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Enquiries: Cornelia vd Bank
Contact number: 021 807 4832
Reference: 15/4/1 (F819) P
Date: 21 October 2026

Cvd Bank/HK

Frame
277 Main Road,
PAARL
7646

lana.jordaan@framegroup.com

Dear Madam

APPLICATION FOR THE REZONING, SUBDIVISION, AMENDMENT OF LEVENDAL MASTER PRECINCT APPROVAL AND OTHER APPLICATIONS: THE FARM 819 PAARL DIVISION

I refer to your land use application (Collaborator reference 1968718).

1. **Approval** is hereby granted in terms of Section 60(1)(a) of the Drakenstein Municipal Land Use Planning Bylaw, 2018, for the development of the Farm 819 Paarl Division (Draaihoogte) as follows:

   1.1 Amendment of Conditions of Approval for the exclusion of Farm 819 Paarl Division from the Levendal Master Precinct Approval, as approved by the Department of Environmental Affairs and Development Planning on 26 April 2026.

   1.2 Rezoning of Farm 819 Paarl Division from "Agriculture Zone" to "Subdivisional Area Zone" for the development ±760 residential units as indicated on the Zoning plan (SP_003_rD of 07/08/2025) (**Annexure B**).

   1.3 Subdivision of Farm 819 Paarl Division (measuring ±12,1120 ha) into ten (10) portions in accordance with the Subdivision Plan (SP_002_rC of 07/08/2025) (**Annexure C**) as indicated in the rezoning and subdivision table below:

Ptn	Size	Proposed Zoning	Proposed use	Number of units
Ptn 1	±749m²	Utility Zone	Electrical Substation	-
Ptn 2	±7 781m²	Transport Zone	Public Road	-
Ptn 3	±2 766m²	Transport Zone	Private Road	-
Ptn 4	±29 684m²	Multi-Unit Housing Zone	160 Apartments 90 Group Houses	250
Ptn 5	±4 896m²	Multi-Unit Housing Zone	Apartments	80
Ptn 6	±16 008m²	Multi-Unit Housing Zone	Group Housing	80
Ptn 7	±8 214m²	Open Space Zone	Private Open Space	-
Ptn 8	±45 564m²	Multi-Unit Housing Zone	Apartments and Group Houses	350
Ptn 9	±5 092m²	Transport Zone	Private Road and Utility Service (Refuse Yard)	-
Ptn 10	±493m²	Transport Zone	Public Road	-
Total: 121 247m²		**Total Units**		**760**

1.4 Approval of a Master Site Development Plan for Farm 819 Paarl Division in accordance with Plan SP_001_rE of 07/08/2025 (**Annexure D**) indicating the following:

1.4.1 Portion 4:

- 5m building line along the northern boundary of Portion 4 abutting Farm 827 (Road).
- 5m building line along the western boundary of Portion 4 abutting, Portion 2 and the R45 (Paarl/Simondium Road).

1.4.2 Portion 9:

- Indicating the position of the main gate house and entrance to the estate.
- Indicating the position of the refuse yard (±240m²) to serve 760 units in total.

1.5 Approval of a Phasing plan for Farm 819 Paarl Division for the implementation three (3) phases, as indicated on the Phasing Plan (SP_004_rC of 12/08/2025) **Annexure E** as follows:

PHASING OF FARM 819 PAARL DIVISION				
PHASES	**PTN**	**ZONING**	**UNITS**	**TOTAL UNITS**
PHASE 1	Ptn 1	Utility Zone	-	
	Ptn 2	Transport Zone (Public Road)	-	
	Ptn 3	Transport Zone (Private Road)	-	
	Ptn 4	Multi-Unit Housing Zone	250	
	Ptn 9	Transport Zone (Private Road)	-	
	Ptn 10	Transport Zone (Public Road)	-	
Total units for Phase 1				250
PHASE 2	Ptn 5	Multi-Unit Housing Zone	80	
	Ptn 6	Multi-Unit Housing Zone	80	
	Ptn 7	Open Space Zone (Brickworks Estate)	-	
Total units for Phase 2				160
PHASE 3	Portion 8	Multi-Unit Housing Zone	350	
Total units for Phase 3				350
			Total Units	760

1.6 Approval of a Height Restriction Plan (SP_005_rC of 07/08/2025) (**Annexure F**) for the restriction of the height for apartment buildings within the scenic route along the R45 as follows:

1.6.1 Portion 4 (Phase 1): The maximum height apartment buildings shall not exceed 15m measured from the finished ground level immediately abutting the building to the mid-point between the wall plate level and the roof ridge, in case of pitched roofs.

1.6.2 Portion 8 (Phase 3): The maximum height of apartment buildings located within ±30m of the western boundary of Portion 8, shall be restricted to a minimum of 1000mm below the center point of the R45 road surface level.

1.7 Permanent Departure of development parameters for a Utility Service under the Transport Zone (Portion 9) to allow for a refuse area of the estate to be extended from 5mx5m to 240m² for 760 units.

1.8 Approval of the development name to be known as Brickworks Estate.

1.9 Approval of the allocation of "McMillan Avenue" to the private internal street depicted as Portion 3 and 9 (Phase 1).

2. The approvals mentioned in the above-mentioned paragraphs shall be subject to the following conditions, laid down in terms of Section 66 of the Drakenstein Bylaw on Municipal Land Use Planning, 2018:

2.1 Adherence to the conditions laid down by the Drakenstein Municipality: Civil Engineering Services Division in its memorandum 15/4/1 (F819/0)P (2728) dated 22 June 2026 (**Annexure K**);

2.2 Adherence to the conditions laid down by the Drakenstein Municipality: Electro Technical Services in its memorandum 15/4/1 (F819/0) P (2728) dated 28 November 2025 (**Annexure L**);

2.3 Adherence to the conditions set by the Drakenstein Municipality: Heritage Section in its memorandum 15/4/1 (F819) P dated 11 November 2025 (**Annexure N**);

2.4 The developer shall be required to submit an updated TIA after completion of each phase of the development.

2.5 Prior to the submission of building plans, the developer shall submit a master site development plan indicating the overall development and or site development plans per phase with supporting information for the evaluation of heritage and visual impact of the development as well as an updated GLS reports for the provision of engineering services to the approval by the Senior Manager Land Development Management and Senior Manager Infrastructure Services, respectively.

2.6 The developer shall be required to submit detailed architectural design guidelines and landscaping plans for each phase.

2.7 All group housing developments shall be accompanied by architectural guidelines or typical unit plans and elevations.

2.8 No additional uses are permitted from dwelling units in Group Housing Zone.

2.9 The developer shall establish an owner's association for to represent the mutual interest of the Brickworks Estate for control over and maintenance of buildings, private engineering services and private open spaces and amenities arising from the subdivision.

2.10 Development Charges for the proposed development are payable by the developer, prior to the approval of building plans.

2.11 The applicant is required to submit a street number plan for Portion 9 as well as Portion 4, 5 and 6 in terms of Section100 if the Municipal Land Use Planning Bylaw, 2010.

2.12 Should the applicant fail to comply with any of the above-mentioned conditions of approval, the Municipality reserves the right to impose further conditions in future if deemed necessary or instruct the owner to cease the activity by issuing a compliance notice in accordance with the Municipal Planning Bylaw.

2.13 The developer shall take notice of the conditions of the Provincial Roads Engineer which as contained in the comments dated 3 July 2026 (**Annexure H**).

2.14 The developer shall take note of the conditions as laid down by the Breede Olifants Catchment Management Agency dated 19 May 2026 regarding the abstraction of surface or groundwater or storage of water.

3. The following are regarded as the reasons for the above approval decisions:

3.1 A transparent and fair process was followed in processing the application in accordance with the Land Use Planning Bylaw, 2018. No objections were received during the public participation period. The ward councilor observed the public participation period and provided comment accordingly.

3.2 The existing families and residents of houses on Farm 819 Paarl, has been notified by the developer of the pending development their intended re-location.

3.3 An amended EA for Levendal was issued indicating the exclusion of Precinct 6 - Remainder of Farm 819 Paarl Division, and the property in question is no longer subject to the conditions of the Levendal EA and no further environmental authorisation is required.

3.4 Farm 819, Paarl Division, is situated within Spatial Development Framework 2026/2027, Focus Area 4, known as "Drakenstein South and Simondium". The proposed re-development of the closed brick works and clay mine for group housing units and apartments will promote an efficient and integrated urban structure that accommodates different income groups through a variety of housing typologies and well-connected open spaces.

3.5 The Department of Transport and Public Works granted approval in terms of Act 21 of 1940 in terms of Conditions 1-5 of page 2 of the title deed T16001/1956.

3.6 The application is supported by the internal and external departments, and the relevant conditions were circulated to the applicant for a formal written response.

3.7 The applicant is also responsible for reaching an agreement with the existing households currently residing on Farm 819 Paarl Division for their relocation to alternative housing opportunities.

Your attention is drawn to the general right of appeal to the Executive Mayor being the Appeal Authority in terms of Section 79(2) of the Drakenstein Bylaw on Municipal Land Use Planning 2018, by any person whose rights are affected by the decision of an authorised official, within **21 days** of notification of the decision. This approval is therefore suspended until further notice.

Please notify (**email or per hand**) the surrounding property owners who were notified of the application during the public participation process and the **objectors** (**if applicable**), of their general right of appeal proof of notification **must** be provided. Note that the 21-day appeal period will commence the day after all the property owners have been notified.

The appeal procedures are set out in Section 80 of the abovementioned By-Law (attached). All appeals should be lodged to the City Manager of Drakenstein Municipality, P.O Box 1, Paarl, 7622 or at customercare@drakenstein.gov.za

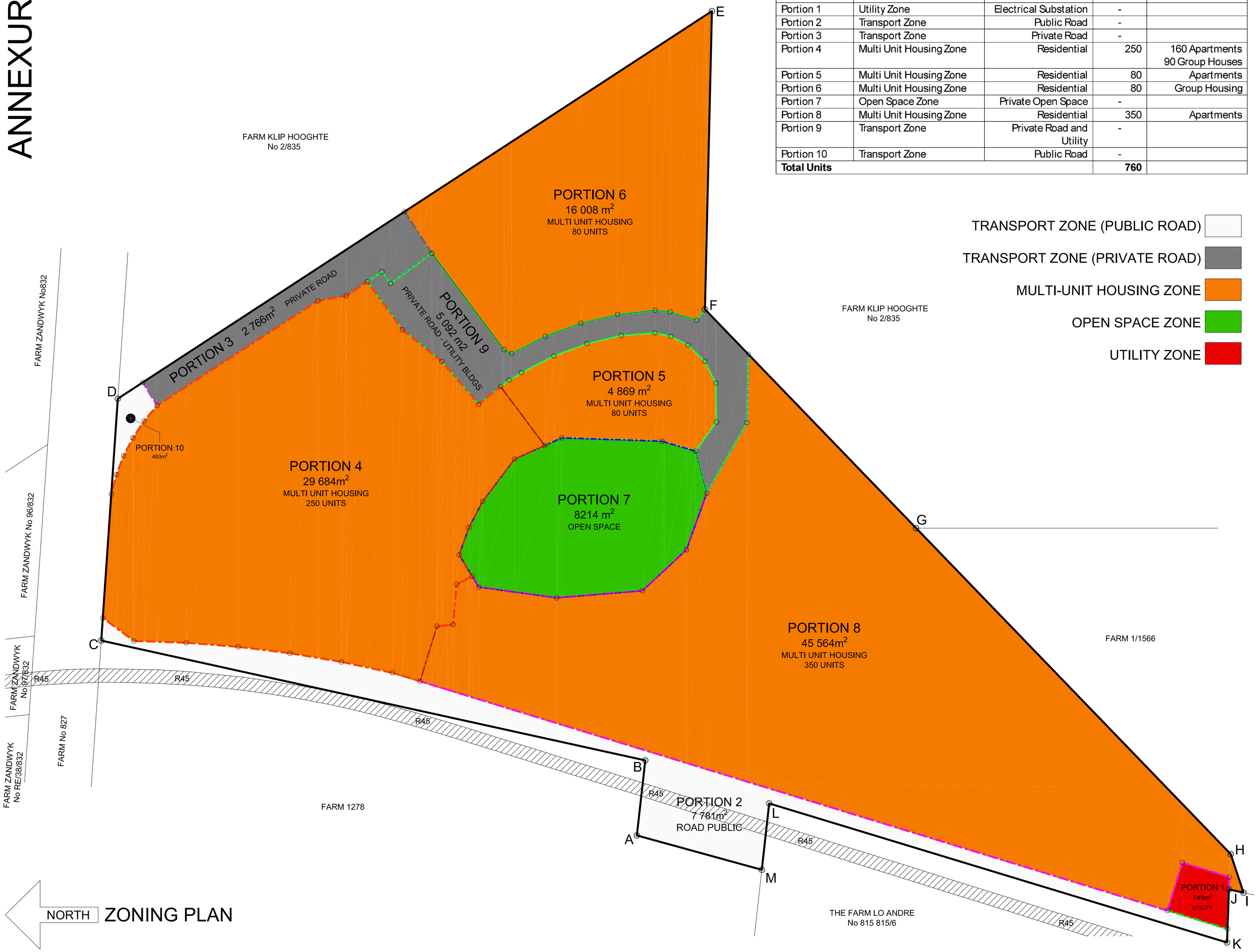
Yours faithfully



H.G STRIJDOM (PR. PLN A/1058/1998)
SENIOR MANAGER: LAND DEVELOPMENT AND MANAGEMENT

ANNEXURE B

ZONING PLAN				
The Site	Farm Draaihoogte 819, Paarl Division			
Portions	**Proposed Zoning**	**Proposed use**	**Number of units**	**Notation**
Portion 1	Utility Zone	Electrical Substation	-	
Portion 2	Transport Zone	Public Road	-	
Portion 3	Transport Zone	Private Road	-	
Portion 4	Multi Unit Housing Zone	Residential	250	160 Apartments 90 Group Houses
Portion 5	Multi Unit Housing Zone	Residential	80	Apartments
Portion 6	Multi Unit Housing Zone	Residential	80	Group Housing
Portion 7	Open Space Zone	Private Open Space	-	
Portion 8	Multi Unit Housing Zone	Residential	350	Apartments
Portion 9	Transport Zone	Private Road and Utility	-	
Portion 10	Transport Zone	Public Road	-	
Total Units			**760**	



FARM KLIP HOOGHTE
No 2/835

TRANSPORT ZONE (PUBLIC ROAD)

TRANSPORT ZONE (PRIVATE ROAD)

MULTI-UNIT HOUSING ZONE

OPEN SPACE ZONE

UTILITY ZONE

NORTH ZONING PLAN

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REV	ISSUE DATE	DRAWING REVISION DESCRIPTION
A	2025-08-12	ISSUED FOR INFORMATION
B	2025-08-14	UPDATED AS PER COMMENTS
C	2025-08-15	UPDATED AS PER COMMENTS
D	2025-08-18	UPDATED AS PER COMMENTS

KEY SITE PLAN

DRAWING LEGEND

CLIENT LOGO

DISCIPLINE
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PROJECT NAME & DESCRIPTION
Paarl Brickworks

Farm 819 Paarl Division

DRAWING DESCRIPTION
Development Zoning Plan

SCALE 1:1000	PRINT SIZE A1	DRAWN BY XH & CA	
PROJECT NUMBER	DRAWING NUMBER	REVISION	1st. DATE
25012	SP- 003	D	07/08/2025

ISSUED FOR INFORMATION

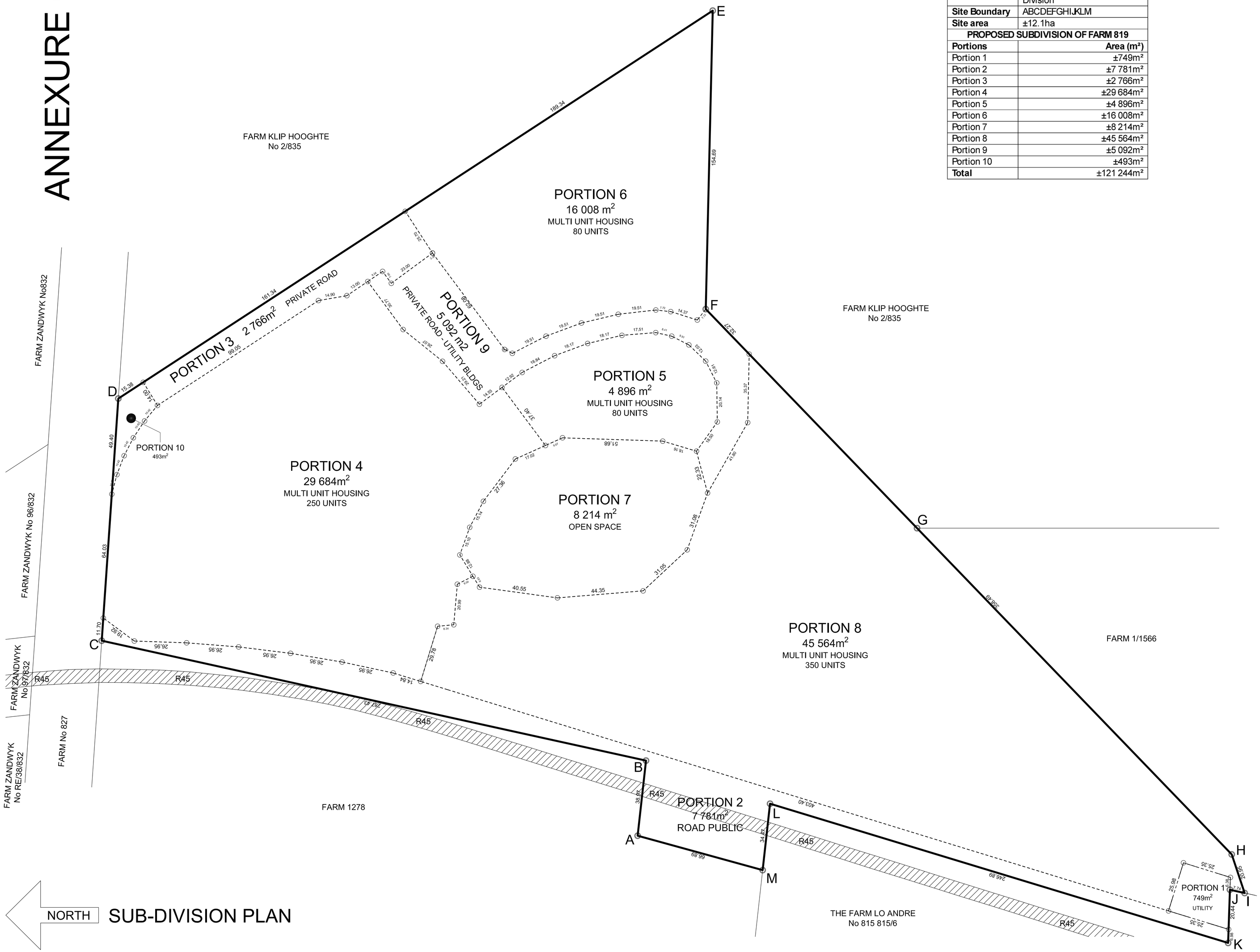
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ANNEXURE C

SUBDIVISION PLAN	
Property Schedule	
The Site	Farm Draaihoogte 819, Paarl Division
Site Boundary	ABCDEFGHIJKLM
Site area	±12.1ha
PROPOSED SUBDIVISION OF FARM 819	
Portions	**Area (m²)**
Portion 1	±749m²
Portion 2	±7 781m²
Portion 3	±2 766m²
Portion 4	±29 684m²
Portion 5	±4 896m²
Portion 6	±16 008m²
Portion 7	±8 214m²
Portion 8	±45 564m²
Portion 9	±5 092m²
Portion 10	±493m²
Total	±121 244m²



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REV	ISSUE DATE	DRAWING REVISION DESCRIPTION
A	2025-08-12	ISSUED FOR INFORMATION
B	2025-08-14	UPDATED AS PER COMMENTS
C	2025-08-15	UPDATED AS PER COMMENTS

KEY SITE PLAN

DRAWING LEGEND

CLIENT LOGO

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PROJECT NAME & DESCRIPTION
Paarl Brickworks

DRAWING DESCRIPTION
Development Subdivision Plan

SCALE 1:1000	PRINT SIZE A1	DRAWN BY XH & CA	
PROJECT NUMBER	DRAWING NUMBER	REVISION	1st. DATE
25012	SP- 002	C	07/08/2025

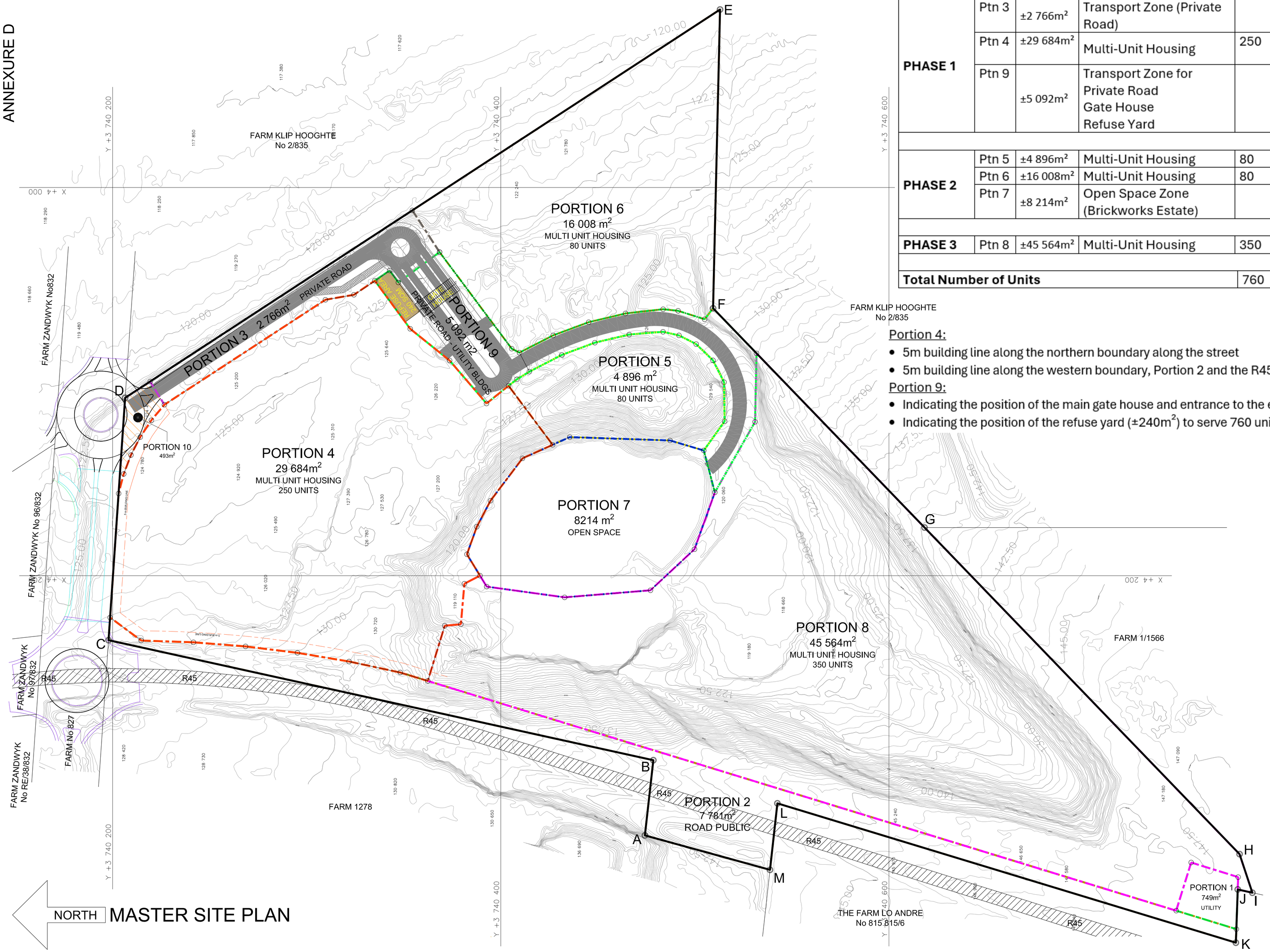
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ANNEXURE D



MASTER SITE PLAN

BRICKWORKS ESTATE				
PHASES	**PTN**	**Size**	**ZONING**	**UNITS**
PHASE 1	Ptn 3	±2 766m²	Transport Zone (Private Road)	
	Ptn 4	±29 684m²	Multi-Unit Housing	250
	Ptn 9	±5 092m²	Transport Zone for Private Road Gate House Refuse Yard	
PHASE 2	Ptn 5	±4 896m²	Multi-Unit Housing	80
	Ptn 6	±16 008m²	Multi-Unit Housing	80
	Ptn 7	±8 214m²	Open Space Zone (Brickworks Estate)	
PHASE 3	Ptn 8	±45 564m²	Multi-Unit Housing	350
Total Number of Units				760

Portion 4:

- 5m building line along the northern boundary along the street
- 5m building line along the western boundary, Portion 2 and the R45

Portion 9:

- Indicating the position of the main gate house and entrance to the estate.
- Indicating the position of the refuse yard (±240m²) to serve 760 units in total.

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REV	ISSUE DATE	DRAWING REVISION DESCRIPTION
A	2025-08-07	ISSUED FOR INFORMATION
B	2025-08-12	ISSUED FOR INFORMATION
C	2025-08-14	UPDATED AS PER COMMENTS
D	2025-08-15	UPDATED AS PER COMMENTS
E	2025-11-06	UPDATED AS PER COMMENTS

KEY SITE PLAN

DRAWING LEGEND

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PROJECT NAME & DESCRIPTION
Paarl Brickworks

Farm 819 Paarl Division

DRAWING DESCRIPTION
Development Master Plan

SCALE 1:1000	PRINT SIZE A1	DRAWN BY XH & CA	
PROJECT NUMBER	DRAWING NUMBER	REVISION	1st. DATE
25012	SP- 001	E	07/08/2025

ISSUED FOR INFORMATION

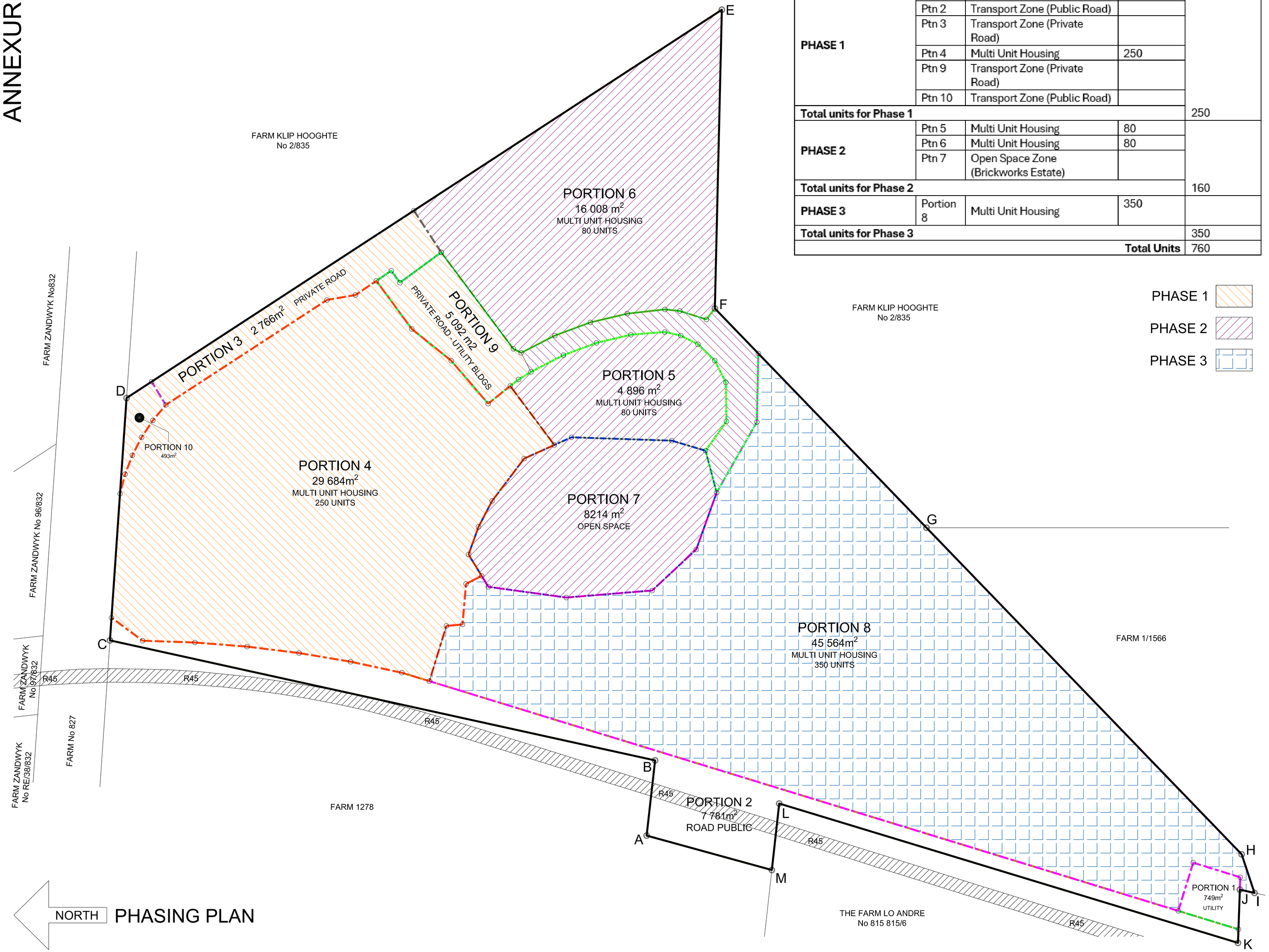
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ANNEXURE E

PHASING OF FARM 819 PAARL DIVISION				
PHASES	**PTN**	**ZONING**	**UNITS**	**TOTAL UNITS**
PHASE 1	Ptn 1	Utility Zone		
	Ptn 2	Transport Zone (Public Road)		
	Ptn 3	Transport Zone (Private Road)		
	Ptn 4	Multi Unit Housing	250	
	Ptn 9	Transport Zone (Private Road)		
	Ptn 10	Transport Zone (Public Road)		
Total units for Phase 1				250
PHASE 2	Ptn 5	Multi Unit Housing	80	
	Ptn 6	Multi Unit Housing	80	
	Ptn 7	Open Space Zone (Brickworks Estate)		
Total units for Phase 2				160
PHASE 3	Portion 8	Multi Unit Housing	350	
Total units for Phase 3				350
			Total Units	760



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A	2025-08-12	ISSUED FOR INFORMATION
B	2025-08-14	UPDATED AS PER COMMENTS
C	2025-08-15	UPDATED AS PER COMMENTS

KEY SITE PLAN

DRAWING LEGEND

CLIENT LOGO

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PROJECT NAME & DESCRIPTION

Paarl Brickworks

Farm 819 Paarl Division

DRAWING DESCRIPTION

Development Phasing Plan

SCALE 1:1000	PRINT SIZE A1	DRAWN BY XH & CA	
PROJECT NUMBER	DRAWING NUMBER	REVISION	1st. DATE
25012	SP- 004	C	12/08/2025

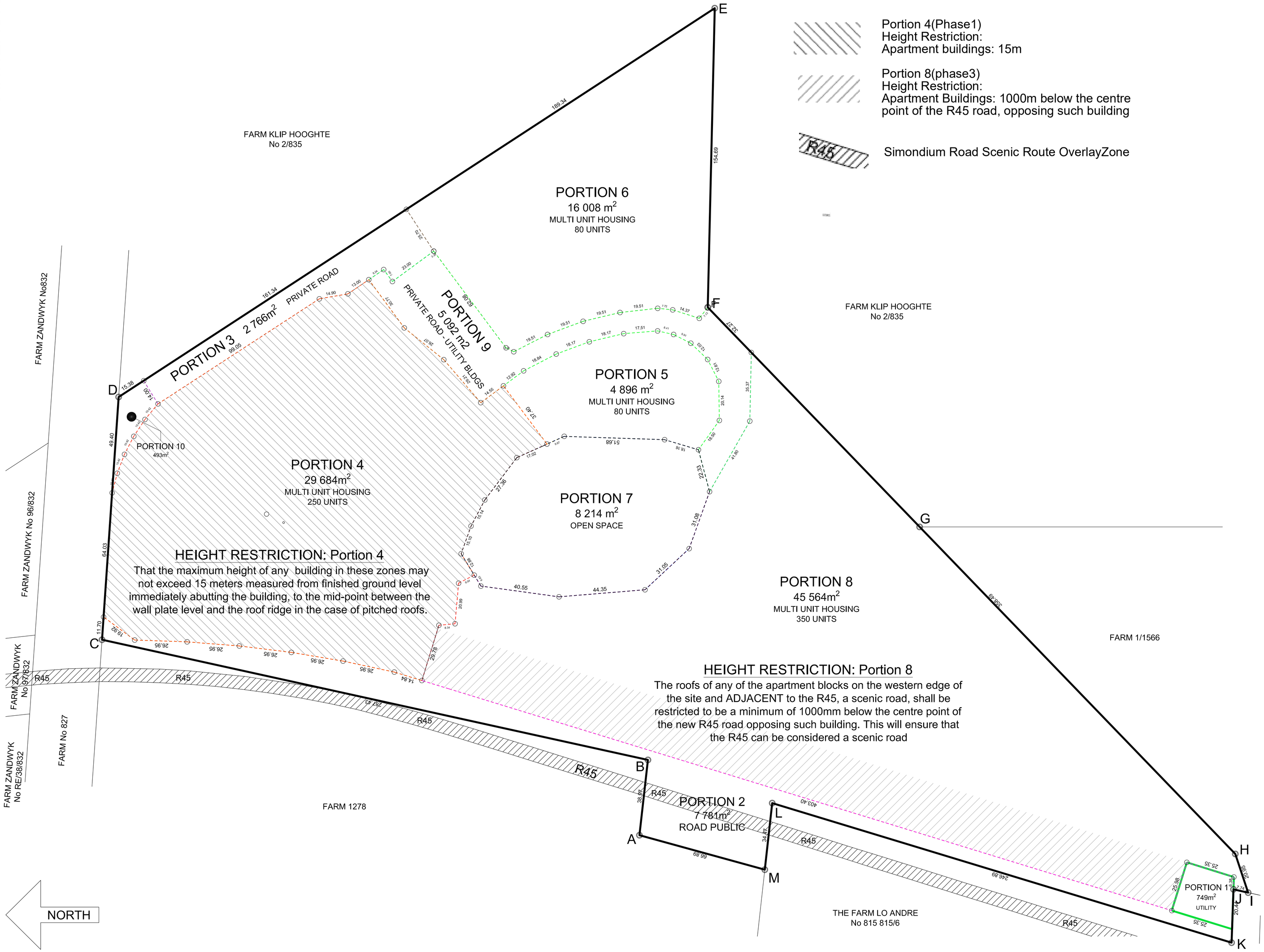
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ANNEXURE F



Portion 4(Phase1)
Height Restriction:
Apartment buildings: 15m

Portion 8(phase3)
Height Restriction:
Apartment Buildings: 1000m below the centre point of the R45 road, opposing such building

Simondium Road Scenic Route OverlayZone

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REV	ISSUE DATE	DRAWING REVISION DESCRIPTION
A	2025-08-12	ISSUED FOR INFORMATION
B	2025-08-14	UPDATED AS PER COMMENTS
C	2025-08-15	UPDATED AS PER COMMENTS

KEY SITE PLAN

DRAWING LEGEND

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PROJECT NAME & DESCRIPTION
Paarl Brickworks

Farm 819 Paarl Division

DRAWING DESCRIPTION
Development Height Restriction Plan

SCALE	1:1000	PRINT SIZE	A1	DRAWN BY	XH & CA	
PROJECT NUMBER		DRAWING NUMBER		REVISION		1st. DATE
25012		SP- 005		C		07/08/2025

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ANNEXURE K

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Civic Centre, Berg River Boulevard, Paarl 7647

Memo

To:	EXECUTIVE DIRECTOR: CORPORATE & PLANNING SERVICE **(ATTENTION: C. VAN DER BANK)**
From:	EXECUTIVE DIRECTOR: ENGINEERING SERVICES
Enquiries:	LH. SMITH
Collaborator number:	**1968718**
Reference number:	**15/4/1 (F819/0) P (2728)**
Date:	22 June 2026
Subject:	**ADMENDMENT APPLICATION FOR THE REZONING, SUBDIVISION AND AMENDMENT OF THE LEVENDAL MASTER PRECINCT SUBDIVISION PLAN AND OTHER APPLICATIONS FOR FARM 819/0, DRAAIHOOGTE, PAARL**

These conditions will be subject to review by the Engineering Services Department upon receipt of Civil and/or building plans for approval. This may require all the studies carried out for the proposed development to be updated and revised accordingly, which shall include compliance with the latest legislation, amended legislation, latest or amended standards and revised master planning.

The aforementioned is based on the possibility of changes in the physical environment in respect of engineering infrastructure between date of issuing of conditions and actual building/construction being imminent, which may impact on available relevant infrastructure capacities as at time of initial issuing of conditions.

NOTE: This comment covers a number of disciplines and each section needs to be dealt with by a competent specialist in that field co-ordinated by the consultant managing the application. No correspondence will be entered into with individual consultants.

This memorandum replaces this departments previous correspondence on this matter referenced 15/4/1(F819/0)P(1861) dated 01 April 2026.

THE FOLLOWING CONDITIONS WILL APPLY

1 STREETS & TRAFFIC

1.1 Any new roads/streets and accesses will be the responsibility of the developer, including all internal and bulk connectors;

1.2 ***This department is of the opinion that a roundabout configuration in terms of the Arterial Management Plan prepared by ITS in April 2022 (ITS Ref 4170) currently circulating at the offices of the PRE is the more effect solution to be implemented along MR191;***

1.3 ***The developer will be responsible to construct the future Municipal class 3 road including hardened sidewalks along the northern boundary of the subject property (approximately 140m from the MR191 intersection);***

1.4 ***The developer will be responsible to construct the intersection of MR191 and future Municipal class 3 road to full dual carriageway standards;***

1.5 ***As access to the property is off the future Municipal class 3 road, which is 135m east of the MR191 intersection, approval from the PRE offices are required;***

1.6 ***Provision must be made along the future Municipal class 3 for embayment's for public transport facilities; and***

1.7 ***Any alterations to the existing road network will be the responsibility of the developer which includes design, approval and construction of any additional traffic control and or traffic calming measures as detailed in the Traffic Impact Assessment (TIA) Rev 2 of ITS dated August 2025; and***

1.8 ***An updated TIA to be submitted to this department after the completion of each phase.***

2 STORM WATER

2.1 ***Prior to the approval of any individual SDP's, an updated Stormwater Management Plan must be submitted to this department for approval;***

2.2 Any new storm water networks will be the responsibility of the developer, including all internal and bulk connectors;

2.3 Pollution control measures to mitigate chemical and solid pollution must be provided at inlet and outlet structures as may be relevant;

2.4 Only pre-development run-off of a 1:2 year storm event will be accepted into the existing system. Provision must be made to accommodate the detention of run-off for a 1:50 year storm event; and

2.5 Provision must be made for an effective rainwater harvesting system to be planned and designed for all roof water. The volume of the storage facilities should be based on $0.02m^3/m^2$ roof area.

3 WATER

3.1 ***The developer shall contribute to the installation of the findings of the GLS report dated 14 October 2025 or any subsequent updated report;***

3.2 ***Prior to the approval of any individual SDP's, an updated GLS report must be submitted to this department for approval if the report is older than 2 years;***

3.3 The development will be provided with a bulk metered connection at actual cost;

3.4 All individual portions must be provided with a separate water connection and a separate water meter to municipal specifications;

3.5 All the metered connections must be installed one meter inside the erf boundary of each portion;

3.6 Water saving devices shall be installed in toilets, bathrooms and basins; and

3.7 Any existing system that is to remain shall be upgraded to minimum municipal standards.

4 WASTEWATER SERVICES

4.1 ***The developer shall contribute to the installation of the findings of the GLS report dated 14 October 2025 or any subsequent updated report;***

4.2 ***Prior to the approval of any individual SDP's or building or civil engineering plan, an updated GLS report must be submitted to this department for approval if the report is older than 2 years;***

4.3 The applicant shall ensure adherence to the various conditions in the Drakenstein Municipality, Water Services By-law (2014) relating to wastewater effluent discharge;

4.4 All individual portions must be provided with a separate wastewater connection;

4.5 A connection manhole must be constructed 1m inside the erf boundary to a maximum depth of 0.8m; and

4.6 Any existing system that is to remain shall be upgraded to minimum municipal standards.

5 SOLID WASTE

5.1 The Municipality undertakes, after the proclamation of the development, to remove household refuse in accordance with its by-laws and shall make its own arrangements with the occupants

of erven/home owner's organisation/body corporate in the development, for the removal of such household refuse;

5.2 A waste recovery/recycling initiative has been implemented in Drakenstein and the development will have to be prepared to comply with any requirements as the project is rolled out;

5.3 Such collection shall be from individual erven/a single centralised waste collection site for the development;

5.4 Provision should be made for a waste disposal facility and entrance to the township, with lockable gate for wheelie bins (240l bins) and recyclable bags equal to the number of dwellings per development;

5.5 A key should be provided to Drakenstein Municipality to be able to unlock the door/gate to garbage area on collection days, from the kerbside;

5.6 The garbage area should be enclosed with a 1.8m high fence and need to provided with the following;

- Tap with running water;
- A gully which is connected to an approved sewer connection;
- Concrete floor;

5.7 Municipal refuse trucks will not enter the township (complex) to collect wheelie bins on collection days;

5.8 The Developer shall indemnify the Municipality from any damages caused as a result in rendering the refuse removal service; and

5.9 ***The developer shall submit an Integrated Solid Waste Management Plan for approval by the department before the completion of the civil works.***

6 DEVELOPMENT CHARGES

6.1 Based on the information provided in the application, the Development Charge payable by the developer is **R 26 355 770.00 (Excl. VAT)**. The levy is valid until **30 June 2026** where after a new calculation is required. The value has been calculated as follows:

6.1.1 Water = R 7 225 803.00
6.1.2 Sewer = R 4 742 418.00
6.1.3 Roads =R 8 041 403.00
6.1.4 Stormwater = R 1 647 548.00

6.1.5 Solid Waste = R 4 698 597.00

6.2 Note that the Development Charge calculated will only be applicable to the approved SDP provided in the application. If the developer wishes to increase the Gross Leasable Area of the development in future, resulting in an additional impact on engineering services, this department will investigate whether the developer is liable for the payment of Development Charges within the given legislative and policy frameworks.

7 GENERAL

7.1 ***Depending on the individual SDP's, additional Civil Engineering Specialist Reports may be requested by this department;***

7.2 ***When at any stage in future the municipality is required to take over ownership and maintenance of civil infrastructure, it will be the responsibility of the property owners to ensure all water and waste water connections adhere to municipal standards and by-laws;***

7.3 ***When any service is to be taken over by Drakenstein Municipality, any damage caused due to the construction of houses or any other construction activity shall be repaired by the Developer. Failure to do so will result in clearances and occupation certificates being withheld and remedial works shall be done by Drakenstein Municipality for the cost of the developer***;

7.4 A services agreement shall be entered into, prior to the start of construction, where in shall be detailed the apportionment of funding of any new works common to the area, including but not limited to road network upgrading, sewerage treatment works upgrading, bulk water supply upgrading, sewage network upgrading;

7.5 All Development Charges levied against respective services, can be combined together and off-set against any costs incurred relating to any one specific service (Eg: All Water, Sewer, Roads Stormwater and Solid Waste can be offset against costs incurred for road upgrades);

7.6 The developer is responsible for the payment of a Developers Charge (water, sewer, stormwater, solid waste and roads) which can be discounted against the bulk service cost needed for the development;

7.7 The developer is responsible for the funding of all connections to the bulk services and all internal works;

7.8 The findings of the bulk service capacity analysis carried out by councils consultant GLS Engineers, needs to be implemented simultaneously with the development;

7.9 All of the works, including but not limited to; roads, stormwater, water, sewers, landscaping, irrigation, etc. shall be designed by a suitably registered (ECSA registration for the civil works and SACLAP registration for the landscaping) person and any such works shall be constructed under supervision of such registered person. All such design plans shall be submitted to the Civil Engineering Services Department of Drakenstein Municipality for approval prior to the commencement of construction;

7.10 The whole of the works shall fall under the control of a single project manager;

7.11 The municipality shall be represented at all site meetings for the duration of the construction of the works and to this end timeous notification of such meetings shall be supplied to the Civil Engineering Services Department;

7.12 All works where applicable shall be constructed to at least the minimum standards as set out in, Engineering Services: Municipal Standards;

7.13 Where applicable all water network, (downstream of the valve immediately upstream of the bulk water meter, upstream of the connection to the existing system or intersection point with the existing road), sewer network, stormwater network and road network components shall be a private combined system and shall be indicated as such on all documents and plans;

7.14 All private combined systems (including but not limited to water, sewer, stormwater, roads, irrigation, etc.) shall be the joint and several responsibility (including but not limited to the administration of the joint account and operation and maintenance of the system) of the members of the homeowners association/body corporate and must be noted as such in any constitution of any such body and any such constitution must be submitted for approval by council. This constitution shall be notarially linked to each separate title deed;

7.15 A comprehensive operational infrastructure management plan shall be drawn up and submitted for approval by the Civil Services Department;

7.16 A set of accurate as-built drawings as per Drakenstein Municipality: Civil Engineering Department's Standards must be submitted at the practical completion inspection; and

7.17 The above conditions are to be complied with in stages.

7.17.1 Requirements associated with the preparation of plans, drawings, permits, agreements and approvals, shall be complied with prior to construction;

7.17.2 Requirements associated with the completion of construction, development charges, as-built drawings, maintenance management plans, agreements, etc. These will be complied with prior to the transfer of any subdivided erf within the development property or occupation of any property/building in the phase; and

7.17.3 Proof of compliance for the requirements associated with long term operations must be available on request.



LH Smith

SENIOR MANAGER: INFRASTRUCTURE MANAGEMENT

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Memo

To:	Senior Manager: Land Development Management For attention: H Strijdom/C van der Bank/E Cyster
From:	Manager: Planning and Customer Services
Enquiries:	R Abrahams
Reference number:	8/2/5_819
Date:	17 October 2026
Subject:	**AMENDMENT TO THE LAND USE APPLICATION FOR THE REZONING, AMENDMENT OF CONDITIONS, SUBDIVISION, DEPARTURE AND SUPPORTING PLANS IN TERMS OF SECTION 15(2) OF THE DRAKENSTEIN BYLAW ON MUNICIPAL LAND USE PLANNING, 2018: REMAINDER FARM 819 PAARL DIVISION**

Time Limit on Conditions: These conditions will be limited to a period of one (1) year from the date as on the covering memo from this department. After this period a re-application must be submitted for approval by this department.

1. INFORMATION REQUIRED/OUTSTANDING

   1.1. None.

2. THE FOLLOWING CONDITIONS WILL APPLY

   2.1. Total notified demand for this development with 760 residential units is estimated for 2MVA. The first phase load requirement for 250 residential units is 507kVA.
   2.2. Only one service cable connection per erf is allowed.
   2.3. No trees or any type of structures may be erected under or near any new or existing electrical infrastructure.
   2.4. All electrical equipment shall comply with Drakenstein Municipality standards and have twenty-four-hour access for maintenance purposes.
   2.5. The developer will be responsible for all cost in the case where he or she requests or required by the municipality to relocate any infrastructure situated in the road reserve or withing the development to be moved or relocated to new proposed positions.
   2.6. The developer is required to include measures to improve energy efficiency for any additional load requirement to the existing electrical supply.
   2.7. Register service servitudes where existing and or new infrastructure will or have been installed.

2.8. Provision must be made by the developer for a new proposed council 11kV switching station of at least 25mx25m.

2.9. The new proposed council 11kV switching station shall be utilised for distribution of 11kV ring feeds in the surrounding areas.

2.10. A service level agreement between the municipality and the owner or developer of above-mentioned erf must be arrange at Electro-Technical Service Department (Planning and Design division - Chief Engineering Technician).

3. GENERAL

3.1. Excessive network upgrading is required to provide the development of additional power. The previous mentioned entails upgrading Suid End 66/11kV substation's 11kV out building, the 11kV ring feeds and feeder cables to the new proposed 11kV switching station. Note, that the first phase will temporarily be supplied from the existing infrastructure.

3.2. NRS069 Network recovery cost will apply for any additional load requirement and will be calculated according to the following as indicated in approved tariffs: **R5,933.48 per kVA (V.A.T. included)**. The cost as mentioned above is valid until 30 June 2027 and will escalate thereafter for each upcoming financial year which is between 1 July and 30 June.

3.3. A single bulk supply may be provided that shall serve as mains to the development.

3.4. The reticulation after the municipal metering facility will be regarded as private.

3.5. The developer will be responsible to carry all cost of the electrical installation.

3.6. All upgrade and service costs must be paid at the finance section in cash before any service connection may be rendered.

3.7. Your attention is drawn to the following electricity by-law should the development be serviced and managed by means of private reticulation:

3.7..1. Unless authorised by the municipality, no person may sell or supply electricity supplied to his or her premises or generated by him or her under an agreement with the municipality, to any other person or persons for use on any other premises, or permit or allow such resale or supply to take place.

3.7..2. A reseller must comply with the licensing and registration requirements set out in the ERA.

3.7..3. If electricity is resold for use upon the same premises, the electricity resold must be measured by a sub meter of a type which has been approved by South African Bureau of Standards and supplied, installed and programmed in accordance with the standards of the municipality.

3.7..4. The tariff at which and the conditions of sale under which electricity is thus resold, shall not be less favourable to the purchaser than those that would have been payable and applicable had the purchaser been supplied directly with electricity by the municipality.

3.7..5. Every reseller must furnish the purchaser with monthly accounts that are at least as detailed as the relevant billing information details provided by the municipality to its electricity customers.

3.7..6. The municipality may request audited reports from resellers to prove that the above resale conditions are met. The cost to obtain audited reports will be borne by the reseller.

3.8. A private registered consultant and installation electrician shall be used to do all designs, installations and alterations according to SANS 10142, Occupational Health and Safety Act (Act 85 of 1993), the regulations made thereunder and Drakenstein Municipal by-laws prior to the development.

3.9. A certificate of compliance and occupational certificate must be handed over to the Electro-Technical Engineering Department (Service Section) on the day the service is rendered or as the case may be.

3.10. Electro-Technical Engineering: Planning and Design with reference to the services and conditions has no objection, but can only provide power to the first phase of the development until adequate spare capacity has been made available which is subjected to available funding.

Yours faithfully



L LAING
SENIOR MANAGER: ELECTRO-TECHNICAL ENGINEERING
I:BEPLAN_3\Sub_Divisions_Rezoning\202627\819

Western Cape Government
Infrastructure
Vanessa Stoffels
Chief Directorate: Road Planning
Vanessa.Stoffels@westerncape.gov.za | Tel: 021 483 4669

Ref: DOI/CFS/RN/LU/REZ/SUB -10/588 (App 2025-11-0107)

The Municipal Manager
Drakenstein Municipality
PO Box 1
Main Street
PAARL
7622

Attention: Ms C van der Berg

REMAINDER FARM DRAAIHOOGTE NO. 819, PAARL: MAIN ROAD 191: LAND USE APPLICATION

1. The following refer:

1.1. The application received from Messrs Frame on 13 November 2025;

1.2. Traffic Impact assessment dated August 2025 by ITS;

1.3. Memo from the Executive Director: Engineering Services of Drakenstein Municipality with reference no.: 15/4/1 (F819/0) P(1861) dated 1 April 2026 supporting the development subject to the specified conditions; and

1.4. Letter 16/3/6/4 (1714) from Drakenstein Municipality dated 5 November 2024 requesting transfer of Road Authority of Main Road 191 from km 0.0 to ± km 8.2.

1.5. This Branch's letter (App: 28239) dated 29 January 2026,

1.6. This Branch's letter DOI/CFS/RN/LU/REZ/SUB-10/588 (Application No: 2025-11-0107) dated 22 April 2026.; and

1.7. Drakenstein letter 16/3/5 (2650) received on 9 June 2026.

2. Following a meeting held on 25 May 2026 between this Branch, Drakenstein Municipality and ITS, has reviewed the conditions pertaining to the development. As such this letter replaces the letter referenced in 1.6) above.

3. The subject property is located 1km south from Paarl and is adjacent to Main Road 191 (MR00191, R45).

4. It is understood that this application is an amendment to a previous application due to a change of investors. This application is for the following:

4.1. Amendment of the Levendal Master Precinct Subdivision Plan to exclude Farm 819 in terms of Section 15(2)(g) of the Drakenstein By-Law on Municipal Land Use Planning;

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4.2. Rezoning of Farm 819 from Agriculture Zone to Subdivisional Area Zone in terms of Section 15(2)(a) of the Drakenstein By-Law on Municipal Land Use Planning with proposed zonings as indicated on Amended Zoning plan (SP_003_rD o7/08/2025);

4.3. Subdivision of Farm 819 according to the amended Subdivision Plan (SP_002_rC 07/08/2025;

4.4. Permanent Departure for a Utility Service under the Transport zone to allow for a refuse area to exceed an area of 5mx5m, as per definitions of utility services, with an approximate total area of ±240m² as per amended Master Plan (SP_001_rD of 07/08/2025).

4.5. Approval of the amended zoning plan, master plan, height restriction plan, and withdrawal of the urban design guidelines.

4.6. Approval in terms of Act 21 of 1940.

5. The application will enable the development 760 apartments and townhouses in three phases.

6. This Branch's letter referenced in 1.5) above, approved the intersection control from a signal to a roundabout at the R45/McMillan Access Road intersection and the R45/Bergriver Resort Road intersection. It also stated that the road reserve width be maintained in order to preserve the option to install traffic signals in the future.

7. Cognisance is taken of the Traffic Impact Assessment by ITS dated November 2025. It sets out the following road improvements required for the various timeframes:

7.1. 2028 – Background traffic:

7.1.1. Intersection A: R45/New Class 3 – It is recommended that a traffic signal be installed, along with dedicated right-turn lanes for the northbound approach and a dedicated left-turn lane for the southbound approach, to accommodate the increased traffic from the Brickfields commercial development. The eastbound approach is proposed to include a dedicated right-turn lane, a through lane, and a dedicated left-turn lane, while the westbound approach is proposed to have a shared lane. The vertical alignment of the New Class 3 intersection will influence the final determination of the appropriate traffic control at this intersection.

7.1.2. Intersection 2: R45/Berg River Resort Road – It is recommended that a traffic signal be installed, along with dedicated right-turn lanes for the northbound and southbound approaches. Dedicated right-turn lanes are also recommended for both the eastbound and westbound approaches.

7.1.3. Intersection 3: R45/Green School Access – To assist the northbound right-turners at the Green School Access, it is recommended that a dedicated right-turn lane be provided on the northbound approach.

7.1.4. Intersection 4: R45/Val de Vie Access – A traffic signal will be installed at this intersection as part of the R45 upgrade project by the WCG. As part of this upgrade, it is proposed to provide an additional through lane on both the northbound and southbound approaches.

7.2. 2028 – Background traffic plus Phase 1:

7.2.1. Intersection A: R45/New Class 3 – It is recommended to provide a dedicated right-turn lane for the westbound approach and a dedicated left-turn lane for the southbound approach.

7.2.2. Intersection B: Proposed Development Access/New Class 3 – It is recommended that the existing east–west gravel road be upgraded to a surfaced road (Municipal Class 3) from the R45 to the proposed development access. A priority-controlled intersection is proposed, allowing free flow in the eastbound and westbound directions. To improve access to the proposed development from the westbound approach, given the skewed alignment of the existing site access, it is recommended that a dedicated left-turn slip lane be provided.

7.3. 2030 - Background traffic plus Phase 2 improvements:

7.3.1. None are required, provided all other improvements have been implemented.

7.4. 2035 – Background traffic plus Phase 3 improvements:

7.4.1. Intersection A: R45/New Class 3 – It is recommended that an additional dedicated right-turn lane be provided on the westbound approach and a left-turn slip lane be provided on the southbound approach.

7.4.2. Intersection B: Proposed Development Access/New Class 3 – Due to the angle at which the existing access to Farm 69/832 is provided, the bellmouth radii of this access are problematic. Therefore, to accommodate access to Farm 96/832 as a result of the development of Levendal Precinct 4 to the north, a roundabout will need to be constructed, including a left-turn slip lane to facilitate access to Farm 96/832.

7.5. The TIA also recommends that sidewalks be constructed on the Class 3 access road.

7.6. The TIA notes that the R45/Green School access is expected to operate at LOS F. The proposed measure to deal with this is the road link across the Dalzicht development on Farm Re/37/811 and to access the traffic signals at the R45/Bergriver Resort Road.

7.7. The TIA further notes that the R45/R101 intersection is expected to operate at capacity in 2023, and it recommended that the New Class 3 Road link to New Eskdale be prioritized.

7.8. Given the uncertainty around the timing and likelihood of the future developments being constructed within the relevant horizon years, it is recommended that an updated TIA be conducted after each phase of the proposed development has been completed. This assessment should evaluate which future developments have materialised by that time and reassess the need for the proposed upgrades based on the traffic volumes at that stage.

7.9. Various developments have not been taken into account in the analysis including the those along Main Road 189. However, as it is recommended that updated TIA's be done for every phase, these would take those developments into account in respect

of the traffic counts. The critical point here being that new traffic counts have to be undertaken.

8. The Municipality have indicated in their letter referenced in 1.7) above that the upgrading of R45/Berg River Resort Road will be the responsibility of other developers. In addition they have stated that the roundabout required to provide access to Portion 96 of farm No. 832 will be a requirement for the development of Farm 96/832.

9. It is also noted that the northbound right turn lane on the R45 at the Green School and the improvements at the R45/Val de Vie Access have been constructed as part of the Provincial upgrade project.

10. The total traffic based on the above that is expected to use MR191 is 5625 trips in the am peak hour. This is significantly more than the capacity of the road, and dualling at a certain point will be required.

11. An exercise undertaken by ITS, appointed by Drakenstein Municipality, considered the horizontal alignment of a future dualled MR191 with a Class E(ii) cross section. The conclusion was that dualling should take place on the western side of the existing carriageway as it retains most of the upgraded carriageway as the southbound carriageway, has the least traffic accommodation issues, and will also cost the least. This was shown conceptually on Drawing number: 4683/SE/03 dated 27 February 2024 and 4683/RR/03 dated 28 February 2024 (See Annexure A).

12. Planning undertaken for the Access Management Plan for Main Road 191 by ITS, report dated April 2022, motivated for a supporting road network consisting of a north-south road link on the eastern side of Main Road 191 and a link to Simonsvlei Road on the western side of MR191. A brief description of the links follow:

12.1. The north-south link, for the sake of ease of reference this will be called Frater Road extension, which extends from the Green School in the south and traverses several properties to link with Frater Road. This link will provide an alternative for traffic to access eastern Paarl and further afield via Jones Street or via the Paarl Mall interchange. This TIA has motivated that this link be prioritised.

12.2. The proposed link west of MR191 is a semi-circular link between the intersections of MR191/Bergriver Resort Road and MR191/new McMillan Brickfields Road. In addition it also connects with Divisional Road 1103 (DR01103, Simonsvlei Road). The latter aspect will provide an alternative for westbound traffic from Main Road 191, thus avoiding the intersection of Main Road 191/Main Road 189.

13. The installation of traffic signals along the route will require streetlighting. Drakenstein Municipality who have applied to take over as Road Authority of Main Road 191 from km 0.0 to ± km 8.2 will be responsible for the maintenance and burning costs of the traffic lights.

14. As there are a number of developers taking direct or indirect access off the section of MR191 currently being upgraded and it would appear that some of the developments will be running concurrently, it is proposed that road improvements be undertaken in a manner with the least disruption to the road upgrade contract and the public. An implementation plan of the necessary road improvements for all current and future development proposals will be required to ensure that the required

road infrastructure is built in a coordinated manner to acceptable standards and with the least disruption to road users at large. While the Branch is still the Road Authority of MR191, it is committed to complete the road upgrade contract and to manage MR191 as part of the provincial road network. Drakenstein Municipality being the future Road Authority, must engage with the Project Coordinator of this Branch for the current upgrade of Main Road 191, Mr Naasier Sambo (e-mail: naasier.sambo@westerncape.gov.za), to implement and manage the additional road upgrades as a result of land use development.

15. The Branch offers no objection to the application in terms of the Land Use Planning Act, No. 3 of 2014, subject to the following conditions:

15.1. That the following road improvements be undertaken:

15.2. 2028 – Background traffic:

15.2.1. R45/New Class 3 – It is recommended that a traffic signal be installed, along with dedicated right-turn lanes for the northbound approach and a dedicated left-turn lane for the southbound approach, to accommodate the increased traffic from the Brickfields commercial development. The eastbound approach is proposed to include a dedicated right-turn lane, a through lane, and a dedicated left-turn lane, while the westbound approach is proposed to have a shared lane. The vertical alignment of the New Class 3 intersection will influence the final determination of the appropriate traffic control at this intersection. Alternatively a roundabout may be installed as per this Branch's letter referenced in 1.5).

15.3. 2028 – Background traffic plus Phase 1:

15.3.1. R45/New Class 3 – It is recommended to provide a dedicated right-turn lane for the westbound approach and a dedicated left-turn lane for the southbound approach. A roundabout may be built instead of traffic signal controlled intersection (Branch letter referenced 1.5)

15.3.2. Proposed Development Access/New Class 3 – It is recommended that the existing east–west gravel road be upgraded to a surfaced road (Municipal Class 3) from the R45 to the proposed development access. A priority-controlled intersection is proposed, allowing free flow in the eastbound and westbound directions. To improve access to the proposed development from the westbound approach, given the skewed alignment of the existing site access, it is recommended that a dedicated left-turn slip lane be provided.

15.4. 2030 - Background traffic plus Phase 2 improvements:

15.4.1. None are required, provided all other improvements have been implemented.

15.5. 2035 – Background traffic plus Phase 3 improvements:

15.5.1. R45/New Class 3 – It is recommended that an additional dedicated right-turn lane be provided on the westbound approach and a left-turn slip lane be provided on the southbound approach. Alternatively the roundabout analysis and design will determine if improvements are required.

15.6. That sidewalks be constructed on the Class 3 access road.

15.7. That an updated TIA be conducted after each phase of the proposed development has been completed. This assessment should evaluate which future developments have materialised by that time and reassess the need for the proposed upgrades based on the traffic volumes at that stage.

15.8. The developer must cede at no cost to the Road Authority any land required for the future dualling of MR191. In this regard a preliminary design must inform the process and the necessary land must be subdivided and transferred to the Road Authority when the first erf within the development is registered;

15.9. Access to the development will be as proposed in the Site Development Plan. All existing accesses previously utilised are to be permanently closed.

15.10. Drakenstein Municipality will be responsible for the burning costs of the streetlights and traffic signals;

15.11. Drakenstein Municipality must prioritise the implementation of the Frater Road Link.

15.12. Detail design plans are to be submitted to this Branch's Design Directorate for the attention of Mr F Hunter (faiz.hunter@westerncape.gov.za) for approval;

15.13. Drakenstein Municipality must coordinate with all the developers that impact Main Road 191, to ensure that Main Road 191 is dualled and upgraded as required to accommodate the additional traffic generated by those developments, and that the necessary funding is secured through the developments for the said upgrades.

15.14. This Branch has not budgeted for any of the required improvements.

Yours Sincerely



DD FORTUIN
***For* DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE**
DATE: 3 JULY 2026

ENDORSEMENTS

1. Drakenstein Municipality

   Attention: Ms C van der Bank (e-mail: cornelia.vanderbank@drakenstein.gov.za)

   Attention: Mr L Smith (e-mail: Lawrence.smith@drakenstein.gov.za)

2. Land Use Consultant: Frame

   Attention: Ms I Jordaan (e-mail: iana.jordaan@framegroup.co.za)

3. Traffic Engineering Consultant: ITS

   Attention: Mr J Brink (e-mail: johanb@itsglobal.co.za)

4. District Roads Engineer

   Paarl

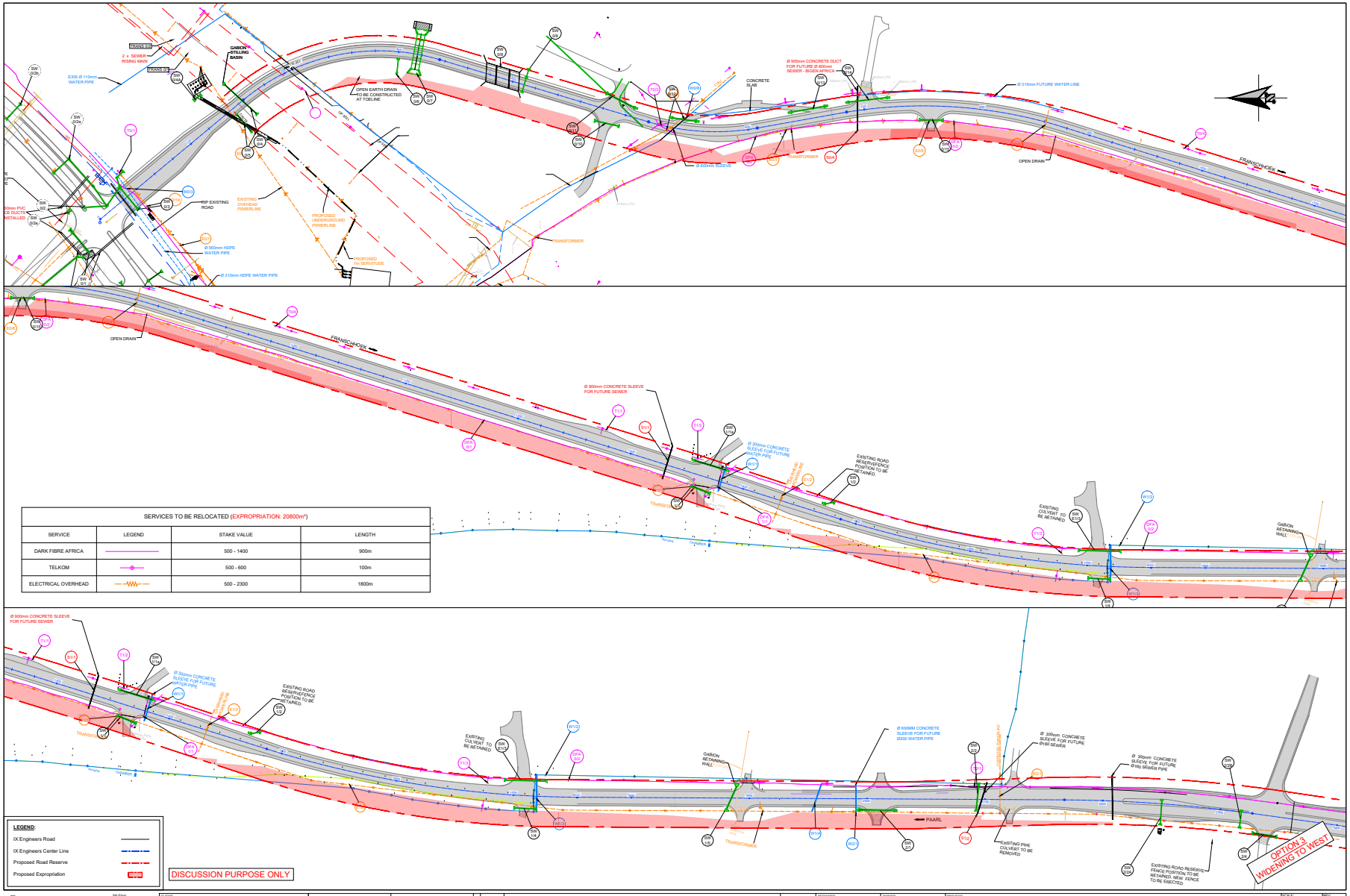
5. Mr E Smith (e-mail)

6. Mr F Fakier (e-mail)

7. Mr B du Preez (e-mail)

8. Mr D Fortuin (e-mail)

Annexure A


SERVICES TO BE RELOCATED (EXPROPRIATION: 20800m²)
SERVICE | LEGEND | STAKE VALUE | LENGTH
DARK FIBRE AFRICA | 500 - 1400 | 900m
TELKOM | 500 - 600 | 100m
ELECTRICAL OVERHEAD | 500 - 2300 | 1800m
LEGEND:
IX Engineers Road
IX Engineers Center Line
Proposed Road Reserve
Proposed Expropriation
DISCUSSION PURPOSE ONLY
OPTION 3 WIDENING TO WEST
FRANSCHHOEK
PAARL
MR91 Conceptual Design
Existing & Proposed Services
1:1000 @ A0
4683 / SE / 03
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DRAKENSTEIN
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Civic Centre, Berg River Boulevard, Paarl 7646

Memo

To:	**LAND DEVELOPMENT PROCESSING AND FACILITATION SECTION** **J MEYER (EXT: x4836)**
From:	**HERITAGE SERVICES SUB-SECTION**
Enquiries:	**CLIVE THEUNISSEN (EXT: x4818)**
Collaborator number:	**1968718**
Reference number:	**15/4/1(F819)P**
Date:	**28 NOVEMBER 2025**
Subject:	**APPLICATION FOR REZONING, SUBDIVISION, DEPARTURE, AMENDMENT OF PRECINCT SUBDIVISION PLAN, IN TERMS OF SECTION 15(2) OF THE DRAKENSTEIN BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: FARM 819, PAARL**

RECEIVED APPLICATION ON 11 NOVEMBER 2025

1. PROPOSAL

The proposal entails the subdivision, departures, amendment of precinct subdivision plan, applicable to Farm 819, Paarl, in order to establish a mixed-use development.

2. EVALUATION

2.1 DRAKENSTEIN HERITAGE SURVEY 2013

In terms of the Drakenstein Heritage Survey 2013, the proposal is located outside of any Heritage Overlay Zone. However, the industrial complex is graded as a Grade 3C heritage resource in the Drakenstein Heritage Survey Report.

2.2 NATIONAL HERITAGE RESOURCES ACT NO. 25 OF 1999

In a letter dated 10 October 2023, Heritage Western Cape (HWC) indicated that the proposed Site Development Plan and Visual Impact Assessment prepared by Cape Cultural Landscapes dated 18 September 2023, as well as the Urban Design Report prepared by Kobus Du Preez Architect and Urban Designer dated 10 June 2023, is substantially in accordance with the previous record of decision dated 2 November 2022. The following conditions as previously stipulated are still applicable:

- The proposed development must be executed generally in accordance with (as pertains to the heritage and visual related aspects) the Development Framework, Urban Design Report, Landscape Concept Plan, and proposals for signage and boundary treatment along the R45;

- The historic kiln chimney must be retained;
- The satisfactory conclusion of the ESTA process in respect of the housing of existing tenants who meet the criteria contained in said legislation, prior to the re-development of the Northern Infill Housing Precinct;
- The implementation of mitigation included on pages 66 to 69 of the Heritage Impact Assessment Report; and
- Should the proposal undergo significant change during further design processes, a Visual Impact Statement must be issued by a suitably qualified specialist to re-assess the potential visual impact and determine if the findings of this study remain unchanged.

The design proposal has been substantial amended after the last response by Heritage Western Cape. The applicant has indicated that compliance with the provisions of section 38 of National Heritage Resources Act No. 25 of 1999 will occur during the approval of the site development plan for the development.

2.3 DRAKENSTEIN MUNICIPAL ZONING SCHEME BYLAW 2018

In terms of the Drakenstein Municipal Zoning Scheme Bylaw 2018, the proposal is located outside of any Special Character Protected Area Overlay Zone. However, site is located within a (R45) Simondium Road Scenic Route Overlay Zone.

3. CONCLUSION

In view of the above, the proposed rezoning, subdivision, departures, amendment of precinct subdivision plan, applicable to Farm 819, Paarl, in order to establish a mixed-use development, is supported, subject to the following conditions that must be adhered to before the submission of building plans:

- Confirmation from HWC that the design and layout is in accordance with the conditions stipulated by HWC in its letter dated 10 October 2023;
- An updated site development plan, site sections, heritage impact assessment, visual impact assessment, landscaping plans and sections, urban design report and design guidelines must be submitted for consideration and approval; and
- Detailed guidelines and landscaping plans must be submitted for each development phase.

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W HENDRICKS
MANAGER: SPATIAL PLANNING