northern Extension Subdivision Plan DRAWING No.: 1001438-ZUT-LL-DRG-TP-NE-000-00	
PRELIMINARY NOT FOR CONSTRUCTION APPROVED: [Signature] DATE: [Date]		PREPARED BY: [Name] CHECKED BY: [Name] DESIGNED BY: [Name] REVIEWED BY: [Name]	
REV. DATE REVISION DETAILS 0 15/01/2025 First Draft 1 20/01/2025 Final Draft and Future Road Reserve Added 2 20/01/2025 Final Draft and Future Road Reserve Added 3 10/04/2025 Changes as requested by the Municipality 4 13/04/2025 Further changes as requested by the Municipality		SCALE: AS SHOWN SHEET: 1/1	
OF CONSTRUCTION UNLESS OTHERWISE SPECIFIED WITH THE ORIGINAL SIGNATURE OF APPROVED BY THE ZUTARI OFFICE OF THE APPROVER		APPROVED: [Signature] DATE: [Date]	



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ANNEXURE F



STELLENBOSCH MUNICIPALITY
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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: l/d per ha	Rate by Area: l/d per 100 sqm.	
1	Less Fromel Residential Stands						
1.1	In situ upgrade - toilet (5 households per toilet)	500	Capita	5	0.025		62.50
1.2	In situ upgrade - tap (20 households per tap)	125	Capita	5	0.060		37.50
2	Serviced Site						
2.1	Standpipe	581	Unit	5	0.025		72.63
2.2	Prefabricated toilet	581	Unit	5	0.09		261.45
3	Single Residential	1321	Erf	100	0.45		584.45
4	Apartments	1195	Unit		0.30		358.50
5	Mixed Use Residential	684	Unit		0.30		199.20
6	Mixed Use Commercial	8,458.58	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	5.83	ha		12.00		69.96
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	1,786
						Plus 15% losses	269
						Subtotal 2	2,055

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 <u>or</u> 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 <u>or</u> 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 <u>or</u> 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 <u>or</u> 650 PM Peak Hour Trips	R 24 m

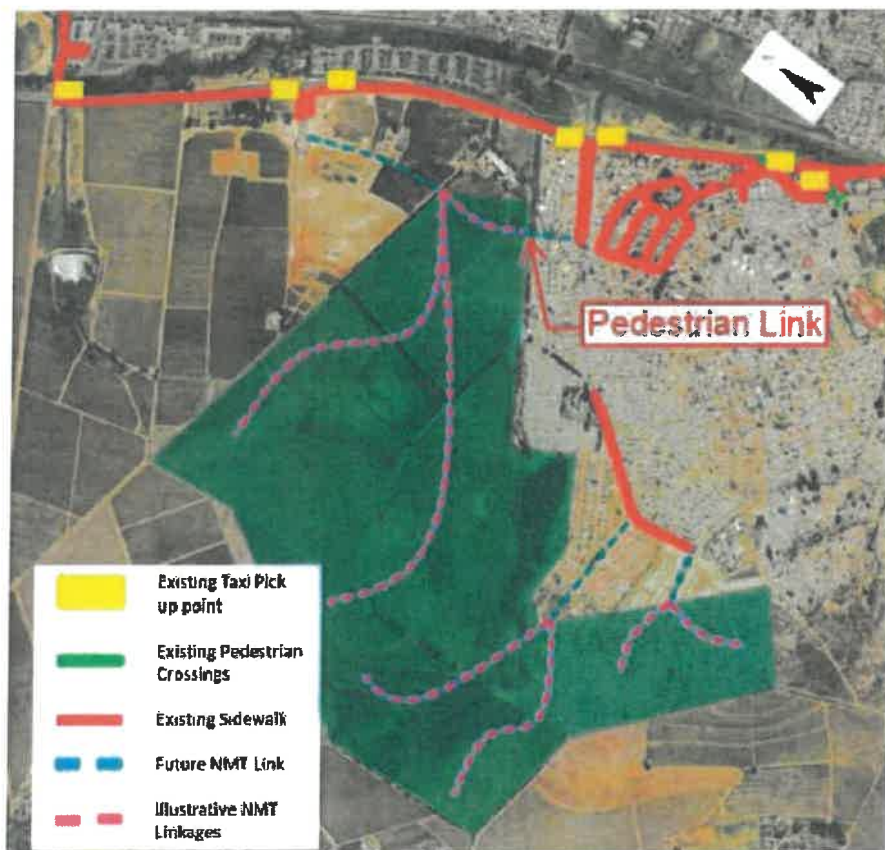
3.3 The phasing of the development is shown below and must be considered in conjunction with the above listed road upgrades. Should the phasing sequence change, the trip generation can be used to identify when and upgrade is triggered.

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

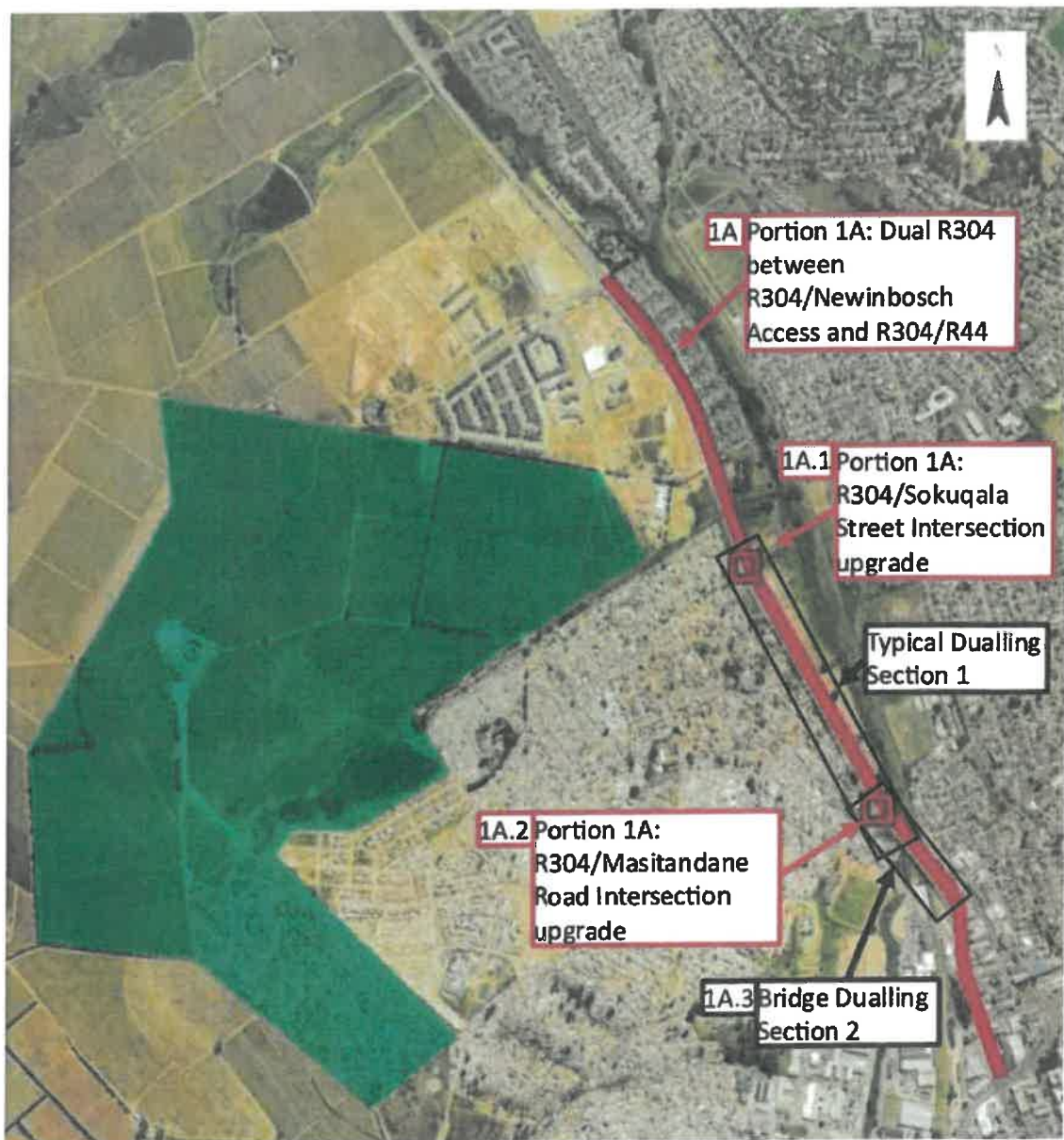


Figure 1: Portion 1A Required Road Infrastructure

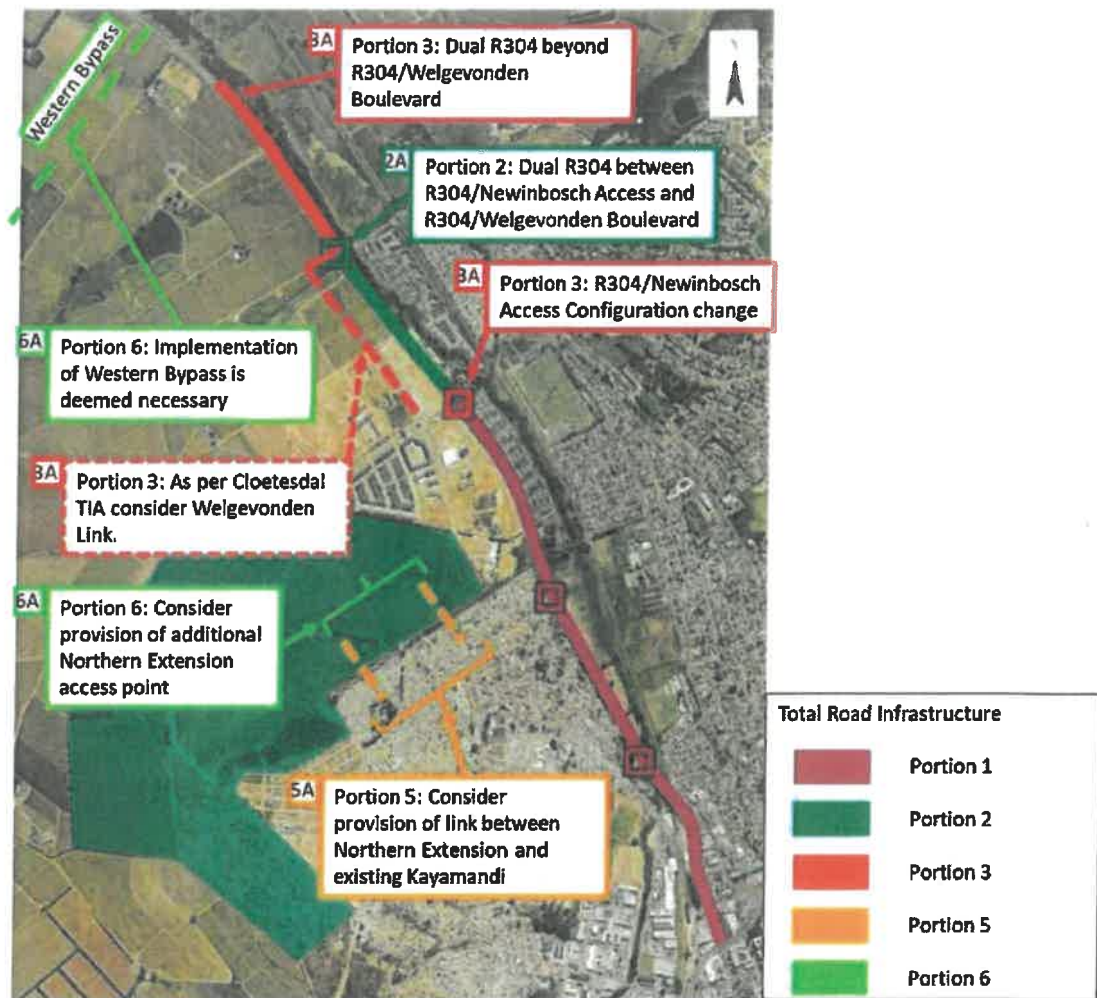


Figure 2: Total Required Road Infrastructure

Appendix E

Basic Road Infrastructure Concepts

Upgrade Trigger (Development Trips)	Description	Basic Concepts
1A - R304 Dualling between Newinbosch Access and R44		
<p>0 AM Peak Hour trips.</p> <p>0 PM Peak Hour trips</p>	<p>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.</p> <p>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.</p> <p>Additionally, the bridge near the R304/Masitandane Road intersection must be widened.</p>	<p>1A.1: Upgrade of R304 / Sokuqala Street</p>  <p>1A.2: Upgrade of R304 / Masitandane Road</p> 
<p>Estimated Construction Cost (Excl VAT & Incl Professional Fees): R 180,102,878.00</p>		



Figure 3: Typical Dualling Section 1 of R304

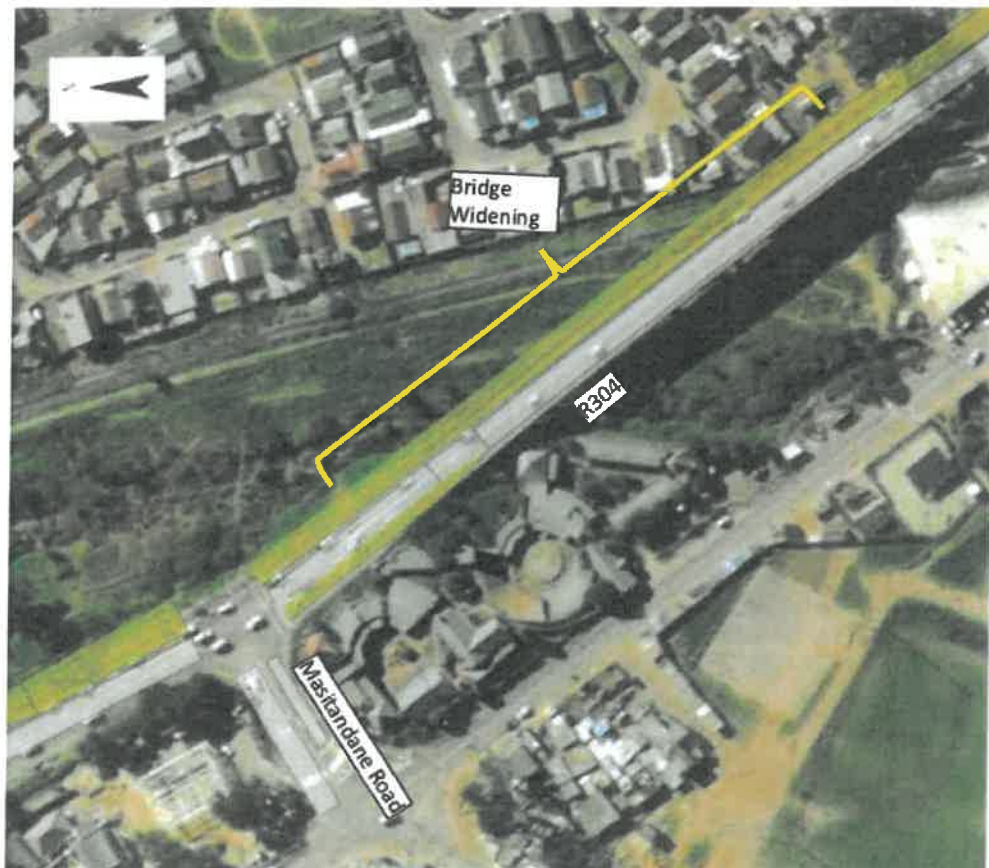
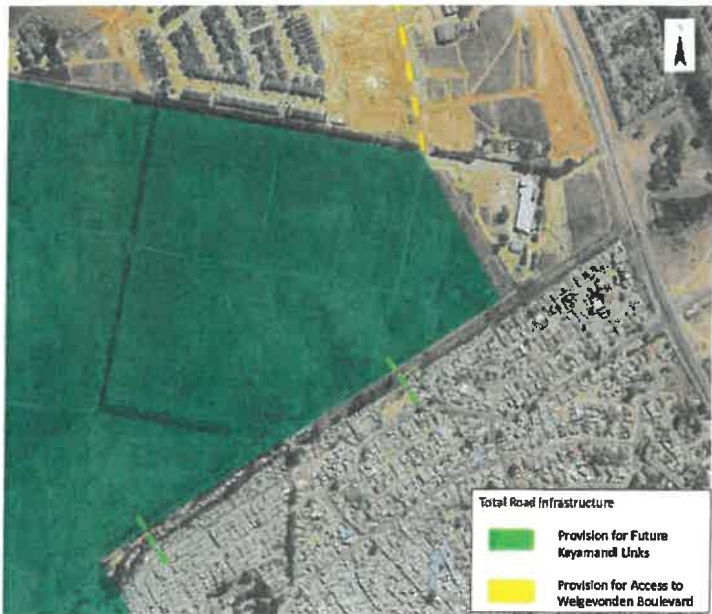


Figure 4: Bridge Dualling Section 2 of R304 (1A.3)

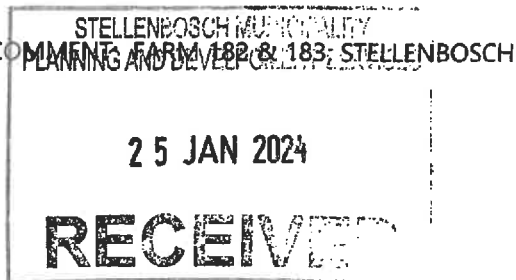
Upgrade Trigger (Development Trips)	Description	Basic Concepts
Portion 2 Infrastructure Upgrades		
2A - R304 Dualling between Welgevonden Boulevard and Newinbosch Access		
313 AM Peak Hour trips. 230 PM Peak Hour trips	<p>It is proposed to completely dual the R304 between the R304/Welgevonden Boulevard and R304/Newinbosch Access intersections.</p>	
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>	
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>	
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

1. Consultant: Guillaume Nel Environmental Consultants
Attention: Ms E Visagie (e-mail: ea@anec.co.za)
2. Stellenbosch Municipality
Attention: Mr N Green (nigell.winter@stellenbosch.gov.za)
Mr J Fullard (johan.fullard@stellenbosch.gov.za)
3. District Roads Engineer Paarl
e-mail: DREPaarl.Technical@westerncape.gov.za
4. Mr B du Preez (e-mail)
5. Mr R Arendse (e-mail)
6. Mr D Fortuin (e-mail)
7. Mr F Fakier (e-mail)



**Western Cape
Government**

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LandUse Management
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OUR REFERENCE : 20/9/2/5/6/531
YOUR REFERENCE : 60607470
DEA&DP REFERENCE : 16/3/3/1/B4/22/1070/20
ENQUIRIES : Cor van der Walt/Fadwa Mohammed

AECOM

Email: Sisipho.Matsoso@aecom.com

Att: Sisipho Matsoso

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

Copies:

Department of Environmental Affairs & Development Planning

1 Dorp Street

Cape Town

8000

Stellenbosch Municipality

PO Box 17

STELLENBOSCH

7599